

# Whangarei District Council Meeting

## Agenda

**Date:** Wednesday, 24 August, 2022

**Time:** 9:00 am

**Location:** Council Chamber  
Forum North, Rust Avenue  
Whangarei

**Elected Members:** Her Worship the Mayor Sheryl Mai  
(Chairperson)  
Cr Gavin Benney  
Cr Vince Cocurullo  
Cr Nicholas Connop  
Cr Ken Couper  
Cr Tricia Cutforth  
Cr Shelley Deeming  
Cr Jayne Golightly  
Cr Phil Halse  
Cr Greg Innes  
Cr Greg Martin  
Cr Anna Murphy  
Cr Carol Peters  
Cr Simon Reid

For any queries regarding this meeting please contact  
the Whangarei District Council on (09) 430-4200.

1. Karakia/Prayer
2. Declarations of Interest / Take Whaipānga
3. Apologies / Kore Tae Mai
4. Decision Reports / Whakatau Rīpoata

4.1. Whangarei Airport Location Options Study - Decision

1

5. Closure of Meeting / Te katinga o te Hui

Recommendations contained in the Council agenda may not be the  
final decision of Council.

Please refer to Council minutes for final resolution.

## 4.1 Whangārei Airport Location Options Study – Decision on future Airport Site

**Meeting:** Whangarei District Council  
**Date of meeting:** 24 August 2022  
**Reporting officer:** Simon Weston (Chief Executive)

### 1 Purpose / Te Kaupapa

This report summarises the project background, technical work undertaken to date and reviews the community feedback received and the options available to Council regarding the Whangārei Airport Location Options Study (ALOS).

It will also inform a Council decision on:

- Whether to proceed to future proof the provision of an airport for Whangārei
- If such future proofing is agreed upon which of the three sites should be the proposal location option; and
- Whether to proceed with further investigations to support a designation process on the proposed future airport location.

### 2 Recommendations / Whakataunga

That Council

1. Agrees that there is ongoing risk to the operation of domestic passenger services at Onerahi Airport due to compliance and operational constraints and notes that Council does not control many of the variables that may negatively impact the future viability of passenger air services.
2. Agrees that protecting an alternative site for a possible future airport is the best way to provide certainty for the provision of a domestic airport near Whangārei City.
3. Agrees that from the work undertaken to date, Ruatangata (Site 9) is the recommended preferred site as the replacement airport, pending further investigation.
4. Undertakes further technical investigations to support a Notice of Requirement (designation) for the recommended preferred site (Ruatangata-Site 9) including:
  - a) Continued engagement with Iwi/Hapu, and stakeholders (including Ministry of Transport and Air New Zealand), including reconfiguring the Manawhenua Advisory Group as recommended within the adopted Consultation and Engagement Strategy 2022;
  - b) Undertake a Carbon Assessment and Climate Change Risk Assessment for the project;
  - c) Establish a meteorological Station at Ruatangata (Site 9);
  - d) Investigate alternative alignment options for Ruatangata (Site 9) for the Assessment of Effects to be based on;
  - e) Identify and commission baseline environmental and cultural monitoring activities including acoustic and ecological work to inform an assessment of effects;
  - f) Progress Environmental Effect Assessment reports and an RMA focused Assessment of Alternatives;

- g) Develop cost estimates and an implementation programme for the above activities and for airport protection and associated infrastructure investment.
5. Request staff report back to Council on progress with further technical investigations, including any fatal flaws with Ruatangata (Site 9) and the next steps, before confirming the Proposed Site and pursuing a Notice of Requirement (designation) process.
  6. Negotiate ongoing engagement for the next stage of this project with Beca Consultants for the work outlined in this report. If a satisfactory outcome is not achieved through negotiation, expressions of interest be sought.
  7. Notes the reporting for the Airport Location Option Study to date has been based on desk-top analysis of available information and advice from specialists, Mana Whenua and stakeholders and from community engagement, with the exception of Ruatangata (Site 9) where physical site inspections were able to be undertaken and included in the assessment process.
  8. Notes there is no current evidence that advances in aircraft technology will overcome the deficiencies of Onerahi airport.
  9. Notes that this decision is to protect a location for an alternative airport site so that the community can be confident in long term access to air travel near Whangarei City
  10. Notes that the decision to move from Onerahi Airport to construct a new airport at an alternative site has not been made and that currently there is no planned date for this.
  11. Notes that there is no perfect location for a new airport located close to Whangarei City. Each of the three preferred locations has its own positive and negative attributes. However, no fatal flaws have been raised at this stage for the three shortlisted options.
  12. Notes that the funding mechanism for the detailed design and construction of a new airport is yet to be determined. It is expected that funding for the construction of a new airport will require external (government or other) funding.

### 3 Background / Horopaki

Whangārei District Council (“Council”) recently sought public submissions on its proposal to future proof aviation for the Whangārei District, and to gauge community support for three potential future locations and the existing location at Onerahi.

The four options considered were:

- Further investigate Ruatangata West (Site 6) as an alternative airport location
- Further investigate Ruatangata (Site 9) as an alternative airport location
- Further investigate One Tree Point (Site 24A) as an alternative airport location
- Continue to operate from the existing Onerahi airport site.

This consultation process followed the requirements of the Local Government Act 2002 in relation to the ‘Statement of Proposal’ and the ‘Special Consultative Procedure’.

The information that was included in the statement of proposal and information made available on the Council’s website included a range of external technical reports and reports made to Council over the period of the study.

The consultation period commenced on 20<sup>th</sup> of April 2022 and closed on the 1<sup>st</sup> of July 2022.

A Council Briefing was held 9 August 2022 to present Council with the Issues and Options report and the Final Draft Whangarei Airport Location Options Study Project Summary Report: Technical Findings and Engagement Outcomes 3 August 2022. This report received minor amendments and was finalised as the Final report dated 17 August 2022 (Appendix A).

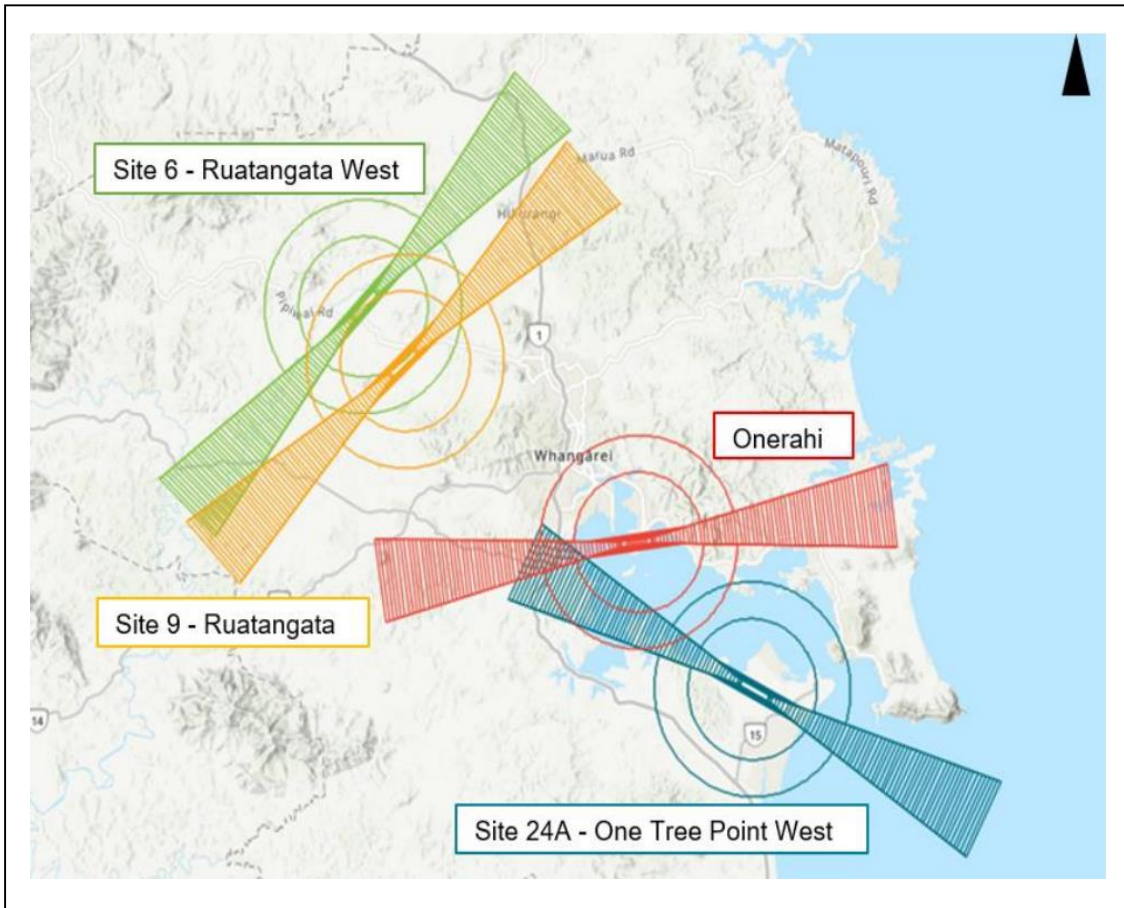


## 4 Introduction

This report is based on a Beca technical report entitled Whangarei Airport Location Option Study “Project Summary Report: Technical Findings and Engagement Outcomes” 17 August 2022 and is included as Appendix A. This report includes the Summary of Submission Points and Technical Response – Appendix A, Submission Response Heat Map – Appendix B; and Consultation Summary Report – Appendix C.

Figure 1 below shows the relative locations for the three preferred sites Ruatangata West (Site 6); Ruatangata (Site 9); One Tree Point West (Site 24a); and the existing Onerahi Airport location.

Figure 1: Relative Locations for Airport Options



### 4.1 Project Necessity

In 2014, Council commissioned Beca to undertake the Whangārei District Airport Strategic Review (the project). The review was to be delivered in a series of phased studies to provide advice 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.”*

Initial assessments undertaken in 2014 reviewed the suitability of Onerahi and Port Nikau. Those assessments concluded that neither location adequately met the long-term needs of the users and the District, and that alternative sites should be investigated. Council resolved to accept these recommendations and proceed with alternative site investigations at its meeting of 17 December 2014.

### 4.2 Objectives

The project objective has evolved over time as technical advice was received. Initially, the project objective was 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.”*

Once it was determined that the existing site at Onerahi was not adequate to serve the long-term needs of the district, the project objective evolved as follows:

*“To identify a suitable site for a new airport which meets the long term air transport needs of Whangārei.”*

It is acknowledged that Onerahi is a suitable airport for the district in the short to medium term, unless current operational conditions change.

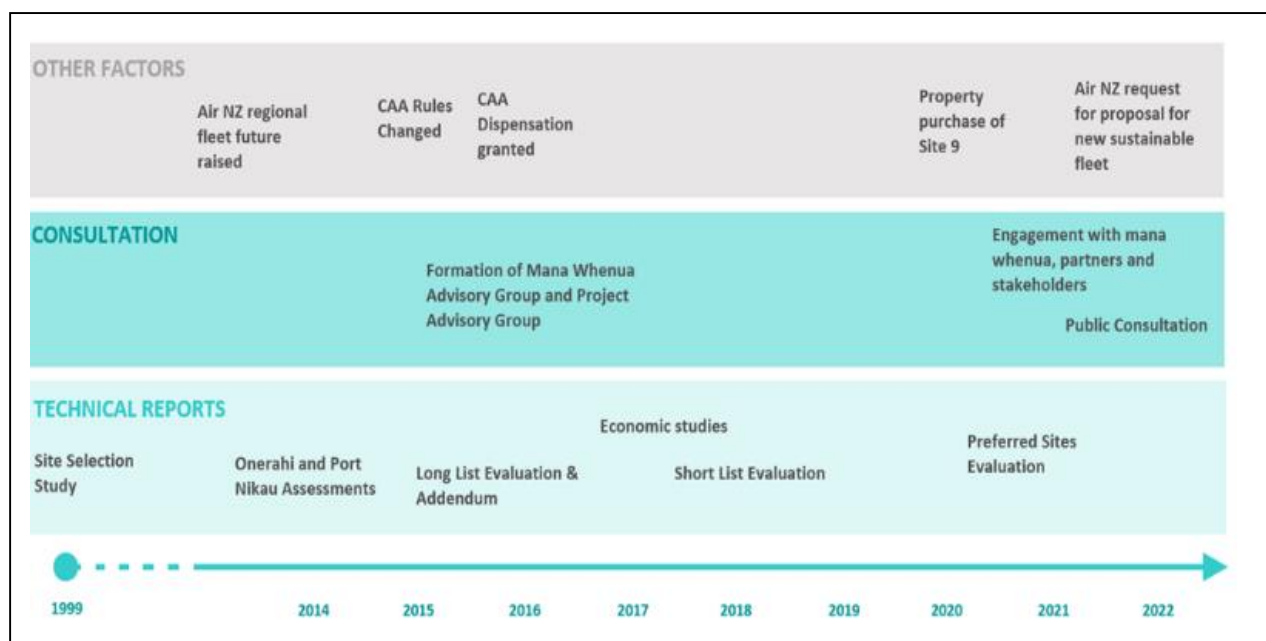
### 4.3 Previous Technical Reports

Technical investigations undertaken as part of the project are listed below, with key decision documents shown in bold:

- **Onerahi and Port Nikau Assessments (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)
- ALOS Site 9 Ruatangata Site Investigation Summary Report (2021)
- **Preferred Sites Evaluation (2020 - 2021).**
- **Project Summary Report: Technical Findings and Engagement Outcomes 2022**

### 4.4 Timeline

Figure 2: Project Timeline including technical assessments, consultation, and other key project milestones.



## 5 Consultation and Engagement

Council sought public submissions on its proposal to future proof aviation for the Whangārei District and gauged community support for four options on the preferred location for a future alternative airport within the Whangārei District. The four options are:

- To select **Ruatangata West (Site 6)** as the proposed location for a potential site to be explored in depth as a future airport location
- To select **Ruatangata (Site 9)** as the proposed location for a potential site to be explored in depth as a future airport location
- To select **One Tree Point West (Site 24a)** as the proposed location for a potential site to be explored in depth as a future airport location
- Continue to operate from **Onerahi**.

In accordance with the Special Consultative Procedure (“SCP”) of the Local Government Act 2002 (“LGA”), consultation was undertaken over five weeks, between 20 April and 25 May, with Councillors deciding to extend the consultation period by five weeks, to 1 July 2022.

Further background reports on the project were made available on Council’s consultation page on 1 June 2022. Council also contacted everyone who made a submission prior to this date to provide an opportunity to change or add to their feedback.

Overall Council received more than 610 submissions, of which 18 people were heard in support of their submission at a hearing on Tuesday 26 July 2022. Approximately 559 submissions were received between 20 April and 25 May and a further 51 submissions were received between 26 May and 1 July 2022.

Figure 3: Summary of site progression through the evaluation process.

### 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

Figure 3 shows the summary of site progression through each of the assessment reports resulting in the three alternative sites for engagement and consultation.

## Evaluation Ranking

The scores and rankings given to the final three recommended preferred sites through the Long List, Short List, and Preferred Site Evaluations, and details for any changes are shown in Figure 4 below:

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

Figure 4 Scores and Rankings given through the long list, short list and preferred site evaluations.

## 6 Engagement Outcomes and Technical Responses

### 6.1 Overview

An Engagement Summary Report has been prepared (refer **Appendix A**) which sets out in detail the engagement and consultation approach and provides a summary of all feedback received throughout the consultation period.

#### Summary of Results and Key Themes

Of the 610 submissions received:

- Approximately 49% prefer to retain the existing Onerahi airport
- Approximately 45% prefer to investigate an alternative airport location
- Approximately 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%

Key themes and findings that emerged throughout the consultation include:

- There was a correlation between where submitters lived and their favoured airport location, with a number of respondents living in the Ruatangata area or One Tree Point
- In many cases respondents did not provide a justification for their preference in location
- The importance of accessibility as a key factor when determining a favoured airport location
- Infrastructure (such as three waters, roading and utilities) as a key consideration including upgrading existing infrastructure, the pressure an airport would place on existing infrastructure or the cost to build new infrastructure
- The importance of amenity (including noise) as a key factor when determining a favoured airport location
- The economic implications or opportunities for the tourism industry, ratepayers and local businesses.

The Beca report in Appendix A sets out the key themes and those specific to each site. It also summarises the submissions received from iwi and hapu, members of the PAG, other stakeholders and local organisations. The themes ranged from questions on the need for a new airport, requirements for further studies, the role of future technology in aircraft, relevance of weather information, impacts on rural character & amenity, impacts on ecology, consultation with iwi/hapu and affordability.

## 6.2 Response to matters raised

In consideration of the information that was obtained from technical investigations prior to consultation it is considered that:

- The majority of feedback received through the engagement phase has provided **additional detail** on previously identified benefits and constraints associated with the three alternative sites
- The only **new information** relating to the three alternative sites that was received through the submissions and hearing process related to the identification of cultural values and sites.

The information contained within submissions has provided greater insight into potential cultural values and particular sites of significance that Iwi/Hapū hold in association with the three alternative sites. These include (but are not limited to) impacts on marae, values associated with surrounding water bodies and landforms, and specific sites of significance (i.e. potential presence of koiwi near Site 9).

## 7 Future Proofing and Preferred Sites Discussion

### 7.1 Future Proofing of an Airport

The 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:

- The Obstacle Limitation Surface (OLS) infringement to the north and east
- A shortfall in runway strip width of up to 50m (100m provided where 150m required) at the eastern Runway 24 threshold
- No runway end safety area (RESA) noting that this, now mandatory requirement for domestic aerodromes, is not a non-compliance at Onerahi because "grandfather" rights (or dispensations) allow the aerodrome to operate without RESAs

The requirements of Air NZ with respect to aircraft have not changed regarding their preference to operate 50 to 70 seater planes on their regional network. Whilst comments have been received that new technology will obviate the need for runway extensions and provision of RESA, we have no evidence for example that alternative power sources such as electricity or hydrogen will result in aircraft with short take-off and landing capabilities.

The community consultation on the need to identify another airport site or to stay at the existing location at Onerahi was reasonably balanced albeit, in favour of Onerahi.

Beca's opinion is that the CAA dispensation and the uncertainty around the capability of a future alternative replacement aircraft to operate commercially from Onerahi cannot be relied upon as a certainty. They recommend that Council continues to future proof for aviation in the District by investigating alternative airport locations. The reasons for this recommendation relate to the following factors:

***Flexibility:*** Acknowledging the current uncertainty around the future of aviation, future proofing an alternative airport site by way of designation provides Council the ability to action an airport relocation, if required. If Onerahi remains suitable and fit for purpose, a designation does not commit Council to constructing an airport. The designation can remain in place (and simply not be utilised), it can be altered, or it can be relinquished.

***Critical infrastructure:*** An airport is critical, life-supporting infrastructure that plays a significant role in supporting the wellbeing and growth of a district. Whilst future land transport investment priorities may change in the future, no information has been provided to date to support a recommendation that Council should relinquish the ability to operate an airport in Whangārei.

***Provides certainty:*** A designation provides a clear signal to communities and key stakeholders around Council's planned development intentions

***Timeframes:*** Suitable alternative airport locations within Whangārei are limited. The topography, ecological and cultural sensitivities, and the rate of population growth and development already impact the three identified alternative sites. Council risks these currently viable alternatives being further compromised as time elapses and the area further develops. When considering the long-term nature of major infrastructure projects and the time required to consent, design, and build, it is recommended Council proceed with protecting an alternative airport as soon as practicable.

## 7.2 Preferred Sites Discussion

In revisiting technical recommendations for a recommended preferred site, it is important to highlight that there is no one site that is free of constraints and unimpeded in its ability to be developed for an airport. All three preferred sites have acknowledged benefits and constraints.

On reviewing the additional information obtained through the public consultation process and engagement phase of the project, the following observations are made:

- Ruatangata West (site 6) noting:
  - appears as the most constrained of the three options
  - Aeronautically, the site has little flexibility in suitable runway alignments
  - The site is located the closest to sensitive ecological environments, including protected ecological areas (legally protected in perpetuity by QEII Trust covenants), the Wairua River, nearby wetlands
  - The site is surrounded by smaller horticultural and rural lifestyle properties, displaying high production potential and likely high land values by association.
- Ruatangata (site 9) noting:
  - the location of the Patuwairua Stream,
  - potential cultural sites, and

- proximity to the Comrie Park Kindergarten and Matarau School
- appears to be the least constrained and has the greatest level of operational flexibility and potential runway alignments
- One Tree Point (site 24A) noting:
  - identified benefits in its clustered location with existing industry and business land, transport and water and wastewater infrastructure.
  - the site is located within an identified long-term growth area and is planned for continued residential development which an airport could adversely conflict with,
  - commercial viability concerns have been raised given the sites proximity and accessibility to Auckland.

Noting the above and based on the information obtained to date:

Ruatangata (site 9) remains the recommended preferred alternative airport location from a technical perspective.

Commercial airline service viability concerns and levels of existing and planned residential development at One Tree Point continue to present a risk. If Site 24a was to be the site of a future airport changes to the District Plan would be needed to protect the site and reduce the extent of residential development in proximity to the site. However, on balance, the One Tree Point site (site 24a) still presents a viable option.

The highlighted constraints associated with Ruatangata West (site 6) suggest this site has the most constraints particularly from an ecological perspective.

In summary, it is recommended that Council continue to pursue investigations on Ruatangata (Site 9), as it remains the recommended preferred site.

### **7.3 Professional Services Engagement for the Project**

The lead consultant for this project since 2014 has been BECA, supported by peer reviewers and other technical specialists. Project Management and review services have also been provided by Fraser Campbell of Campbell Consulting. To date, the overall quality of work has been good and their technical capability in specialist fields has also been good.

Council at this point could seek expressions of interest from other Consultants to continue this work, however, going through a competitive process at this stage may not provide the best outcome for council or this project. Given the solid performance to date (quality and priority), preferential rates, and the significant knowledge and understanding gained through work to date, it is recommended that Council negotiates the next stage of this project with BECA. If a satisfactory outcome is not achieved through negotiation, expressions of interest should be sought.

It will also be necessary at appropriate stages of the project to have work peer reviewed, and this will be undertaken by independent specialist consultants.

## **8 Conclusions**

Based on the technical findings and engagement outcomes the following conclusions are made: -

1. That there is ongoing risk to the operation of domestic passenger services at Onerahi Airport due to compliance and operational constraints and notes that Council does not control many of the variables that may negatively impact the future viability of continued passenger air services.
2. That protecting an alternative site for a possible future airport is the best way to provide certainty for the provision of a domestic airport near Whangārei City.
3. That from the work undertaken to date, Ruatangata (Site 9) is the recommended preferred site as the replacement airport, pending further investigation.

4. Further technical investigations are required to support a Notice of Requirement (designation) for the recommended preferred site Ruatangata (Site 9) including:
  - a) Continued engagement with Iwi/Hapu, and stakeholders (including Ministry of Transport and Air New Zealand), as recommended within the adopted Consultation and Engagement Strategy 2022;
  - b) Undertake a Carbon Assessment and Climate Change Risk Assessment for the project;
  - c) Establish a meteorological Station at Ruatangata (Site 9);
  - d) Identify and commission baseline environmental and cultural monitoring activities and acoustic and ecological work to inform the assessment of effects;
  - e) Investigate alternative runway alignments for Ruatangata (Site 9);
  - f) Progress Environmental Effect Assessment reports and an RMA focused Assessment of Alternatives;
  - g) Develop an implementation program and cost estimates for the above and airport protection and associated infrastructure investment.
5. Reporting for the Airport Location Option Study to date has been based on desk-top analysis of available information and advice from specialists, Mana Whenua and stakeholders and from community engagement, with the exception of Ruatangata (Site 9) where physical site inspections were able to be undertaken and included in the assessment process.
6. There is no current evidence that advances in aircraft technology will overcome the deficiencies of Onerahi airport.
7. A decision to protect a location for an alternative airport site will be required so that the community can be confident in long-term access to air travel near Whangarei City
8. The decision to move from Onerahi Airport to construct a new airport at an alternative site has not been made and that currently there is no planned date for this.
9. There is no perfect location for a new airport located close to Whangarei City. Each of the three alternative locations has its own positive and negative attributes. However, no fatal flaws have been raised at this stage for the three shortlisted options.
10. The funding mechanism for the detailed design and construction of a new airport is yet to be determined. It is expected that funding for the construction of a new airport will require external (government or other) funding. Comparative cost estimates for Ruatangata (Site 9) was estimated as being \$122m in 2018. Current likely estimates would be in the region of \$150m plus.

## 9 Significance and engagement / Te Hira me Te Arawhiti

The decisions or matters of this Agenda triggered the significance criteria outlined in Council's Significance and Engagement Policy, therefore consultation was conducted in accordance with the Special Consultative Procedure of the Local Government Act 2002 (LGA 2002) and Council's Significance and Engagement Policy 2020 (S&E Policy) and Council's communications and engagement strategy.

## 10 Attachments / Ngā Tāpiritanga

1. **Appendix A:** Project Summary Report: Technical Findings and Engagement Outcomes, Beca 17 August 2022
  - Appendices of Attachment A**
    - A** Summary of Submission Points and Technical Response
    - B** Submission Response Heat Map
    - C** Consultation Summary Report, Beca August 2022





# Whangārei Airport Location Options Study

Project Summary Report: Technical Findings and Engagement Outcomes

Prepared for Whangārei District Council  
Prepared by Beca Limited

17 August 2022



Contents

1 Executive Summary..... 1

2 Purpose ..... 3

3 Project Overview..... 4

3.1 Project Necessity ..... 4

3.2 Objectives ..... 4

3.3 Timeline ..... 5

3.4 Consultation and Engagement ..... 5

4 Technical Findings ..... 7

4.1 Overview of Technical Investigations ..... 7

4.2 Summary of Technical Investigations..... 7

4.3 Summary of Site Progression ..... 12

4.4 Summary of Findings..... 13

5 Engagement Outcomes and Technical Responses ..... 19

5.1 Consultation Overview..... 19

5.2 Summary of Results ..... 19

5.3 Stakeholder Feedback..... 22

5.4 Key Matters Raised in Submissions ..... 24

6 Analysis ..... 28

6.1 Engagement Phase - New or Additional Information ..... 28

6.2 Decision to Future Proof ..... 30

6.3 Preferred Alternative Site Discussion ..... 31

6.4 Further Work ..... 32

7 Conclusions and Recommendations ..... 34

Appendices

- Appendix A – Summary of Submission Points and Technical Response
- Appendix B – Submission Response Heat Map
- Appendix C – Consultation Summary Report

Revision History

Revision N°	Prepared By	Description	Date
1	Rick Pemberton Stacey Sharp Kaitlyn Ritchie Claire Webb	Initial draft for client review	29 July 2022
2	Stacey Sharp	Second draft for client review	2 August 2022
3	Stacey Sharp	Final draft for Council workshop	3 August 2022
4	Stacey Sharp	Final	17 August 2022

Document Acceptance

Action	Name	Signed	Date
Prepared by	Rick Pemberton Stacey Sharp Kaitlyn Ritchie Claire Webb		17 August 2022
Reviewed by	Graeme Roberts		17 August 2022
Approved by	Graeme Roberts		17 August 2022
on behalf of	Beca Limited		

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# 1 Executive Summary

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In 2014, changes to the Civil Aviation Authority rules, the regional airline operating environment, and anticipated development of the Air New Zealand regional aircraft fleet necessitated a review of the Whangārei District Airport to ensure that the district has an airport that is capable of meeting long term needs (30-50 years).

This report has been prepared to inform a Council decision on whether to future proof the provision of an airport for the Whangārei district. Key findings are set out below:

1. Technical aeronautical investigations and assessments undertaken since 2014 identify that, in our opinion:
  - a. The existing Onerahi airport site encompasses sufficient land for the development of landside, terminal, and apron infrastructure to support aviation activity for the foreseeable future.
  - b. It is also likely that there is sufficient capacity in the existing single runway system to support future growth
  - c. The major issues which undermine the medium to long term viability of the airport at the Onerahi location are the inability to lengthen the existing runway and construct runway end safety areas (RESA) at each end, and the OLS matters at the north eastern end.
2. Council sought public submissions on the project over a 10-week period, with 610 submissions being received in total. Overall, respondents' views on the proposal to future-proof were split close to 50-50, with 49% preferring to retain the existing Onerahi airport, and 45% indicating a preference for Council to investigate an alternative airport location.
3. Of the three alternative airport locations, respondent's first preference was One Tree Point – site 24a (26%), followed by Ruatangata – site 9 (11%), and Ruatangata West – site 6 (8%).
4. With regard to feedback obtained through the community engagement phase:
  - a. The majority of feedback received through the engagement phase has provided **additional detail** on benefits and constraints associated with the three alternative sites **that have previously been considered in site selection analysis**
  - b. Additional detail was also provided that **highlights matters requiring further consideration** in the next phase of the project:
    - i. The identification of cultural values and sites that may be associated with the preferred site
    - ii. Consideration of climate change and carbon emission reduction obligations and reporting requirements, in alignment with recently published government policy direction (including that of Aotearoa New Zealand's first Emissions Reduction Plan and Aotearoa New Zealand's first National Adaptation Plan).
5. Of the three alternative sites, there is no one site that is free of constraints and unimpeded in its ability to be developed for an airport - all three sites have acknowledged benefits and constraints.
6. From a technical perspective, Ruatangata (site 9) remains the recommended preferred alternative airport location.

In conclusion, and in consideration of the technical findings and feedback received through the recent engagement phase, it remains reasonable and justified from a planning and aeronautical perspective to pursue futureproofing for aviation in the district.

**It is therefore our recommendation that:**

1. Council proceeds with further investigations on and assessments of Ruatangata (site 9) as the *recommended preferred site*. If the outcome of these result in Ruatangata (site 9) becoming the

*proposed site*, a Notice of Requirement to designate the land and surrounding airspace for airport operations can be pursued.

- 2. Council undertake the following further works:
  - i. Continue engagement with key stakeholders, including the Ministry of Transport and Air New Zealand, actioning *Stage 3 – Informing the Preferred Option* of the Beca Consultation and Engagement Strategy (2022)
  - ii. Identify affected Iwi and Hapū, reconfigure the Mana Whenua Advisory to be relevant to the next phase of the project, commence and maintain engagement, and commission Cultural Values Assessments where appropriate
  - iii. Undertake a Carbon Assessment and a Climate Change Risk Assessment
  - iv. Establish a meteorological station at Ruatangata (site 9) to record observations of atmospheric conditions
  - v. Investigate alternative alignment options for Site 9 to identify an optimal alignment for the Assessment of Effects to be based on
  - vi. Identify and commission baseline monitoring activities that will require lead time to inform an assessment of effects – particularly cultural, acoustic, and ecological
  - vii. Commission further specialist assessments to support the Assessment of Alternatives and Notice of Requirement (designation) for Ruatangata (site 9), including those set out within **Table 6-1** of this report
  - viii. Prepare an Implementation Programme to detail the sequence and duration of the activities for the recommended further works and assessments.
- 3. Should further specialist assessments and ongoing engagement with project partners (including Iwi and Hapū) and stakeholders through an Assessment of Alternatives and/or Notice of Requirement process render Ruatangata (site 9) unsuitable, it is recommended that Council re-consider the relative merits, benefits, and constraints of One Tree Point (site 24a) and Ruatangata West (site 6) sites with the view of reconfirming a second preferred site. Particular consideration should be given to the matters highlighted through engagement, as detailed throughout this report.

## 2 Purpose

The primary purpose of the report is to inform a Council decision on whether to proceed to future proof the provision of an airport for the Whangārei district as detailed in **Figure 2-1**. A secondary purpose could be to inform an Assessment of Alternatives process if a Resource Management Act Notice of Requirement (designation) process is pursued to futureproof an alternative airport location.

The report sets out:

- 1. The project background
- 2. A summary of the technical investigations and assessments undertaken to date
- 3. An analysis of the key issues raised in the community and stakeholder engagement phase
- 4. Technical comments and recommendations on:
  - a. Whether any information gained through the engagement phase changes previous technical assumptions and/or conclusions on any of the preferred sites
  - b. Any changes to previous recommendations regarding alternative preferred sites
  - c. Whether it is technically reasonable and justified to futureproof for aviation in the District
- 5. Further information, investigations and or work required if futureproofing is recommended.

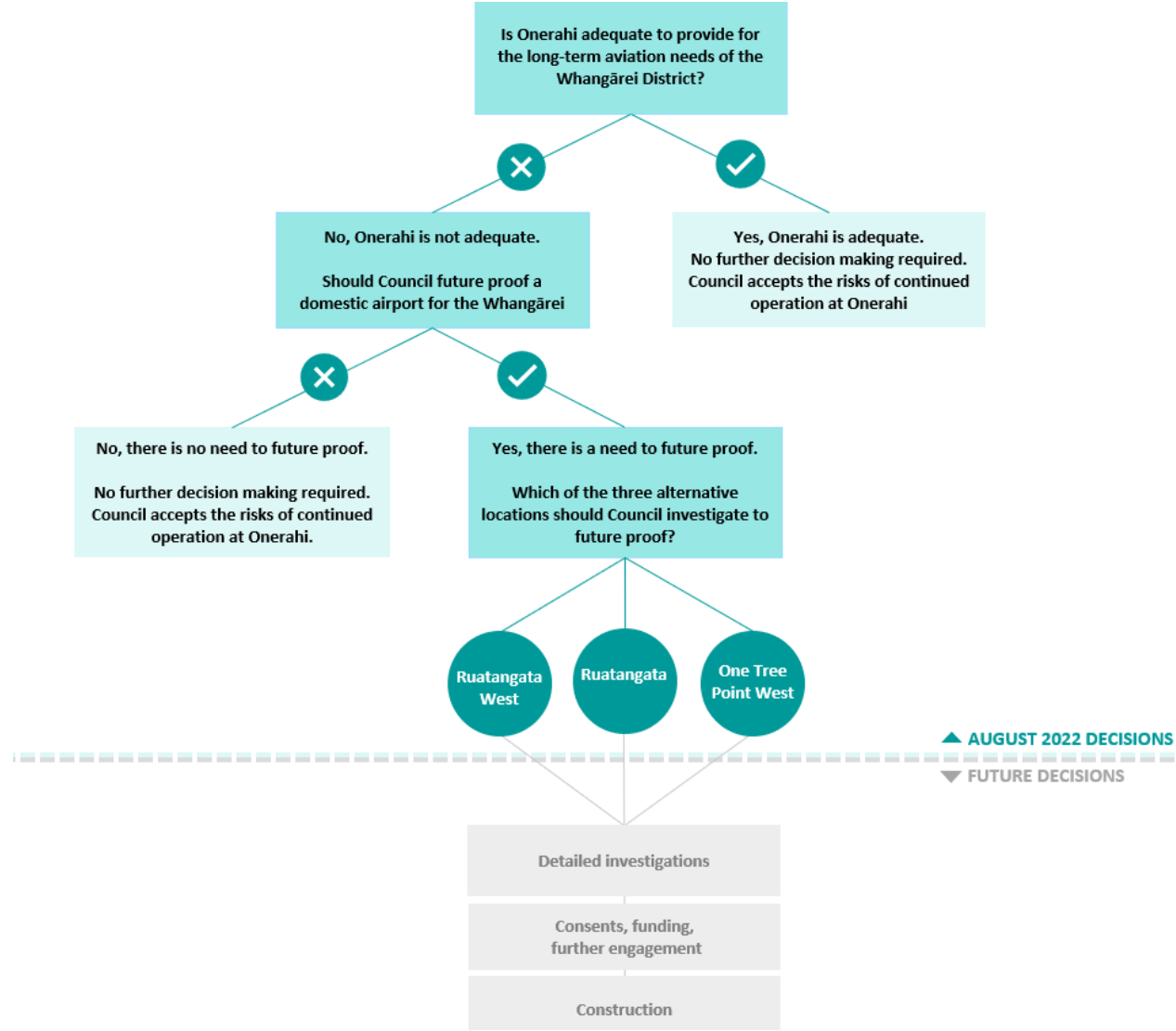


Figure 2-1: Decision flow diagram

## 3 Project Overview

### 3.1 Project Necessity

A Whangārei Airport Master Plan update was prepared in 1999 which included a desktop analysis of possible alternative airport locations. The recommendations of that 1999 report concluded that *“the primary air transport facility for the Whangārei District should remain at the existing Onerahi Peninsula site for the foreseeable future.”*

Between 1999 to 2014, changes were made to the Civil Aviation Authority (CAA) rules, the (current) regional airline operating environment, and the anticipated future development of the Air New Zealand regional aircraft fleet. As a result of these developments, Council undertook to further review the Whangārei airport location to re-validate, or otherwise, the recommendations of the 1999 report.

In 2014, Council commissioned Beca to undertake the Whangārei District Airport Strategic Review (the project). The review was to be delivered in a series of phased studies to provide advice 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.”*

Initial assessments undertaken in 2014 reviewed the operational suitability of Onerahi and Port Nikau. Those assessments concluded that neither location adequately met the long-term needs of the users and the District, and that alternative sites should be investigated. Council resolved to accept these recommendations and proceed with alternative site investigations at its meeting of 17 December 2014.

This decision led to the commencement of the Whangārei Airport Location Study, to which this report relates.

### 3.2 Objectives<sup>1</sup>

The project objective has evolved over time as technical advice was received. Initially, the project objective was 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.”*

Once it was determined that the existing site at Onerahi was not adequate to serve the long-term needs of the district, the project objective evolved as follows:

*“To identify a suitable site for a new airport which meets the long term air transport needs of Whangārei and the wider region.”*

It is important to note that the primary intent of the project was to identify an airport suitable for the Whangārei District – not an international airport, or an airport to service the needs of the Northland Region. However, it has always been recognised that there was the potential for an airport within Whangārei District to serve areas outside the District and in particular, for it to become a significant tourist traffic entry point.

Further, it is important to reiterate the timeframes to which the project was focussed on. The future needs refer to those 30 to 50 years away.

It is acknowledged that Onerahi is a suitable airport for the district in the short to medium term unless current operational conditions change.

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<sup>1</sup> The project objectives identified within this report are not RMA Designation objectives. If the project proceeds through to a Notice of Requirement, designation objectives will be developed as part of that phase.

3.3 Timeline

Figure 3-1 below sets out the key milestones and technical assessments undertaken as part of the project.

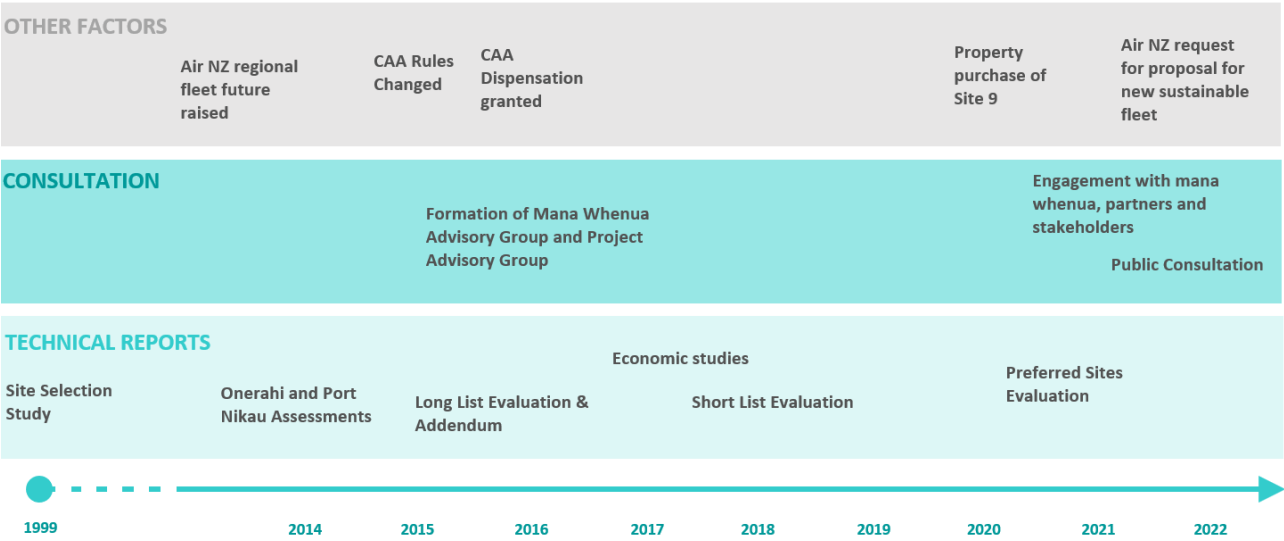


Figure 3-1: Project Timeline including technical assessments, consultation, and other key project milestones.

3.4 Consultation and Engagement

As shown on **Figure 3-1**: Project Timeline including technical assessments, consultation, and other key project milestones. above and in accordance with the Special Consultative Procedure (SCP) requirements of the Local Government Act 2002 (LGA), Council sought public submissions on the project over a 10-week period between 20 April – 1 July 2022.

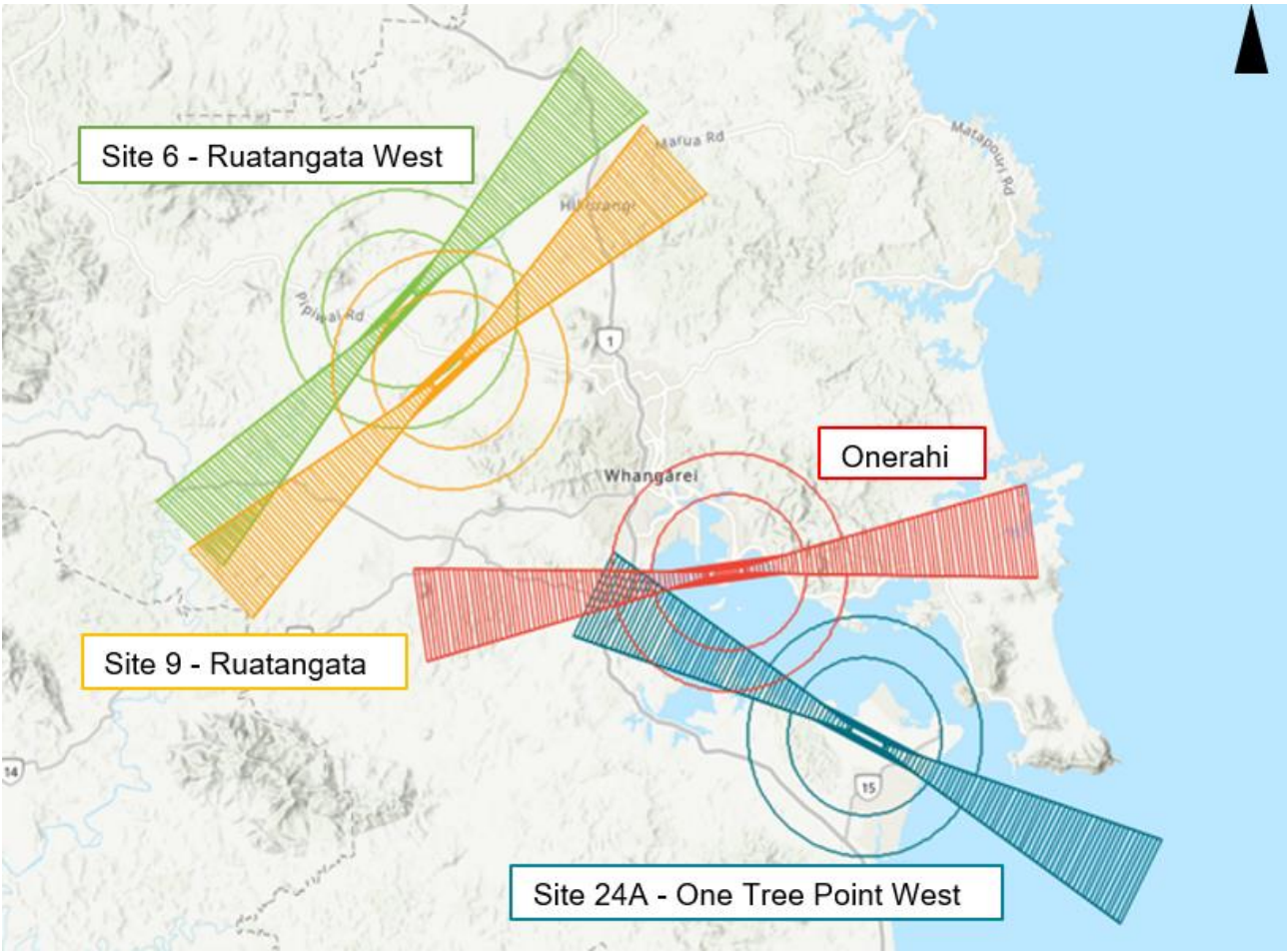
The purpose of the consultation was to obtain feedback and to gauge community support for the four options being considered by Council:

- Ruatangata West (site 6)
- Ruatangata (site 9)
- One Tree Point (site 24A)
- Continue to operate from the existing Onerahi site.

The technical assessments undertaken (as outlined in Section 4.1) assessed the suitability of the existing Onerahi site and identified the three preferred alternative airport locations that were suitable to develop a new airport.

The public were also asked to identify a preferred location for a future airport. The four options are shown in **Figure 3-2** below.





**Figure 3-2:** Map showing location and associated Obstacle Limitation Surfaces of each of the four options.

## 4 Technical Findings

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### 4.1 Overview of Technical Investigations

Technical investigations undertaken as part of the project are listed below, with key decision documents shown in **bold**:

- **Onerahi and Port Nikau Assessments (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)
- ALOS Site 9 Ruatangata Site Investigation Summary Report (2021)
- **Preferred Sites Evaluation (2020 - 2021).**

The following sections set out summaries of each of the above-listed technical investigations and their principal findings.

### 4.2 Summary of Technical Investigations

#### 4.2.1 Onerahi Assessment (2014)

The purpose of the Onerahi Assessment was to examine the airport infrastructure and operations at the current Onerahi site and evaluate the potential of this site to meet the future medium and long-term aviation requirements of the District.

The assessment concluded that extending the runway at the current elevation of 40 metres above sea level would be prohibitively expensive and likely face significant consenting obstacles. It is worthy to note that the expected consenting obstacles identified at the time (2014) have subsequently become more onerous with the adoption of amended national planning policy and RMA case law decisions, particularly with regards to development within the coastal environment and the interpretation of 'avoidance' policies.

The 2014 Onerahi Assessment determined that the existing airport site did not adequately meet the long-term needs of users and the District. Accordingly, it was recommended alternative sites be investigated.

#### 4.2.2 Port Nikau Assessment (2014)

The purpose of the Port Nikau Assessment was to evaluate the potential of an alternative airport site at Port Nikau.

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.

#### 4.2.3 Long List Evaluation (2015 – 2016)

The Long List Evaluation utilised GIS software and a detailed digital terrain model of the district to identify 28 potential airport sites (see **Figure 4-1**). Each site was required to accommodate a suitable runway length and orientation that was not constrained by surrounding hills.

A subsequent peer review and ongoing stakeholder consultation resulted in the identification of two additional locations.

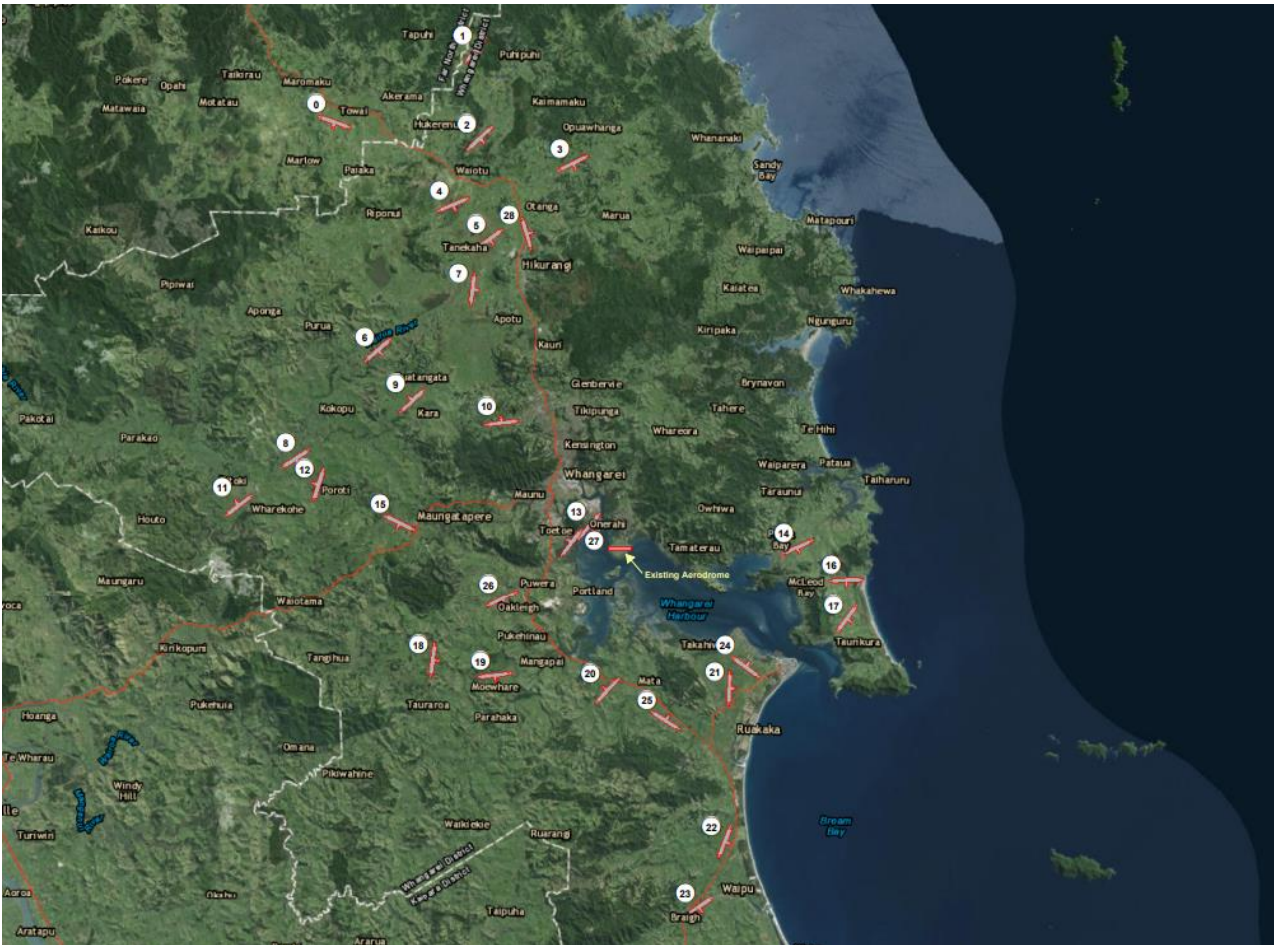


Figure 4-1: Long List Sites (Source: Long List Site Evaluation report, Beca, 15 November 2013)

The “Long List” sites were evaluated against broad criteria relating to operational suitability, planning requirements, and consenting, engineering feasibility, and land transportation links. The sites were evaluated against the following operational (aeronautical) requirements, of which reflect current CAA requirements:

- Runway 1800m long and 45m wide
- Runway strip 1920m long by 300m wide
- RESA 240m long and 150m wide at each end
- Runway usability factor >95%
- Obstacle Limitation Surfaces including consideration of:
- Approach slope 2-2.5% and length 15,000m
- Take-off climb slope 2% and length 15,000m
- Transitional Side Surfaces and Inner Horizontal Surface
- Land side area requirements.

The fundamental focus on the currently prevailing aeronautical requirements was deliberate. This was in the knowledge that future developments in the aviation industry, aircraft design and performance and navigational systems development may reduce these “minima”, but a prudent decisionmaker would adopt these performance criteria as a sensible departure point for current investigations.

From the “Long List”, the evaluation process identified a “Short List” of potential airport sites to undergo further evaluation as shown in **Figure 4-2**. These were:

- Site 2 - Gibbs Road
- Site 6 - Hodge Road (now named Ruatangata West)



- Site 9 - Ruatangata
- Site 22 - Rosythe Road
- Site 21/24 - One Tree Point.

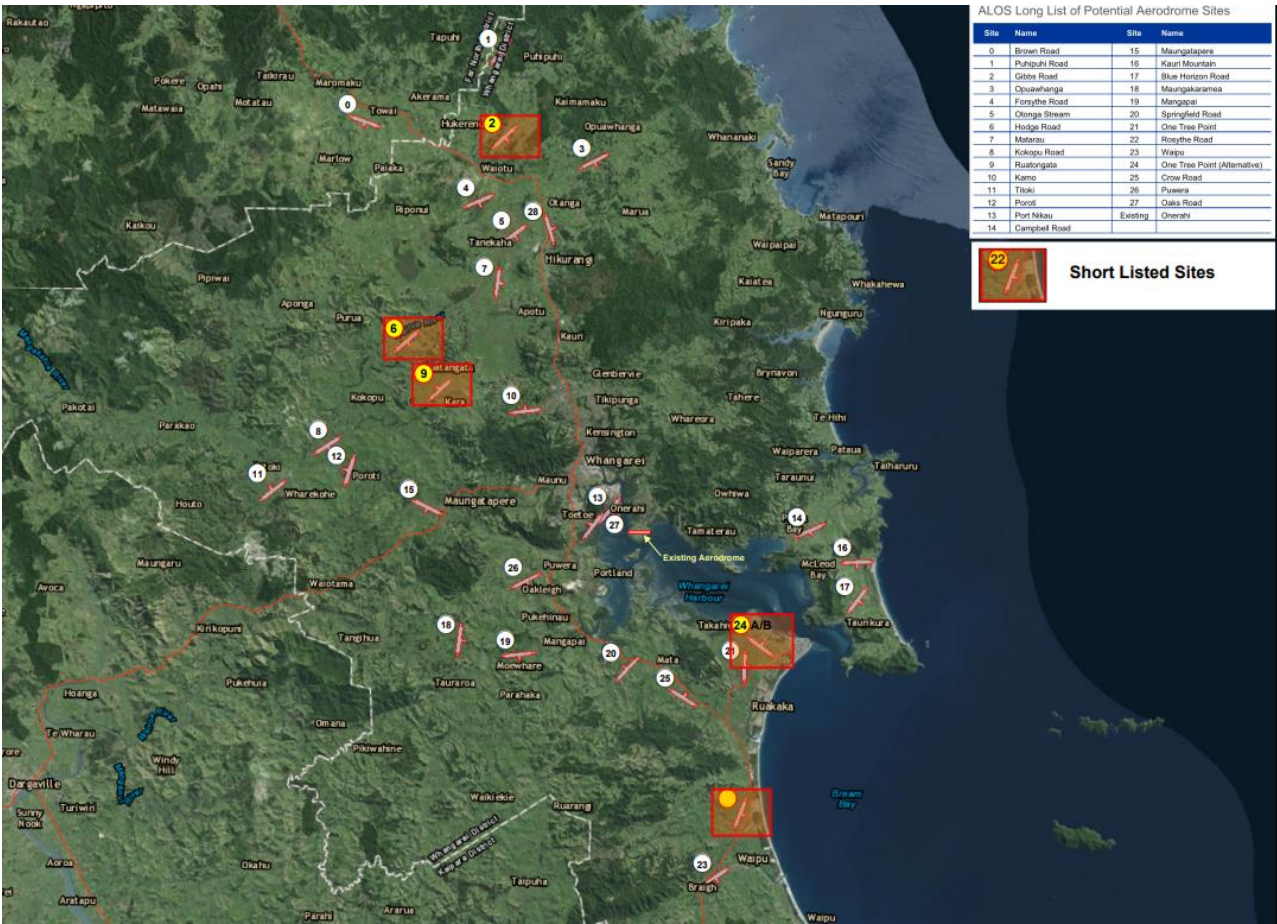


Figure 4-2: Short List Sites (Source: Whangārei District Council - Airport Locations Option Study, Short List Site Evaluation, 2018)

As part of the long list assessment, an independent peer review by Opus (WSP) of key deliverables was undertaken to ensure the robustness of the study methodology and associated technical analysis and findings. Following an initial review of the documents, a workshop was held between Beca and the reviewer to discuss the results of the investigations, during which issues relating to specific sites, in particular those relating to aeronautical issues, were examined further. These issues were resolved and incorporated into the Long List Assessment conclusions. None of the sites were able to fully satisfy all the requirements in all respects, however the five shortlisted sites were all considered capable of development for an airport.

4.2.4 Short List Evaluation (2018)

The Short List Evaluation further evaluated the “Short List” sites (see Figure 4-2) to identify two or three preferred sites for a future airport. A range of supporting assessments were undertaken to support this report including:

- Construction of more detailed Digital Terrain Models (DTM) at each site to provide more accurate ground levels for the evaluation of bulk earthworks volumes
- A more detailed assessment of the runway
- A more detailed consideration of the Marsden Point Oil Refinery Controlled Airspace Zone
- A more detailed assessment of Transpower Transmission Tower elevations and the impact on each site
- An Economic Contribution Study

- Site observations from publicly accessible areas
- Consultation with the Waka Kotahi New Zealand Transport Agency
- Review of the proposed plan changes to the Whangārei District Plan (at the time)
- Review of cadastral, land and capital valuation and deed information
- Preparation of rough order of cost estimates in consideration of potential land purchase costs, airport site development and upgrades to roading access.

As part of the Short List analysis, Council requested an evaluation of the existing Bay of Islands airport at Kerikeri to determine the feasibility of expanding this facility to meet the objective of the project.

While the review suggested that Kerikeri has the potential to be upgraded to serve as a wider Northland Regional Airport, there were identified challenges to extending the runway. On balance, it was concluded that an expanded Bay of Islands airport would not adequately service the needs of the Whangārei district, primarily due to its distance from the district’s population.

Based on the short list analysis, it was recommended that the following sites be selected as the preferred alternative airport locations:

- Site 6 - Ruatangata West (previously referred to as Hodge Road)
- Site 9 - Ruatangata
- Site 24a - One Tree Point West.

Note: One Tree Point was progressed through the long list and was initially ranked 6th in the short list, but following the 2018 addendum, was included in the preferred site evaluation due to potential opportunities associated with other significant infrastructure projects in the surrounding area.

As part of the short list assessment, an independent peer review by AECOM of key deliverables was undertaken to ensure the robustness of the study methodology and associated technical analysis and findings. The peer review concluded that the short list assessment was thorough and that a large volume of work and analysis had gone into the assessment.

The findings of the short list analysis were confirmed by the peer reviewer.

**Figure 4-3** below compares the estimated costs of developing new airports at each of the three alternative locations identified in the 2018 Short List Evaluation with that of extending the existing runway at Onerahi.<sup>2</sup>

RUATANGATA WEST SITE 6	RUATANGATA SITE 9	ONE TREE POINT SITE 24A	ONERAHI EXTENSION
<b>\$113M*</b>	<b>\$122M*</b>	<b>\$110M*</b>	<b>\$140M**</b>
Land: \$14.9M Development: \$98M	Land: \$7.8M Development: \$114.3M	Land: \$15.5M Development: \$94.5M	\$137-\$140M

*\* Estimate in 2018    \*\*Estimate in 2014*

**Figure 4-3:** Comparative development costs (2014 and 2018 estimates).

**Cost Estimate Parameters**

The 2014 Onerahi extension cost estimate was based on a high-level estimate of anticipated construction and land acquisition costs, with limited provision for supporting infrastructure and consultant fees. The

<sup>2</sup> 2014 figures are detailed in the Onerahi Assessment, and 2018 figures are detailed in the Short List Evaluation.

estimate was not based on any engineering concept design and no allowance for escalation was made. Refer section 9.2 of the 2014 Onerahi Assessment for further detail.

The 2018 Short List Evaluation cost estimates were developed based on a generic aerodrome configuration that formed the basis of the Long List Evaluation Report, modified in consideration of the topography of each site. Key cost elements included site preparation works (earthworks and drainage), pavement construction (terminal, runway, and landside), land access improvements, aviation support infrastructure, and land purchase costs. Refer section 6 of the 2018 Short List Evaluation for further detail.

It is acknowledged that these estimates were undertaken in 2014 and 2018 and would likely have since increased significantly if reassessed under current market conditions. The estimates were also relatively limited in scope and were undertaken in lieu of any site-specific detailed design.

Whilst we anticipate that development cost increases would likely increase proportionately across the three sites, it is acknowledged that further economic analysis would also need to consider a broader range of factors, including potential costs associated with providing for an electric or hydrogen fuelled aviation fleet.

**4.2.5 Economic Assessments (2017 – 2018)**

The following economic assessments were undertaken between 2017 and 2018 to inform the project:

- Economic Contribution Study - Market Economics Ltd - 12 July 2017
- Future Economic Spatial Structure (Activity across Northland) final - Market Economics Ltd - September 2018.

The 2017 Economic Contribution study considered the Whangārei airport’s potential future value looking forward to 2043. The scenario analysis estimated that the potential contribution an airport could make on the Whangārei economy (up to 2043) was estimated at \$110m-\$228m, with the mid-range put around the \$173m mark (positive net contributions).

In addition to the economic impact that the airport would have on the economy, the study identified that the wider benefits of an airport would also in-turn support the economic performance of the local and regional economy. Specifically, by enabling travel, the airport enhances productivity by improving business efficiency (day return), expanding the markets of local businesses, contributes towards specialisation and independence of location.

The 2018 study investigated the spatial distribution of population and business activity throughout Northland. The study concluded that Whangārei is the largest business centre in Northland and is expected to capture most of the region’s growth over the next 25 years, in line with business and population growth.

**4.2.6 Site 9 Ruatangata Site Investigation Summary Report (2021)**

In October 2020 a large block of land at the location of Site 9 - Ruatangata became available for purchase and Council took the option to secure it. This provided direct access to the land and enabled more detailed investigations and analysis of the site constraints and potential runway alignments.

Beca subsequently undertook a site visit and prepared four reports to further investigate and confirm the suitability of this site. These included:

- Site Visit Summary of Findings (2021)
- Alternative Runway Alignment Analysis Report (2021)
- Operational Considerations – Options 8 and 9 (2021)
- OLS Detailed Assessment (2021).

The “ALOS Site 9 Ruatangata Site Investigation Summary Report” summarised these four reports and provided additional analysis. This analysis identified the ecological significance of the Patuwairua Stream,

the flood conveyance and consenting challenges of placing a runway over it, and the multiple runway alignments available across the balance of the site.

4.2.7 Preferred Sites Evaluation (2021)

The Preferred Sites Evaluation undertook further analysis on the three preferred sites identified in 2018 Short List Evaluation.

The report identified a “recommended preferred site” based on the findings of these initial technical investigations, noting these findings were reached prior to undertaking wider public consultation, design refinement, and resource management approvals.

The further investigations for all three sites included:

- The Obstacle Limitation Surface (OLS)<sup>3</sup>
- Review of the most recent District Plan changes, changes in the planning context and surrounding built environment
- A more detailed ecological desktop assessment.

With updated information obtained from the Ruatangata Site Investigations, the three preferred sites were re-evaluated against the following criteria; operational suitability, planning issues, requirements and consenting, engineering feasibility, and land transportation links.

Despite more detailed information and alternative runway alignments being available for Site 9, the Preferred Sites Evaluation was based on the Short List Site 9 runway alignment to maintain consistency.

The Preferred Sites Evaluation identified Site 9 – Ruatangata as the recommended preferred site from a technical perspective. The ranking of all three sites were as follows:

1. Site 9 - Ruatangata
2. Site 6 – Ruatangata West
3. Site 24A – One Tree Point West.

The report also recommended further work to be undertaken to inform a decision on a proposed site, including further mana whenua and stakeholder engagement, technical investigations, and public engagement - particularly to understand constraints and opportunities across the three sites that may be held as local knowledge.

4.3 Summary of Site Progression

Figure 4-4 below details the progression of preferred sites through the location study stages.

<sup>3</sup> Obstacle Limitation Surfaces of an aerodrome are defined imaginary surfaces in the airspace above and adjacent to the aerodrome used to identify and control obstacles. The identification and restriction of obstacles within the OLS is necessary to enable aircraft to maintain a satisfactory level of safety while manoeuvring at low altitude in the vicinity of the aerodrome.

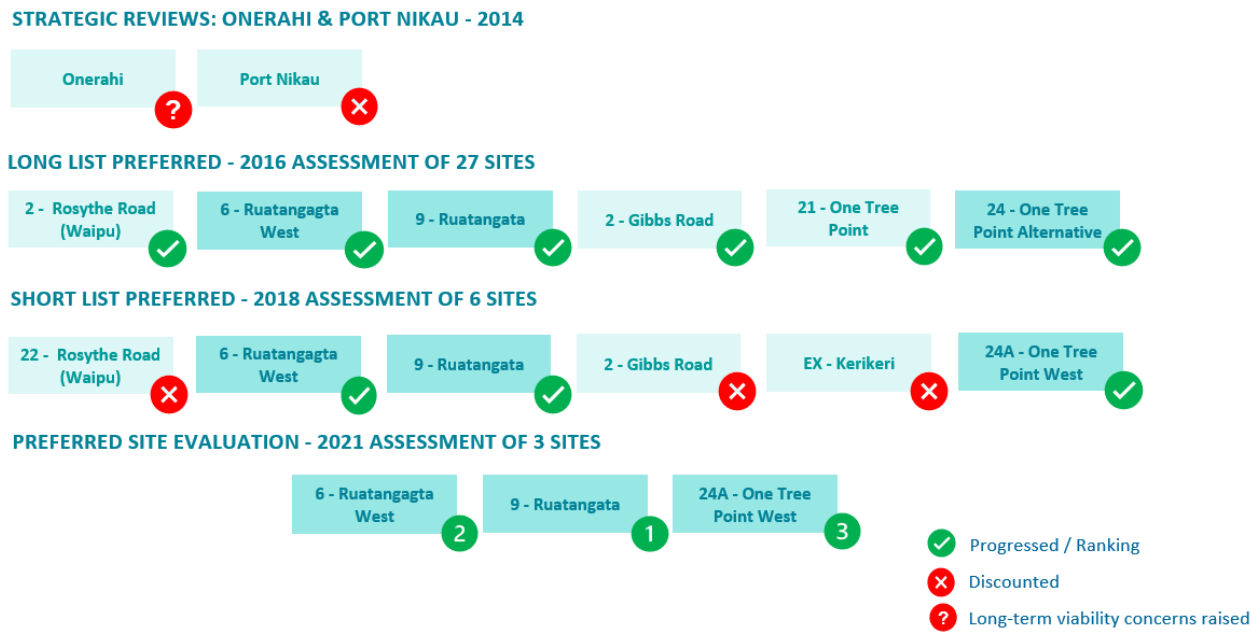


Figure 4-4: Summary of site progression of sites referenced in this report.

4.4 Summary of Findings

The following sections provides a summary of technical findings for each of the potential airport sites currently being considered by Council:

- Continued operation of Onerahi
- Pursuit of an alternative airport location at either Ruatangata West (site 6), Ruatangata (site 9), or One Tree Point (site 24A).

4.4.1 Onerahi

2014 Report Findings

The existing Onerahi airport site encompasses sufficient land for the development of landside, terminal, and apron infrastructure to support aviation activity for the foreseeable future. It is also considered likely that there is sufficient capacity in the existing single runway system to support future growth beyond 30 years.

However, the major issue which undermines the medium to long term viability of the airport at the Onerahi location is the inability to lengthen the existing relatively short runway. A runway lengthening project was considered to be required to meet the requirements of the evolving Air New Zealand regional fleet and provide an operational capability suitable for likely future aircraft types.

Further, risk to the airport’s continued certification/operation was identified due its non-compliance with three key points of design standards (at the time of the 2014 report). In summary these include:

- The Obstacle Limitation Surface (OLS) infringement to the north and east meant that minimum OLS to support both day and night operations cannot be achieved.
- Airline operators are required to comply with CAR 121.71(h) Appendix C. This requires a 150m strip and for Code 3 aircraft, the full width of which must be graded. The runway strip width narrows down from 150m to only 100m at the eastern Runway 24 threshold.
- The airport does not meet the minimum runway end safety area (RESA) length of 90m and the greatest distance practicable to a distance of at least 240m at each runway end. This is permitted under the current “grandfather” rights for aerodromes certificated prior to 2006. However, any lengthening of the landing distance or strip greater than 15m would trigger the requirement to include



a RESA. Without any extension, inclusion of RESA at either end would further shorten the existing available runway length.

A rough order cost for the 1,350m runway required utilising “starter extensions” was estimated at \$140 million in 2014. It is acknowledged this estimated cost is likely to be significantly higher in 2022, onwards. A shorter, less capable 1,200m runway would require the same runway platform to be constructed to comply with Civil Aviation Authority (CAA) runway strip and RESA requirements and was estimated to cost \$137 million in 2014.

In addition to a prohibitive cost, a runway lengthening project would also require the successful navigation of significant regulatory issues, which at the time included:

- Alteration to the designation of adjacent land under the Operative District Plan (it was considered likely that this would be publicly notified)
- Likely strong iwi/hapū and community objection to reclamation in the coastal marine area
- Regional planning issues
- CAA approval process.

The key finding of the 2014 report was that the prohibitive costs and risks noted above outweighed any benefit of remaining at the current Onerahi site beyond a 15-year period.

**Current Legislative Environment**

By way of update to the 2014 planning assessment, in today’s legislative environment, similar, and arguably more restrictive, regulatory issues are evident for any potential runway extension at Onerahi. These include:

- Alteration to the designation of adjacent land under the Operative District Plan / Proposed District Plan (appeals version). As above, it is considered likely that this would be publicly notified.
- The New Zealand Coastal Policy Statement 2010 (NZCPS) directs the avoidance of reclamation of land in the coastal marine area, unless:
  - land outside the coastal marine area is not available for the proposed activity;
  - the activity which requires reclamation can only occur in or adjacent to the coastal marine area;
  - there are no practicable alternative methods of providing the activity; and
  - the reclamation will provide significant regional or national benefit.

Cases, including Auckland’s East West Link, are currently in the Supreme Court testing the application of ‘avoid’ policies.

- In 2020 the National Policy Statement and National Environmental Standards for freshwater were gazetted, which provide protection to ‘natural wetlands’. This includes marine wetlands, such as mangroves.

The policy direction is to prioritise first, the health and well-being of water bodies and freshwater ecosystems, second, the health needs of people (such as drinking water) and third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

- In June 2022, the Government released the exposure draft of the Proposed National Policy Statement for Indigenous Biodiversity (NPSIB).<sup>4</sup> The objective of the NPSIB is to protect, maintain and restore indigenous biodiversity, including managing Significant Natural Areas (SNAs).
- Regional planning issues, including coastal issues.
- Likely strong iwi/hapū and community objection to reclamation in the coastal marine area.

<sup>4</sup> While the NPSIB does not yet have a legal status, it is worth considering any potential implications it may have on the Project as the Government expects the NPSIB to be gazetted in December 2022.

It is our view that the legislative/regulatory environment applying to any substantial works required to engineer an extension solution are of such magnitude that they could realistically be considered as “fatal flaws” to any proposal.

In any event, should a decision be taken to pursue this option, significant expenditure would be required to design a solution for which there was, at best, a highly uncertain regulatory outcome.

In our view, this substantially renders any proposal to extend Onerahi a nullity from a planning perspective.

**Long List Evaluation (2015-2016)**

Despite the findings of the 2014 report, the existing airport at Onerahi was included in the Long List Evaluation for comparison purposes.

The site scored a 48.3%, classified as a FAIL. Specifically, the site was determined to FAIL the following criteria:

- Area to meet long term infrastructure requirements: Even with significant engineering works the existing and adjacent areas are insufficient for establishing the minimum future aerodrome requirements, in particular providing a platform for a 1,500m runway with 90m RESA.
- Clash with infrastructure: Extension to west for 1500m runway plus RESA would encroach on shipping channel, may not be feasible to divert the shipping channel this far. Road tunnel would be required to maintain access to houses on south side.
- Scope of land improvements required:
  - Significant earthworks required to fill approximately 45-50m in height, from the seabed to the level of the runway, which would require imported fill. Undercutting of marine sediments is also likely required.
  - Significant dredging of new shipping channel required along with issue of disposing dredging materials.
  - In addition, possible slope stabilization works would likely be required.

**4.4.2 Alternative Sites: Ruatangata West (site 6), Ruatangata (site 9), or One Tree Point (site 24A)**

**Rankings**

The scores and rankings given to the final three recommended preferred sites through the Long List, Short List, and Preferred Site Evaluations, and details for any changes are shown in **Figure 4-5**.

LONG LIST (2015)	SHORT LIST (2018)	PREFERRED SITE (2021)
SITE 9 – RUATANGATA		
<div>78% - 2<sup>nd</sup></div> <div>Initial score</div>	<div>74% - 1<sup>st</sup></div> <div>Minor score reduction because of better understanding of planning and consentability issues and site engineering issues</div>	<div>74% - 1<sup>st</sup></div> <div>Score increase due to WDC now owning part of the site which reduced land purchase uncertainty.</div>
SITE 6 – RUATANGA WEST		
<div>81% - 1<sup>st</sup></div> <div>Initial score</div>	<div>73% - 2<sup>nd</sup><sup>5</sup></div> <div>Score reduction because of better understanding of planning and consentability issues.</div>	<div>70% - 2<sup>nd</sup></div> <div>Slight score reduction due to better understanding of ecological constraints and new national planning direction.</div>
SITE 24A – ONE TREE POINT WEST		
<div>73% - 6<sup>th</sup></div> <div>Note this score was for a previous similar option (One Tree Point Alternative)</div>	<div>63% - 6<sup>th</sup></div> <div>Significant score reduction in all categories except for operational suitability being marked down</div>	<div>63% - 3<sup>rd</sup></div> <div>Overall score unchanged. Some individual attribute scores changed due to better understanding of the transport, ecological, cultural and heritage landscape.</div>

Figure 4-5: Scores and rankings given through the long list, short list and preferred site evaluations.

Site-Specific Findings from Technical Investigations

Table 4-1 below summarises the benefits and disbenefits of each of the three alternative sites, as identified through the technical investigations detailed in section 3.2 above.

This information formed the basis of the consultation material that was presented to the public as part of the 2022 consultation period.

<sup>5</sup> Following the discounting of Kerikeri.

Table 4-1: Benefits and constraints of the three alternative sites.

Findings	Site 9 – Ruatangata	Site 6 – Ruatangata West	Site 24A – One Tree Point West
Benefits	<ul style="list-style-type: none"><li>WDC own large portion of land, approximately three other individual landowners directly affected by the aerodrome footprint.</li><li>There are no known archaeological sites or heritage sites located within the area.</li><li>No significant issues with existing infrastructure</li><li>Good site accessibility</li><li>Located within 10-20 minutes of 54% of the population (located in urban Whangārei)</li><li>64,000 people live within 30 minutes’ drive.</li></ul>	<ul style="list-style-type: none"><li>There are no known archaeological sites or heritage sites located within the area.</li><li>No issues with existing significant infrastructure</li><li>Located within 10-20 minutes of 54% of the population (located in urban Whangārei)</li><li>63,000 people live within 30 minutes’ drive.</li><li>Most suitable geology.</li></ul>	<ul style="list-style-type: none"><li>To the east of the aerodrome footprint, light industrial zoning enables future industrial development</li><li>The site is located in a strategic location with Port and Rail infrastructure, and planned upgrades.</li><li>Site is located within close proximity to residential and industrial growth areas increasing accessibility</li><li>Does not impact any protected features or scheduled sites.</li></ul>
Constraints	<ul style="list-style-type: none"><li>Roydon Drive and Matarau lifestyle clusters, Matarau School and Comrie Park Kindergarten – potential reverse sensitivity issues</li><li>The airport footprint intersects Kokopu Road and Attwood Road.</li><li>Up to 3km of watercourse (depending on runway alignment) within the footprint. Development would require either redirecting or culverting parts of these watercourses.</li><li>Potential natural wetlands subject to the NES-FW present within the footprint.</li><li>Biodiversity offset/compensation likely to be required</li></ul>	<ul style="list-style-type: none"><li>Large number of individual landowners</li><li>Reverse sensitivity issues likely to arise from Ruatangata West village</li><li>Wairua River and Hikurangi flood plain limits expansion to the north</li><li>Hodge Road is intersected by the airport footprint.</li><li>Up to 1.2km of watercourse within the footprint. Any airport development would require either redirecting or culverting parts of these watercourses.</li><li>The proposed airport footprint is in close proximity to two QEII covenants.</li></ul>	<ul style="list-style-type: none"><li>Large number of individual landowners impacted</li><li>High Growth Area<sup>7</sup> - Likely reverse sensitivity effects from surrounding residential zones.</li><li>Potential clash with future planned built up areas</li><li>Majority of site is susceptible to flooding</li><li>Likelihood of cultural sites of value given the areas past occupation</li><li>The airport intersects Pyle Road East and One Tree Point Road.</li><li>Small section of natural watercourse runs through the site. Development would</li></ul>

<sup>7</sup> Whangārei District Growth Strategy identifies Marsden Point and Ruakākā as a High Growth Area.

Findings	Site 9 – Ruatangata	Site 6 – Ruatangata West	Site 24A – One Tree Point West
	<ul style="list-style-type: none"><li>• Patuwairua stream, which may need to be diverted, provides potential habitat for species of conservation concern (kākahi, longfin eel, freshwater crab).</li><li>• Mature vegetation within the site provides potential bat roost habitat and bird nesting habitat. Potential lizard habitat and kiwi habitat is also present within the site.</li><li>• Potential for disturbance of bats during site operation.</li><li>• Footprint includes part of Mangere River PNAP</li><li>• Major site earthworks required which introduces project risk.</li></ul>	<ul style="list-style-type: none"><li>• Natural wetland subject to NES-F<sup>6</sup> within the footprint.</li><li>• Biodiversity offset/compensation likely to be required</li><li>• Kiwi and other bird species of conservation concern recorded within the site or adjacent habitat.</li><li>• Mature vegetation within the site provides potential bat roost habitat and bird nesting habitat. Potential lizard habitat also present within the site.</li><li>• Potential for operational disturbance of bats (Pukenui Forest) and avifauna.</li><li>• Footprint includes a section of Wairua River PNAP, Hodge Road Dams PNAP</li><li>• Two DOC wildlife management reserves located within 3km.</li><li>• Significant site earthworks required which introduces some project risk.</li></ul>	<p>require either redirecting or culverting parts of these watercourses</p> <ul style="list-style-type: none"><li>• Biodiversity offset/compensation likely to be required.</li><li>• Diversity of Threatened and At Risk bird species are associated with nearby coastal habitat</li><li>• Earthworks over soft ground, ground improvement may be required.</li></ul>

<sup>6</sup> National Environment Standards for Freshwater 2021. The NES-F regulates activities that pose risks to the health of freshwater and freshwater ecosystems.

## 5 Engagement Outcomes and Technical Responses

### 5.1 Consultation Overview

As set out in section 2.5 above, Council recently sought public submissions on the project over a 10-week period between 20 April – 1 July 2022 to obtain feedback and gauge community support for the four options being considered by Council.

In total, Council received 610 submissions over the ten-week consultation period. This represents approximately 0.6% of the estimated district population.<sup>8</sup>

The public were asked to identify a preferred location for a future airport location from four options identified in Section 3.4. The public were also asked to provide their views on the benefits and constraints of each of the four options, and whether there were any additional matters that Council should consider at each of the sites.

A Consultation Summary Report has been prepared (refer **Appendix C**) which sets out in detail the engagement and consultation approach and provides a summary of all feedback received throughout the consultation period.

The following sections of this report contains analysis of key themes and matters raised in those submissions, including a technical (aeronautical, planning, ecological) response where required. Note this report does not seek to identify and respond to each individual submission received.

### 5.2 Summary of Results

#### 5.2.1 Favoured Location

Of the 610 submissions received:

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

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

1. One Tree Point West (Site 24a): 26%
2. Ruatangata (Site 9): 11%
3. Ruatangata West (Site 6): 8%.

#### 5.2.2 Geographical Correlation

The geographical location of respondents and their indicated preferred airport location are shown in the heat maps set out in **Figures 4-1 – 4-4** below. The greater the concentration of responses, the warmer the heat map colours are (yellow being the most concentrated, and teal being the least concentrated).

A copy of the heat maps is also attached as **Appendix B**.

<sup>8</sup> Infometrics population estimate for Whangārei in 2021 was 99,400



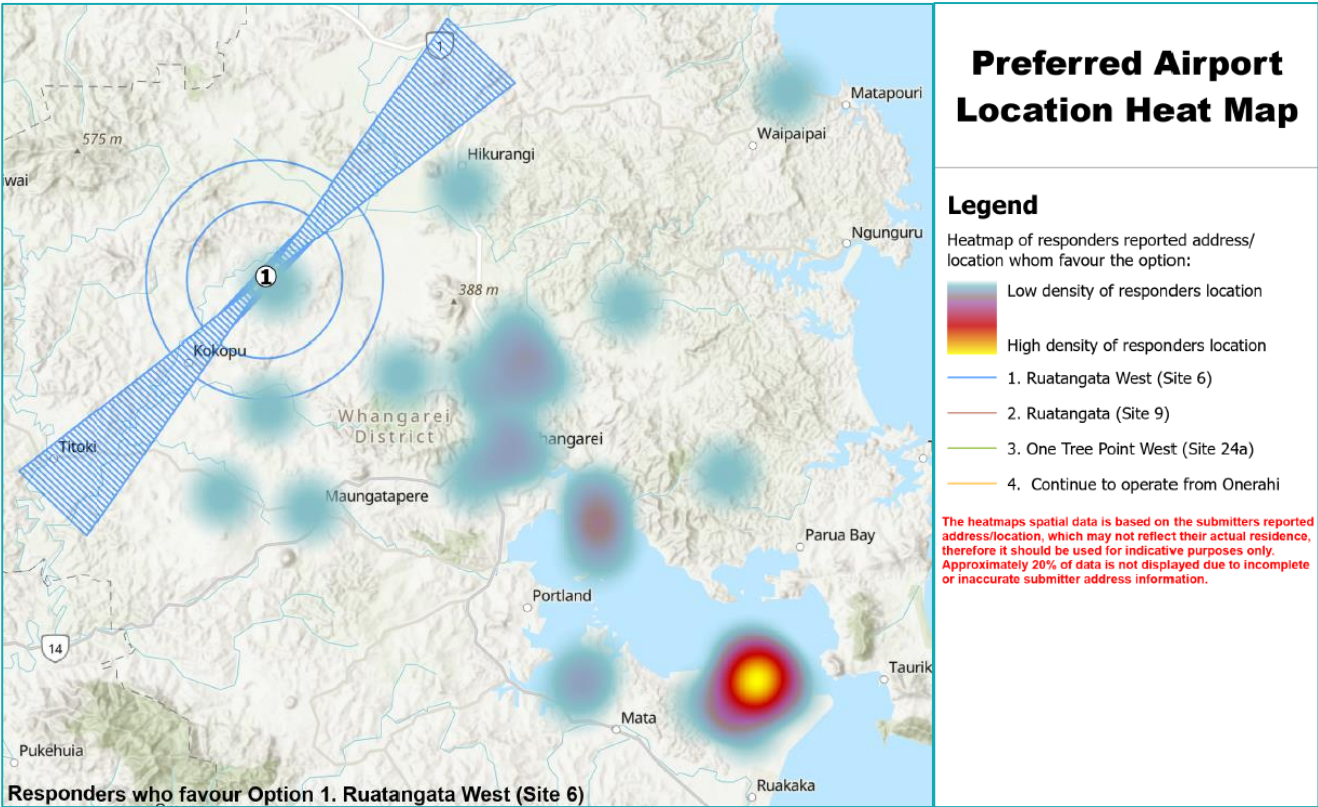


Figure 5-1: Heat map showing the general residing location of respondents who indicated Site 6 (Option 1) was their preferred site.

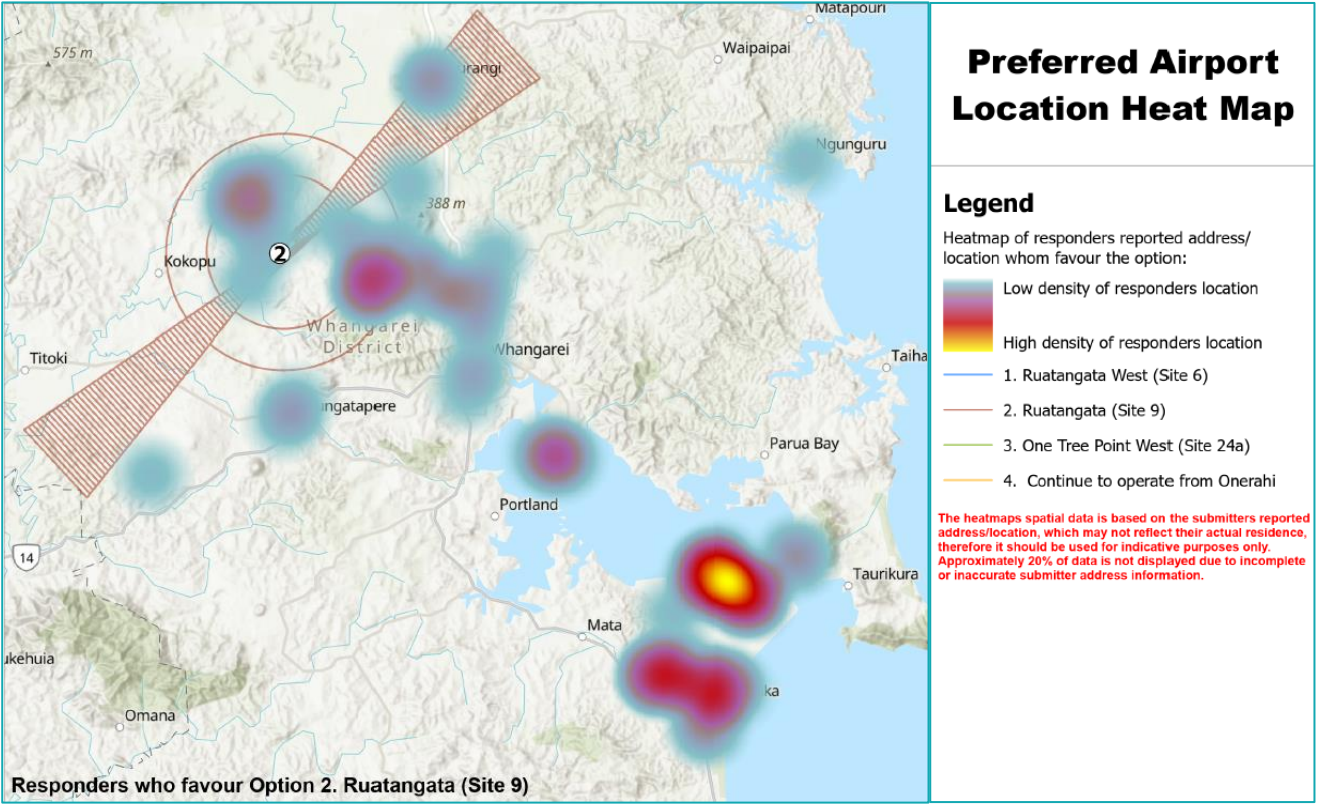


Figure 5-2: Heat map showing the general residing location of respondents who indicated Site 9 (Option 2) was their preferred site.



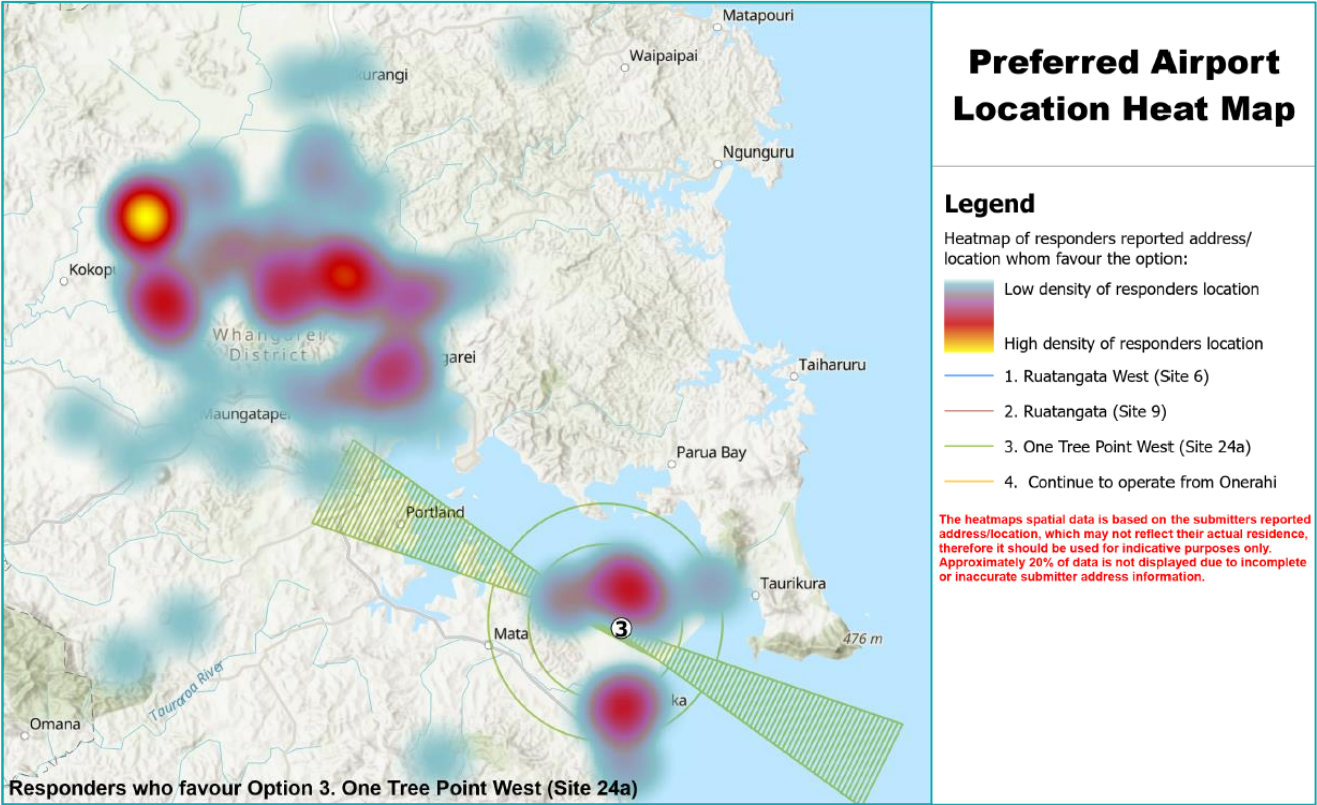


Figure 5-3: Heat map showing general residing location of respondents who indicated **Site 24a** (Option 3) was their preferred site.

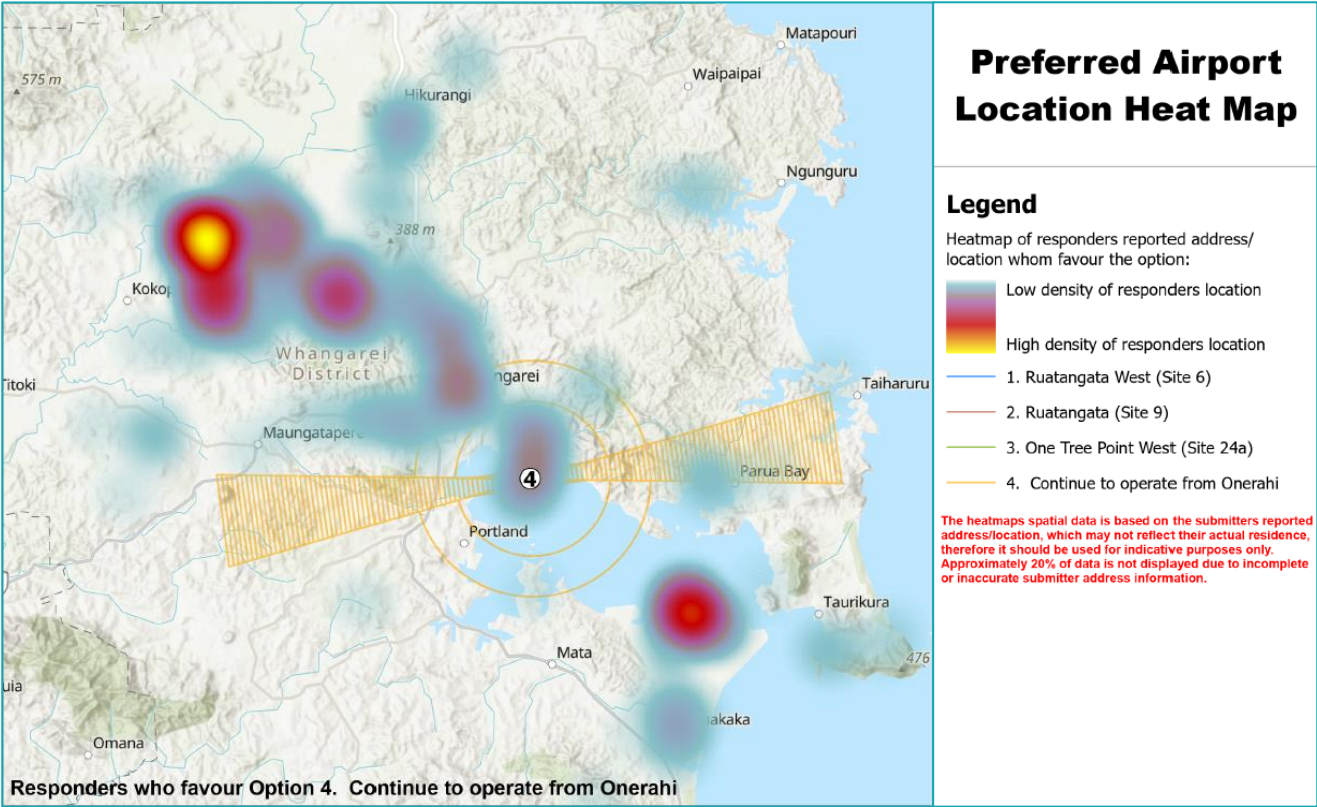


Figure 5-4: Heat map showing general residing location of respondents who indicated **Onerahi** (Option 4) was their preferred site.



Having regard to the above, the following observations are made:

- The geographical location of respondents appears to have a direct correlation with their level of engagement with the project. Specifically, the most intensive clusters of respondents (being those coloured light purple – yellow) 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.
- Ruatangata West (site 6) attracted the least amount of support from nearby residents, with majority of submissions originating near One Tree Point (refer **Figure 5-1**)
- Ruatangata (site 9) attracted significant support from submitters residing at One Tree Point – Ruakākā, and experienced a greater level of support from nearby residents compared with Ruatangata West (Site 6) – refer **Figure 5-2**
- One Tree Point (site 24a) attracted the most support from submitters residing near Ruatangata, but also had a greater relative level of support from local residents out of the three alternative sites (refer **Figure 5-3**)
- Of those who indicated their preference was to retain the existing Onerahi airport, the greatest concentration of these respondents reside at Ruatangata, followed by One Tree Point (**Figure 5-4**).

In summary, the greatest level of responses was received from locations in the Whangārei urban area and in proximity to one of the four sites. Of these responses, most indicated a preference for an airport location other than the one they lived proximate to.

5.3 Stakeholder Feedback

Submissions were received from various partners (including iwi and hapū), stakeholders and local organisations, of which are summarised in **Table 5-1** below.

Key submission points from these parties are also included in the submission summary tables set out in **Appendix A**.

**Table 5-1:** Summary of feedback received from project partners (including iwi and hapū), stakeholders, and local organisations.

Stakeholder	Preferred Location	General Comments
Northland Inc	None stated	Supports the pursuit of an alternative airport location, noting regional connectivity is a key enabler for economic growth and social inclusion.  Strategic importance of the project is recognised in the Logistics and Infrastructure workstream of the Tai Tokerau Northland Economic Action Plan (TTNEAP) and the Tai Tokerau Northland Destination Management Plan.
Fire and Emergency New Zealand (FENZ)	None stated	Access, firefighting water supplies, and emergency responses should be considered in ongoing investigations.  Requested involvement in the project as a stakeholder moving forward.
Waka Kotahi	None stated	Supportive of the project, noting airports play a crucial role in the transport system and are vital in supporting economic prosperity and connectivity.  Supportive of Onerahi’s inclusion as an option for consideration.

Stakeholder	Preferred Location	General Comments
		Consideration of the relevant national direction <sup>9</sup> and its strategic priorities required.
Ministry of Education	None stated	<p>Noted all four options are likely to have impacts on existing schools and requests noise contour details for each location. Also noted provision of walking and cycling facilities and locational impact on growth areas and school rolls as key considerations.</p> <p>Requested involvement in the project as a stakeholder moving forward.</p>
Air New Zealand	None stated	<p>Noted that Air New Zealand will continue operating into the current airport at Onerahi for the foreseeable future and is committed to serving Whangārei District and meeting its future growth.</p> <p>Identified it is likely that for Whangārei, the Q300s will eventually be succeeded by electric or hydrogen electric aircraft.</p> <p>Agree that One Tree Point West could see more travellers opt to drive southbound to Auckland undermining the potential utilisation of an airport at that location.</p>
Whangārei Flying Club	Continue to operate from Onerahi	<p>The submission raised a number of detailed and valuable aeronautical considerations. These are detailed and responded to in <b>Appendix A</b>.</p> <p>The preferred site was to continue operating at Onerahi however identified that in the unlikely event that Air New Zealand wishes to operate A320 (or similar) jets to Whangārei, Ruatangata (Site 9) is potentially the best alternative solution.</p>
Nga Tai Ora (Public Health Northland) Northland District Health Board	None stated	<p>Acknowledges that regional air transport is vital to Northland's economy and provides a crucial service in facilitating the flow of goods, investment, and people to the region.</p> <p>Noted the lack of comprehensive site-specific information/assessments. Noted noise modelling would aid a determination of how many people would be exposed to different levels of noise.</p>
Queen Elizabeth II National Trust	None stated	<p>Feedback was limited to Ruatangata West (Site 6) as the site overlaps with some exceedingly high-value protected land. As such site 6 was strongly opposed by QEII.</p> <p>Direct impacts to the covenants should be avoided. Further, increased noise and light pollution, dust, traffic, and bird-strike risk will have a detrimental impact on the surrounding environment.</p> <p>QEII understand the other two preferred sites would also have impacts on open space however these could be addressed through the resource consent process.</p>
Ngāti Kahu o Torongare Te Parawhau Hapū Iwi Trust	None stated	Identified several cultural issues at all three alternative sites that would need to be considered in further depth.

<sup>9</sup> Government policy and legislation referenced included Government Policy Statement on Land Transport 2021, Emissions Reduction Plan 2022, and National Policy Statement on Urban Development 2020.

Stakeholder	Preferred Location	General Comments
Patuharakeke Te Iwi Trust Board (PTITB)	Continue to operate from Onerahi	<p>Patuharakeke Hapū are opposed to this proposal. The submission raised a number of detailed and valuable considerations about One Tree Point West. In summary, no benefits are identified from a mana whenua/ahi kaa perspective.</p> <p>Raised concerns about the lack of adequate engagement and consideration to the climate emergency / sustainability. Identified impact on the cultural and ecological health of sites and areas of significance to Patuharakeke, including mātaimai areas at Takahiwai, The Pukekauri/Takahiwai ranges, and the cultural landscape at Poupouwhenua.</p> <p>If further investigations are carried out there will need to be a full cultural effects assessment process.</p>
Korokota Marae, Te Parawhau Hapū, Tokiri Road, Titoki	Continue to operate from Onerahi	<p>Oppose Site 6 and 9 due to the significant negative environmental impact on the land, rivers, flora, fauna, and ecosystems in area, including the Elver Transfer Project.</p> <p>Onerahi is preferred due to its location very close to city. If it is relocated, questioned whether the land would be returned to local tangata whenua.</p>
Ngā Hapū o Whangārei	None stated	<p>Identified that the development of any of the three alternative sites would trigger direct and collective engagement with the affected tangata whenua tribes. Each proposed site holds significance and value. Seeks that hapū, marae, whānau and their interconnected iwi networks of those lands are recognised, considered, and entrenched into the future of these sites at all levels of decision making.</p>
Forest & Bird	Continue to operate from Onerahi	<p>Whangārei should be on track to lower carbon emissions and that means including air travel. The constraint of the existing Onerahi airport should be seen as a worthy challenge to be met with prioritising this airport as being the first in Aotearoa New Zealand to have electric and hydrogen powered aircraft that can deal with the current footprint of the runway over a new site.</p> <p>Also suggest that Council could also instruct flight companies to keep aircraft at the size they are now, or smaller.</p>
Northpower	None stated	<p>Northpower have identified that for the long term viability of an airport there should be consideration to the future aircraft likely to service the Whangārei District. For this reason the ability to provide electrical capacity for charging these aircraft at an airport will be important for the long term viability.</p> <p>Northpower also provided site specific considerations with relation to the available capacity and required infrastructure improvements.</p>

5.4 Key Matters Raised in Submissions

A summary of matters raised in submissions, including technical (planning, aeronautical, and ecological) responses to those matters (where required) is set out within the tables attached as **Appendix A**.

A summary of the key points raised in submissions are set out below.

5.4.1 General Themes

Key points raised in submissions and a technical response (where appropriate) are set out within **Table B-1** of **Appendix A**. The views expressed in the submissions that are not site specific can be summarised as follows:

- Reasons for relocation are not justified – Onerahi is “fit for purpose”, the future of aviation is unknown, and technology may resolve current operational concerns
- Whangārei does not require an airport
- There are other alternative airport locations that should be considered, including alternative joint ventures
- Council should consider other investment priorities:
  - Invest in road and rail instead
  - Three waters infrastructure
  - Community projects and social infrastructure (i.e., a new hospital)
  - Expansion of the Bay of Islands Airport in Kerikeri
- Insufficient time and information available to enable a decision to be made - further technical assessments should be commissioned, including environmental impact assessments (noise, meteorological, flood hazards) and updates economic analysis
- Delay Council decision-making until the new Council is elected
- Consultation with mana whenua and stakeholders has been insufficient
- Concerns over funding mechanisms and costs to ratepayers
- Constructing a new airport conflicts with Council’s climate change and carbon reduction obligations
- Significant land and infrastructure requirements would be needed to support a new airport
- An airport will impact the environment (ecology, air quality, land, and water) and residents (amenity, character values, social infrastructure) and would occupy valuable productive land
- Concerns about weather impacting airport operation including fog and wind
- The future use and ownership of the land at Onerahi if the airport is relocated
- The new airport should accommodate emergency service aircraft
- Various aeronautical considerations including training circuits, curved approaches, grass cross-wind runways, and runway end safety area (RESA).

5.4.2 Ruatangata West (Site 6)

Key points raised in submissions and a technical response (where appropriate) in relation to Ruatangata West are set out within **Table B-2** of **Appendix A**. The views expressed in the submissions pertaining to Ruatangata West can be summarised as follows:

- Respondent’s views on proximity to the city varied, some noting the site was located too far from town and others supporting its location for its proximity to town
- Located further from Comrie Park Kindergarten and Matarau School (compared to site 9)
- The site is located in an ecologically sensitive area, with protected QEII Trust covenanted areas and several of the districts few remaining wetlands located nearby. It is also home to local bird populations
- The site is located too close to the Wairua River and airport operations will impact ecological values and water quality of the connecting river systems, exacerbate known flood hazards, and be impeded by groundwater, fog and low cloud associated with the River and wider Hikurangi Basin catchment
- Acknowledged benefit in being located away from the coast and associated hazards
- The site is prone to windy conditions

- An airport would destroy existing rural character and amenity values, remove viable production land and community/recreational facilities, and facilitate unplanned urban sprawl
- Potential presence of cultural sites within wider area and impacts on the five marae located within the wider area
- Economic implications of purchasing land near the site given the numerous rural-lifestyle properties surrounding Hodge Road
- Aeronautical concerns including surrounding landforms and the use of private (and rural-based) aircraft being impeded by no-fly zones
- The site has sufficient land and landform to accommodate future growth and enable expansion of other surrounding areas.

5.4.3 Ruatangata (Site 9)

Key points raised in submissions and a technical response (where appropriate) in relation to Ruatangata are set out within **Table B-2** of **Appendix A**. The views expressed in the submissions pertaining to Ruatangata can be summarised as follows:

- As with Site 6, respondent's views on proximity to the city varied, some noting the site was located too far from town and others supporting its location for its proximity to town
- An airport would likely compromise the viability of the Comrie Park Kindergarten and Matarau School
- Impacts on the Patuwairua Stream and surrounding watercourses and the associated ecological values and water quality should be a key consideration for Council
- The site is subject to fog and river flood hazards
- Acknowledged benefit in being located away from the coast and associated hazards.
- There are potentially cultural sites and koiwi (burial grounds) located within proximity to the site and an airport would have negative impacts on the five marae located within the wider area
- As with site 6, an airport would destroy existing rural character values and amenity, remove viable production land and community/recreational facilities, and facilitate unplanned urban sprawl
- Less populated area than site 6
- Given council already own land at the site, the economic costs associated with land acquisition would likely be less
- Aeronautical concerns including surrounding landforms and downdrafts
- The site has sufficient land and landform to accommodate future growth.

5.4.4 One Tree Point (Site 24A)

Key points raised in submissions and a technical response (where appropriate) in relation to One Tree Point West are set out within **Table B-2** of **Appendix A**. The views expressed in the submissions pertaining to One Tree Point West can be summarised as follows:

- The site has sufficient land and landform to accommodate future growth
- The site has the potential to act as a regional transport and freight hub and is surrounded by industrial-zoned land to further support airport-related business and industry
- The serviceability of the site due to existing infrastructure (in particular, the sites proximity to State Highway 1)
- The site is located within an identified growth area and within proximity to established residential areas.
- The site is located furthest from the city
- The sites proximity to the coast presents opportunities in the lack of topographical constraints and provides amenity relief as a result of over-water flight approaches

- Surrounding communities may have a lower sensitivity to airport operations, however concerns were raised regarding impacts to schools and early childhood centres, retirement villages, and recreational facilities/activities
- Environmental concerns associated with impacts on kaimoana, coastal water quality, and ecological values, also concerns of bird strike due to the sites coastal location and associated coastal avian populations
- The site is well separated from protected bush areas and wetlands
- There are papakāinga and marae located within proximity to the site and an airport would have negative impacts on the cultural landscape
- The site may not be as impacted by fog, however the prevailing wind direction and ‘no fly’ zones associated with the Refinery may impede the operation of smaller aircraft
- The site is subject to hazard including tsunami risk coastal and flood hazards.

5.4.5 Onerahi

Key points raised in submissions and a technical response (where appropriate) in relation to Onerahi are set out within **Table B-3 of Appendix A**. The views expressed in the submissions pertaining to Onerahi can be summarised as follows:

- Onerahi is an established part of the community and environment, therefore the community is familiar with the risks, operation, and effects of an airport.
- Onerahi is existing and “fit for purpose” for continued operation
- Emerging aviation technology will support continued operation at Onerahi including new aircraft and procedures
- There is potential for upgrades at Onerahi which will provide wide benefits
- Onerahi has existing accessibility and transport benefits including good proximity to Whangārei CBD and population base.



## 6 Analysis

This section provides technical commentary on whether:

- Any information gained through the engagement phase changes previous technical assumptions and/or conclusions on any of the three preferred sites
- There are any changes to previous recommendations regarding a preferred alternative airport locations
- It is technically reasonable and justified to futureproof for aviation in the district
- Any further information, investigations and or work/tasks are required if futureproofing is recommended.

### 6.1 Engagement Phase - New or Additional Information

A summary of matters raised in submissions received from project partners (including Iwi and Hapū), stakeholders, and members of the public, including technical responses to those matters where required, is contained within section 4 above and further detailed in **Appendix C**.

In summary, feedback received through the consultation and engagement phase has helpfully provided further detail on the following matters:

- Ecological sensitivities and values, primarily those associated with Ruatangata West (site 6) and to a lesser extent, Ruatangata (site 9)
- Cultural values and sites of significance associated with all three sites
- Community facilities and social infrastructure of particular value and importance to the community
- Local insights on weather conditions that could impact all three sites, particularly highlighting potential fog concerns with the two Ruatangata sites and the prevailing coastal winds that may impact the One Tree Point site (site 24a)
- Further detail regarding ground conditions and potential engineering constraints
- A suggested expansion in aeronautical design considerations and parameters that would see a future airport cater for a range of operators (including smaller aircraft)
- Reinforcing the climate change implications of transport choices, with particular consideration of recently released National policy and legislation trending toward carbon emissions reduction
- Registrations of interest from organisations who wish to have ongoing involvement in the project.

In consideration of the information that was obtained from technical investigations prior to consultation (refer **Table 4-1**) is it considered that:

- The majority of feedback received through the engagement phase has provided **additional detail** on benefits and constraints associated with the three alternative sites **that have previously been considered in site selection analysis**
- Additional detail was also provided that **highlights key matters requiring further consideration** in the next phase of the project (being detailed investigations to support a Notice of Requirement – refer section 5.2 below). These include:
  - The identification of cultural values and sites associated with the preferred site location
  - Consideration of climate change and carbon emission reduction obligations and reporting requirements, as set out within recently released government direction.

6.1.1 Cultural Sites

As acknowledged within the 2021 Preferred Sites Evaluation, identification of cultural sites at that time was limited to a desktop review of mapped Sites of Significance that were identified on publicly available district and regional council GIS databases.

The information contained within submissions has provided greater insight into potential cultural values and particular sites of significance that Iwi and Hapū hold in association with the three alternative sites. These include (but are not limited to) impacts on marae, values associated with surrounding water bodies and landforms, and specific sites of significance (i.e. potential presence of koiwi near Site 9).

This feedback has been provided at a relatively high level, and with particular regard to specific sites of significance, no locational detail has been provided.

Considering the above, while this additional information may slightly reduce the Ruatangata (Site 9) multi criteria analysis (MCA) evaluation that informed the rankings of the three preferred sites<sup>10</sup>, it is important to note that cultural matters were one of 17 assessment criteria.

As such, based on the high-level information available at the time of writing, this additional information is not considered to materially affect the overall rankings of the MCA analysis. This is not to devalue these important considerations, but instead further emphasises the importance of ongoing engagement with mana whenua as part of the next phase of the project - particularly if the project moves into an RMA<sup>11</sup> space.

6.1.2 Climate Change and Emissions Reduction

There is a clear shift nationally (and globally) toward recognising and planning for climate change impacts and transitioning to a low carbon economy. New Zealand has made international commitments to climate change that are reflected in recent legislative changes such as the Zero Carbon Amendment Act, and the 2019 RMA amendment. This is further reinforced by recently released government policy, including New Zealand's first Emissions Reduction Plan (released June 2022) and the first National Adaptation Plan (released August 2022).

In November 2022 the 2019 RMA Amendment will remove the explicit preclusion of climate change discharges from consideration under the RMA. The full implications of how this will impact infrastructure development (as an enabler of emissions) is not yet known.

Whilst the implications of the National Adaptation Plan and Emissions Reduction Plan are also yet to be seen, the emerging trend from these documents, and other recent national policy, is that climate change and carbon emission considerations need to be factored into local government decision-making. This not only refers to decisions considered under RMA and climate change legislation but is also being applied to the consideration of business cases and funding proposals.

To date, the consideration of the project's carbon footprint has not been a material consideration or matter differentiating between alternative site options. Recommendations are therefore proposed to ensure these matters are addressed as part of the next phase of the project, being the detailed investigations required as part of the Assessment of Alternatives (Notice of Requirement) phase. See section 5.2 below for further detail.

In addition to satisfying the requirements of this new policy framework, these assessments also present an opportunity to inform design parameters and identify sustainability outcomes that could be incorporated into master planning objectives for any new potential airport, of which would be a significant Council asset.

<sup>10</sup> Undertaken as part of the 2021 Preferred Sites Evaluation.

<sup>11</sup> Likely involving a Notice of Requirement process under the Resource Management Act 1991

6.2 Decision to Future Proof

The existing Onerahi airport currently encompasses sufficient land for the development of landside, terminal, and apron infrastructure to support aviation activity for the foreseeable future. However, the major issue which undermines the ongoing operational certainty of the airport at the Onerahi location is the inability to lengthen the existing, relatively short existing runway.

The 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:

- The Obstacle Limitation Surface (OLS) infringement to the north and east
- A shortfall in runway strip width
- No runway end safety area (RESA) noting that this, now mandatory requirement for domestic aerodromes, is not a non-compliance at Onerahi because “grandfather” rights allow the aerodrome to operate without RESAs.

To provide operational certainty, a runway lengthening project was identified as necessary to meet the requirements of the evolving Air New Zealand regional fleet and provide an operational capability suitable for likely future aircraft types.

Since the 2014 assessment of Onerahi, the national carrier Air NZ have indicated that the current aircraft servicing Whangārei, the Dash8-Q300, will continue to operate until a carbon neutral alternative is available (likely electric or hydrogen). The most recent public statements from Air NZ on the likely remaining operational life of this type is an expected 10 years.

So, while this could be interpreted as not requiring any action until the replacement aircraft are identified, in our opinion, the CAA dispensation and the uncertainty around the capability of a future alternative replacement aircraft to operate commercially from Onerahi cannot be relied upon as a certainty.

Accordingly, it remains reasonable and justified from a planning and aeronautical perspective, to pursue futureproofing for aviation in the district and to use current, known design parameters for the basis of a future airport design.

6.2.1 Recommendation

In consideration of the technical findings and feedback received through recent consultation an engagement, **it is our recommendation that Council continues to future proof for aviation in the district** by investigating alternative airport locations.

The recommended means of future proofing is to proceed with further technical investigations on an alternative airport site, with the view of preparing a Notice of Requirement to designate the land (and surrounding airspace) for airport operations.

The reasons for this recommendation are as follows:

- **Flexibility:** Acknowledging the current uncertainty around the future of aviation, future proofing an alternative airport site by way of designation provides Council the ability to action an airport relocation, if required. If Onerahi remains suitable and fit for purpose, a designation does not commit Council to constructing an airport. The designation can remain in place (and simply not be utilised), it can be altered, or it can be relinquished.
- **Critical infrastructure:** An airport is critical, life-supporting infrastructure that plays a significant role in supporting the wellbeing and growth of a district. Whilst future land transport investment priorities may change in the future, no information has been provided to date to support a recommendation that Council should relinquish the ability to operate an airport in Whangārei.
- **Provides certainty:** A designation provides a clear signal to communities and key stakeholders around Council's planned development intentions

- **Timeframes:** Suitable alternative airport locations within Whangārei are limited. The topography, ecological and cultural sensitivities, and the rate of population growth and development already impact the three identified alternative sites. Council risks these currently viable alternatives being further compromised as time elapses and the area further develops. When considering the long-term nature of major infrastructure projects and the time required to consent, design, and build, it is recommended Council proceed with protecting an alternative airport as soon as practicable.

For the avoidance of doubt, the recommendations set out within this report do not pertain to Council committing to construct a new airport, purely to protect sufficient land and airspace as a means of preserving the ability to do so in the future, if required.

**6.2.2 Next Phase - Notice of Requirement and Assessment of Alternatives**

Should Council proceed with the recommendation to futureproof, further works will be required to support the Notice of Requirement process.

The RMA sets out statutory requirements that need to be met before land (and airspace in this instance) can be designated for public works. In particular, an Assessment of Alternatives will be required to be prepared as a means of demonstrating that adequate consideration has been given to alternative sites, routes, or methods of undertaking the works.

The Assessment of Alternatives will build on the numerous technical investigations that have been carried out over the last eight years of the project’s lifecycle. In addition, further works will be required to inform that assessment so Council can robustly defend the Notice of Requirement through an RMA process.

This next phase of the project provides an opportunity to action previously recommended further works, as well as the additional recommendations made following the recent engagement with project partners (including Iwi and Hapū), stakeholders, and members of the community.

The following recommendations pertain to pursuing technical investigations on the *recommended preferred site*. Following the satisfactory completion of the Assessment of Alternatives and these investigations, Council can then confirm the *proposed site*, and a Notice of Requirement can then be pursued.

**6.3 Preferred Alternative Site Discussion**

In revisiting technical recommendations for a recommended preferred site, it is important to highlight that there is no one site that is free of constraints and unimpeded in its ability to be developed for an airport.

All three alternative sites have acknowledged benefits and constraints.

In light of reviewing the additional information obtained through the public consultation process and engagement phase of the project, the following observations are made:

- Ruatangata West (site 6) appears as the most constrained of the three options, particularly noting:
  - Aeronautically, the site has little flexibility in suitable runway alignments
  - The site is located the closest to sensitive ecological environments, including protected ecological areas (legally protected in perpetuity by QEII Trust covenants), the Wairua River, and nearby wetlands
  - The site is surrounded by smaller horticultural and rural lifestyle properties, displaying high production potential and likely high land values by association.
- Ruatangata (site 9), with the exception of the location of the Patuwairua Stream, potential cultural sites, and proximity to the Comrie Park Kindergarten and Matarau School, appears to be the least constrained, and has the greatest level of operational flexibility and potential runway alignments.
- One Tree Point (site 24a) has identified benefits in its clustered location with existing industry and business land, including other regionally significant transport infrastructure, and is also the best serviced by existing infrastructure.

- The One Tree Point (site 24a) is however located within an identified long-term (30-year) growth area and is planned for continued residential development which an airport could adversely conflict with. Commercial viability concerns have also been raised given the sites relative proximity and accessibility to Auckland. The site is also arguably the most impacted by natural hazard risk, namely those relating to pluvial flood hazards.

6.3.1 Conclusions and Recommendation

Whilst information received through the engagement phase has helpfully assisted in refining the identification and timing of recommended further works, no information has been received that substantially changes previous technical conclusions regarding a recommended preferred alternative airport site.

As such, **Ruatangata (site 9) remains the recommended preferred alternative airport location from a technical perspective.**

It is therefore recommended that:

- **Council continue to pursue investigations on and assessments of Ruatangata (site 9)** as the *recommended preferred site*. If the outcome of these result in Ruatangata (site 9) becoming the *proposed site*, a Notice of Requirement to designate the land and surrounding airspace can be pursued.
- Should further investigations and ongoing engagement with project partners (including Iwi and Hapū) and stakeholders through the Assessment of Alternatives and/or Notice of Requirement process render Ruatangata (site 9) unsuitable, including a climate change risk and carbon emissions assessment, **it is recommended that Council re-consider the relative merits, benefits, and constraints of One Tree Point (site 24a) and Ruatangata West (site 6) sites** with the view of reconfirming a second preferred site. Particular consideration should be given to the matters highlighted through engagement, as detailed above.

6.4 Further Work

Should Council pursue the recommendation to future proof an alternative airport location at Ruatangata (site 9), the following works are recommended:

- Continue engagement with key stakeholders, including the Ministry of Transport and Air New Zealand, actioning *Stage 3 – Informing the Preferred Option* of the Beca Consultation and Engagement Strategy (2022)
- Identify affected Iwi and Hapū, reconfigure the Mana Whenua Advisory Group to be relevant to the next phase of the project, commence and maintain engagement, and commission Cultural Values Assessments where appropriate
- Undertake a Carbon Assessment and a Climate Change Risk Assessment
- Establish a meteorological station at Ruatangata (site 9) to record observations of atmospheric conditions
- Investigate alternative alignment options for Site 9 to identify an optimal alignment for the Assessment of Effects to be based on
- Identify and commission baseline monitoring activities that will require lead time to inform an assessment of effects – particularly cultural, acoustic, and ecological
- Commission further specialist assessments to support the Assessment of Alternatives and Notice of Requirement (designation) for Ruatangata (site 9), including those set out within **Table 6-1** below
- Prepare an Implementation Programme to detail the sequence and duration of the activities for the above works and below-listed assessments.



**Table 6-1:** Recommended specialist inputs to support any Notice of Requirement

Phase	Recommended Specialist Inputs
Notice of Requirement	<ul style="list-style-type: none"><li>• Concept design, including engineering OLS assessment</li><li>• Indicative construction methodology</li><li>• Planning assessment of environmental effects</li><li>• Meteorological assessment</li><li>• Archaeological assessment</li><li>• Cultural values assessment</li><li>• Noise and vibration assessment (construction and operation)</li><li>• Assessment of landscape, character, and visual effects</li><li>• Flood hazard assessment (including coastal hazards for One Tree Point)</li><li>• Geotechnical assessment</li><li>• Ecological assessment and watercourse classification / wetland delineation</li><li>• Economic impact assessment</li><li>• Social impact assessment</li><li>• Integrated traffic assessment</li><li>• Sustainability / carbon assessment.</li></ul>

## 7 Conclusions and Recommendations

In conclusion, and in consideration of the technical findings and feedback received through recent consultation an engagement, it remains reasonable and justified from a planning and aeronautical perspective to pursue futureproofing for aviation in the district.

**It is therefore our recommendation that:**

1. Council proceeds with further investigations on and assessments of Ruatangata (site 9) as the *recommended preferred site*. If the outcome of these result in Ruatangata (site 9) becoming the *proposed site*, a Notice of Requirement to designate the land and surrounding airspace for airport operations can be pursued.
2. Council undertake the following further works:
  - i. Continue engagement with key stakeholders, including the Ministry of Transport and Air New Zealand, actioning *Stage 3 – Informing the Preferred Option* of the Beca Consultation and Engagement Strategy (2022)
  - ii. Identify affected Iwi and Hapū, reconfigure the Mana Whenua Advisory to be relevant to the next phase of the project, commence and maintain engagement, and commission Cultural Values Assessments where appropriate
  - iii. Undertake a Carbon Assessment and a Climate Change Risk Assessment
  - iv. Establish a meteorological station at Ruatangata (site 9) to record observations of atmospheric conditions
  - v. Investigate alternative alignment options for Site 9 to identify an optimal alignment for the Assessment of Effects to be based on
  - vi. Identify and commission baseline monitoring activities that will require lead time to inform an assessment of effects – particularly cultural, acoustic, and ecological
  - vii. Commission further specialist assessments to support the Assessment of Alternatives and Notice of Requirement (designation) for Ruatangata (site 9), including those set out within **Table 6-1** of this report
  - viii. Prepare an Implementation Programme to detail the sequence and duration of the activities for the recommended further works and assessments.
3. Should further specialist assessments and ongoing engagement with project partners (including Iwi and Hapū) and stakeholders through an Assessment of Alternatives and/or Notice of Requirement process render Ruatangata (site 9) unsuitable, it is recommended that Council re-consider the relative merits, benefits, and constraints of One Tree Point (site 24a) and Ruatangata West (site 6) sites with the view of reconfirming a second preferred site. Particular consideration should be given to the matters highlighted through engagement, as detailed throughout this report.



Appendix A – Summary of Submission Points and Technical Response

General Themes

Table B-1: Summary of key points raised in submissions and technical response – General Themes

Theme	Key Points Raised in Submissions	Technical Response
Reasons for relocation are not justified	<ul style="list-style-type: none"><li>Future aviation standards and requirements are uncertain - the project should factor in actual requirements, not speculative requirements</li><li>Retaining CAA dispensations and approvals is purely an administrative task – the CAA have never shut down an airport in New Zealand</li><li>The long-term impacts of COVID-19 are uncertain, an upgraded airport may not be required now (or in 10 years’ time) as tourism may not recover to pre-COVID levels</li><li>Tourist’s bypass Whangārei for Kerikeri and the Bay of Islands</li><li>A regional airport is not a necessity - lack of evidence available to demonstrate that the future of air transport is vital to support the long-term economic security of Northland</li><li>Passenger volumes do not require large jet aircraft</li><li>If Air New Zealand isn’t a long-term option, consider alternative aviation providers (Sounds Air, Air Chathams, and Barrier Air).</li></ul>	<ul style="list-style-type: none"><li>The requirement to meet CAA Rules contributes to the overall risk to future operations. We acknowledge in itself, the risk of ongoing operation under current dispensations may, in isolation, not constitute a compelling reason to relocate from Onerahi. However, the CAA rules in particular with respect to RESA requirements presents a serious hurdle to lengthening the runway and there is ongoing risk, if there is an accident that could be partially or fully attributed to an existing non-compliance.</li><li>With respect to arguments about the necessity and timing of providing a more capable airport facility and time frames, the ALOS project is about safeguarding the ability to respond to the real risk to continued regular scheduled air transportation links to the district. The requirement to move from Onerahi could eventuate in 10 years, or it could be 20-30 years or longer. The intention is to secure a site for a future airport if/when it becomes necessary to relocate from Onerahi.</li><li>The lack of capability of handling “jet” aircraft has not been stated as a supporting reason to justify moving from Onerahi. The main driver for increased runway length is the move towards larger regional turboprop aircraft types by Air New Zealand once the Q300 is phased out of operation.</li><li>Consideration has been given to 2nd and 3rd level airlines providing a link to at least Auckland. During the study an airline operating a timetabled service to Auckland commenced, but this didn’t prove viable. One of the benefits of an Air NZ service is the ability to connect to the national network.</li></ul>
Uncertainty of future aviation technology	<ul style="list-style-type: none"><li>There is uncertainty regarding the future of aviation technology (including electric powered planes). Numerous comments were made within submissions regarding future aviation options, including:</li><li>In the project timeframes, new aircraft options are likely to become available that will use shorter runways than the ATR72</li><li>Future hydrogen / electric planes appear to need less runway length</li><li>The next generation of aircraft will not require longer runways</li><li>It is likely that future aircraft will be capable of carrying more passengers</li><li>Vertical take-off and landing should be considered</li><li>New aircraft avionics and satellite-based navigation will allow for curving approaches from 2025, thereby avoiding the high ground that currently affects long straight-in approaches at Onerahi</li><li>Concern around planning for an airport without the knowledge of future fleet requirements.</li></ul>	<ul style="list-style-type: none"><li>Currently the only new “carbon-fuelled” aircraft type that could replace the Q300 directly is the ATR-42 600S. It is highly unlikely than Air NZ will invest in this type driven by the requirements to operate to Onerahi. Air NZ strategy is to procure a “low carbon” regional type to replace the Q300 as soon as 2030.</li><li>Agree there is considerable uncertainty, The operational and economic performance of these types will become better understood in the next 5 -10 years as initial operations commence; and new technology could potentially solve the short runway issue. However, the reality is that as of today there are no 30-50 seater regional alternative fuel aircraft in operation, and as noted previously this project is about safeguarding future regional aviation services.</li><li>There is no evidence that fully electric or hybrid powered aircraft would be able to operate from shorter runways than the equivalent jet fuelled powered aircraft.</li><li>As there is no certainty about what future aircraft might require in terms of runways and approaches the most responsible and forward looking approach is to future proof an airport location that has the flexibility to accommodate a range of aircraft sizes and capabilities.</li></ul>
Consideration of Training Circuits/Curved Approaches	<ul style="list-style-type: none"><li>OLS shows intrusions at either end of runway, but not the circular direction (noise may also be more within these areas than what’s been presented to the public)</li><li>Approach systems for light aircraft – rectangular circuit – has this been considered for Ruatangata?</li><li>OLS maps show approach/departure, but don’t appear to show the circles. Focussed on Air NZ’s requirements (instrument-based approaches)</li></ul>	<ul style="list-style-type: none"><li>NZ CAR (Part 139 Appendix D and AC 139.6 Chapter4) only prescribe approach OLS aligned with the runway for aerodrome safeguarding and certification. This is consistent with ICAO Annex 14.</li><li>There is provision for a turned take-off flight path as detailed in AC139.6 figure 4-6 however there are no standards for curved approach OLS. This goal of this project to select an airport location that will meet all the CAR Part 139 standards to obtain full certification.</li><li>Aerodrome circuits are feasible at all sites to facilitate VFR training and general aviation activities. At some sites the circuit direction may have to be right hand to avoid terrain and any other airspace restriction. If necessary due to need for curved downwind segment additional text and diagrams can be published in the AIP.</li></ul>
Queenstown OLS	<ul style="list-style-type: none"><li>Why can we not have a curved approaches similar to Queenstown (RNP-AR approaches)</li></ul>	<ul style="list-style-type: none"><li>It is feasible to implement RNP (AR) procedures at the short listed sites including Onerahi. This consideration was included in the “Operational Suitability Criteria” of the CRM. It should be noted that this capability is only certified for one regional turboprop type in the world, the ATR-72 operated by Air New Zealand. Other regional aircraft types cannot utilise these procedures, so RNP-AR approaches have very limited use for other regional or GA aircraft types.</li><li>A very detailed study would be required to establish if this could be done for Onerahi Runway 24 given the close in terrain to the east penetrating the approach OLS. RNP-AR doesn’t increase runway length.</li></ul>

Theme	Key Points Raised in Submissions	Technical Response
		<ul style="list-style-type: none"> <li>Queenstown RNP(AR) approaches are essentially runway centreline aligned from 4 to 5 NM (8 -10km) The runway 05 procedure does contain a slight curve between 1 and 2 NM to ensure adequate lateral clearance from terrain (Deer Park heights and Queenstown Hill), The flight paths are extracted from the AIP are depicted below.</li> </ul>
Grass Cross-wind runway/Runway Alignment	<ul style="list-style-type: none"> <li>Surprised One Tree Point was identified as a suitable option as prevailing wind direction does not align with runway orientation</li> <li>No provision for grass cross-wind runways in proposal (Onerahi has one cross-wind runway).</li> <li>Grass strip in advance would be supported and used for training purposes</li> </ul>	<ul style="list-style-type: none"> <li>Cross winds would not severely limit operations by typical regional aircraft types based on wind data from Onerahi weather station. This may not be the case for smaller GA types and will be considered further.</li> <li>OTP cannot be aligned in a more E-W direction to better align with prevailing winds due to terrain. This was acknowledged in MCA evaluation.</li> <li>Cross wind runways were not considered in the study. Provision of cross-wind runways would significantly increase land take.</li> <li>As a minimum parallel grass strip runways could be considered at all sites. Rotorua, Ardmore, Palmerston North for example have grassed runways alongside the sealed runway. This option is likely to be feasible at all sites but does not address the issue of possible crosswind limits.</li> </ul>
RESA	<ul style="list-style-type: none"> <li>Where has RESA been a problem that has required action and investment</li> </ul>	<ul style="list-style-type: none"> <li>Wellington – Initial approval was granted by CAA for 90m RESAs (as currently declared at WIAL) for future runway extension on basis that this was maximum “practicable” length. This was successfully challenged by ALPA in court and approval for 90m RESA withdrawn.</li> <li>Whakatane- was a non-certificated aerodrome until 2015 – commencement of SAAB A340 flights triggered RESA requirement and CAA position was to require the full 240m as it was “practicable” to implement. This was not vigorously challenged by the airport company as there was sufficient available room to accommodate the 240m RESA without compromising runway length. (Refer to attached email)</li> <li>Key issues is that there is no distinction between RESA CAR 139 requirements for an international aerodrome operating large Code E/F jet aircraft and a regional aerodrome operating small Code B/C turboprops. This has not been challenged in NZ yet so there is no precedence for approving a reduce RESA length for regional airports.</li> <li></li> </ul>
Alternative airport locations	<ul style="list-style-type: none"> <li>Better locations could be found closer to arterial routes like State Highway (SH) 1, 15 or 14 – these areas are already zoned commercial / industrial and are serviced by existing infrastructure</li> <li>Portland</li> <li>Mata (including North Mata and Mud Bank)</li> <li>Bream Bay, south of the Waipu Golf Course.</li> </ul>	<ul style="list-style-type: none"> <li>A site at Puwera, which is adjacent to Portland was considered as Site 26 in the Long List Evaluation. This site failed to meet the obstacle protection surfaces criteria give that the surrounding ground penetrated the southwest approach and side penetrations on the northwest and southeast.</li> <li>Mata was considered under sites 25 (Crow Rd) and Site 20 (Springfield) in the Long List Evaluation. Site 20 scored poorly against obstacle protection surfaces and consenting issues relating to the natural gas pipeline and SH 1. In addition, Transpower assets are in the vicinity and would require the relocation of the towers and lines. Site 25 also scored poorly on Obstacle Protection Surfaces and the need to relocate Transpower assets that run parallel with the runway alignment.</li> <li>Sites in the vicinity of the Waipu Golf Course, Site 22 (Rosythe Rd and Site 23 (Waipu) were also evaluated as part of the Long List. Site 22 scored poorly under land ownership and zoning due primarily to the proximity of Transpower assets. There were also concerns regarding the low lying ground which was flood susceptible and the weak soils that may have been subject to liquefaction.</li> </ul>
Alternative airport joint-ventures	<ul style="list-style-type: none"> <li>Partner with the Far North District Council to support an expansion of the Bay of Islands Airport in Kerikeri</li> <li>Consider a joint military/civilian airport with the New Zealand Defence Force, similar to that in operation in Woodbourne, Marlborough</li> </ul>	<ul style="list-style-type: none"> <li>The study had a primary focus on the Whangārei District however some discussions took place with Far North District Council on the option of a joint project. The option was discussed at the Northland Chief Executives Forum in 2018 and it was agreed that two airports serving the region was still sensible for Northland in consideration of the geographic spread of the region and the need to enable District economic development. It was noted that the two airports serve different markets with Kerikeri having a primarily tourist market whilst Onerahi a business, friends, and family market.</li> </ul>
Alternative investment priorities	<ul style="list-style-type: none"> <li>Greater challenges face the District, including roading, three waters infrastructure, community projects, a new hospital, and improved state highway networks (particularly between Whangārei – Auckland)</li> <li>Investment in rail is a better option, including a passenger service to Auckland (if extended to Kerikeri, this would support an expanded Bay of Islands airport)</li> </ul>	<ul style="list-style-type: none"> <li>It is acknowledged there are a number of significant infrastructure investments required in the district. However, many of these services rely on regular and reliable air services being available in the district to be able to operate other infrastructure.</li> <li>The North Auckland rail service is being updated with a primary focus on freight transport. The last time a passenger service ran to Auckland was 1976 as part of mixed passenger/freight service. The North Auckland line is very circuitous and is estimated to take up to twice the time it would take to drive to central Auckland. There was a rail line through to Opuia and which is now owned by the Bay of Island Vintage Railway Trust. This is the closest a rail line has been to Kerikeri.</li> </ul>



Theme	Key Points Raised in Submissions	Technical Response
International airport	<ul style="list-style-type: none"> <li>Whangārei Airport should remain a domestic airport</li> <li>There is no demand for international travel to and from Whangārei, particularly given proximity to Auckland.</li> </ul>	<ul style="list-style-type: none"> <li>The configuration used to evaluate sites is for a domestic airport with a maximum runway length of 1800m. This runway length is suitable for domestic jet flights but not suitable for long haul commercial international operations.</li> </ul>
Information provided as part of consultation	<ul style="list-style-type: none"> <li>Council has not provided enough information to make an informed decision</li> <li>Further information should be provided, including: <ul style="list-style-type: none"> <li>Technical assessments to fully understand the scale and nature of the project (i.e. noise)</li> <li>Information about why Onerahi is unsuitable</li> <li>Site cost estimates.</li> </ul> </li> <li>Whilst the release of additional technical assessments was well-received by a select few submitters (Whangārei Flying Club), comments were received noting some of the information and technical assessments were out of date (including economic reports)</li> <li>Consultation material was released prior to consultation with iwi and hapū, causing offence – specifically, reference to "Te Poupuwhenua West", given it is a matter before the Waitangi Tribunal, the Crown, and all other agencies.</li> </ul>	<ul style="list-style-type: none"> <li>Council has undertaken a number of studies on the long, short, and preferred sites. These have included planning, engineering, and aeronautical considerations.</li> <li>A specific report on Onerahi's suitability was prepared in 2014 setting out the issues associated with the current site including estimates for upgrading the site to meet CAA and future aircraft requirements.</li> <li>Further detailed studies will be required for the proposed airport location if Council makes a decision to select a new site for such further investigation.</li> <li>Cost estimates have been prepared for all three preferred sites. However, it is acknowledged these estimates are likely out of date and will need to be revised if an option is taken forward for further investigation.</li> <li>It is unclear from the response if there is a concern that out-of-date information may impact on any analysis or findings. Whilst acknowledging that some of the technical assessments were done a number of years ago, we are not aware of any regulatory changes or technical advances that would materially change the findings.</li> <li>Consultation with mana whenua had taken place via the Manawhenua Advisory Group. It is acknowledged that further work was required on the te reo version of some of the consultation documents.</li> </ul>
Consultation and decision timeframes	<ul style="list-style-type: none"> <li>Council has not provided enough time for the community to make an informed decision and submission</li> <li>Delay the decision to be next council term.</li> </ul>	<ul style="list-style-type: none"> <li>Council considered requests for an extended consultation period and decided to extend the period by five weeks (25 May to 1 July - a further 5 weeks). This approximately twice the minimum requirement of the Local Government Act.</li> <li>It is noted that the decision to be made by Council in August 2022 relates to the need future proof for an airport, and if so, which alternative site should be investigated further. Several further decisions will need to be made by Council relating to further investigations, funding, consenting and construction of the airport. These decisions are not intended to be made in August 2022.</li> </ul>
Consultation methods: stakeholders and interested parties	<ul style="list-style-type: none"> <li>There has been a lack of consultation with local hapū regarding the identification and selection of alternative sites - key optioneering decisions were made before prior to iwi and hapū involvement</li> <li>The Mana Whenua Advisory Group has failed to bring the New Zealand Government's Predator Free by 2050 Strategy to the attention of Council</li> <li>Whangārei Flying Club noted a lack of consultation prior to the release of the Statement of Proposal</li> <li>A number of organisations indicated interest in being involved with future project discussions, including: <ul style="list-style-type: none"> <li>Ministry of Education</li> <li>Waka Kotahi NZ Transport Agency</li> <li>Fire and Emergency New Zealand</li> <li>Whangārei Flying Club</li> <li>Nga Tai Ora Public Health Northland</li> <li>North Power.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>A decision was made early in the study (2015) to have a Manawhenua Advisory Group made up of representatives of iwi and hapū across the district. It was acknowledged that the makeup of the advisory group would change once the preferred sites were made public. The Terms of Reference of reference of the MAG included a role which was to assist Council in identifying hapū/iwi whose rohe encompass the short listed and preferred sites.</li> </ul>
Economic considerations	<ul style="list-style-type: none"> <li>The cost of building an airport has been underestimated</li> <li>The return on investment from constructing a new airport will be small and benefits will be limited to higher socio-economic groups</li> <li>Overall cost of the project is too high on ratepayers – particularly when combined with the economic impacts of COVID-19 and the rising cost of living</li> <li>More cost-efficient to upgrade the existing airport at Onerahi as Council already owns the land</li> <li>Should a new airport be constructed, a private-public partnership may reduce the cost on ratepayers</li> <li>Consideration required as to the impacts of the proposal on property values</li> </ul>	<ul style="list-style-type: none"> <li>The estimated cost of building an airport was based on 2014 (for Onerahi) and 2018 (for the three alternative sites) assessments.</li> <li>The projected value of having an airport in the district has been assessed in 2018 by Market Economics in the range of \$210 million to \$440 million over a 25 year period.</li> <li>The estimate cost of upgrading Onerahi (if the work could be consented) was estimated in 2014 as being \$140 million.</li> <li>Funding decisions will be made by Council in the future.</li> <li>The Public Works Act 1981 sets out a process that must be followed to make sure the rights of private landowners are protected.</li> </ul>

Theme	Key Points Raised in Submissions	Technical Response
	<ul style="list-style-type: none"><li>• An airport would boost economic well-being, encourage tourism, and provide employment opportunities (presents an opportunity for Māori employment programmes) - consideration required as to whether the economic benefit is localised, or experienced regionally however</li><li>• The calculation of compensation to property owners needs to be transparent and just.</li></ul>	
Sustainability	<ul style="list-style-type: none"><li>• Whangārei should be aiming to reduce carbon emissions, including by limiting air travel. Replacing productive land with concrete conflicts with the Council-declared climate emergency and government policy on climate change</li><li>• What needs of the aviation sector take precedence over the need to transition to a low-carbon future?</li><li>• Building and operating a brand-new airport would create a huge carbon footprint and is unlikely to reduce emissions</li><li>• Wetlands act as CO2 sinkholes and removing/draining them to construct an airport would compromise natural decarbonisation processes.</li></ul>	<ul style="list-style-type: none"><li>• A new airport would need to be constructed on productive land. The matter of the classification of the land will be considered in the final decision.</li><li>• Air New Zealand the major user of the existing airport and any new airport, have set out their sustainability goals. To this end they issued a zero emissions aircraft product requirements document to seek proposals for electric hybrid and hydrogen powered aircraft and sustainable aviation fuel.</li><li>• Any potential loss of wetlands would need to be appropriately assessed and managed (through avoidance, mitigation, offset or compensation) through a future resource consenting process.</li></ul>
Land and infrastructure requirements	<ul style="list-style-type: none"><li>• The runway should be large enough to allow take-off and landing of jet-powered aircraft, or have at least 2,000m of paved runway</li><li>• Significant infrastructure (new and upgrades) would be required, which will be costly and disruptive for residents – particular concern was raised with the standard of road access:</li><li>• Significant roading realignments required for One Tree Point Road and Pyle Road (One Tree Point – site 24a)</li><li>• The current rural standard of the roads servicing both Ruatangata sites (sites 6 and 9) are not safe for increased airport traffic (formation and sun-strike key concerns)</li><li>• A number of submitters indicated a preference for four-laned roading access to any new airport site.</li><li>• Any new airport would need to be supported with suitable roading, three waters servicing, reliable electricity (noting power outages were mentioned as a risk for both Ruatangata sites) and high-speed internet connections, emergency response services</li><li>• There is currently a lack of public transport options at each of the three alternative sites.</li></ul>	<ul style="list-style-type: none"><li>• The design brief adopted by the ALOS project is to provide a long term domestic aerodrome. This is achieved by an 1800m runway which caters for operations by large regional turboprop types and could also accommodate domestic operations by “Code C” jet power aircraft typically used for domestic operations (A320/B737 types) if required. A 2,000m runway (i.e. similar in length to Wellington International Airport) would provide a trans-tasman/south pacific international capability, however this would have further limited the number of suitable sites, increased project costs, and as noted above was not a strategic objective of the study.</li><li>• It is acknowledged that there would be new supporting infrastructure required for any of the three new sites. The extent varies with Site 24a having a focus largely on roading where the other sites would have needs for roading and the three waters.</li><li>• The provision of a public transport network would need to be considered for any new airport</li></ul>
Environmental, including amenity and public health	<ul style="list-style-type: none"><li>• Airport operations will pollute the environment (air quality, land, and water) and may contaminate drinking water, streams and rivers, and crops/produce. Specific concerns related to:</li><li>• Residents located near the three alternative sites collect drinking water via rainwater collection tanks (roof run-off)</li><li>• There are farming and other horticultural operations (including orchards) throughout the Ruatangata area</li><li>• Contamination arising from fuel and airport-related effluent run-off and spills, including within the CMA at One Tree Point</li><li>• A new airport will negatively impact existing amenity and character values (all three alternative sites) - lighting, noise, and increased traffic were main concerns raised. Specifically:</li><li>• The rural character and associated lifestyle that Ruatangata residents currently enjoy will be lost</li><li>• Existing residential communities, local schools, and retirement villages within One Tree Point.</li></ul>	<ul style="list-style-type: none"><li>• Air pollution has potential to be an issue during the construction phase (diesel fumes, dust etc). Potential effects will be assessed and appropriately managed through a resource consenting process in the future.</li><li>• Stormwater runoff from all apron areas (where re-fuelling will be undertaken) will be drained via oil/water separators to minimise the potential for contamination of local waterways.</li><li>• As a major infrastructure project, it is acknowledged that establishing a new airport at any of the three alternative sites (all of which are located within rural areas) will have an impact on existing character and amenity values. Whilst change is inevitable with projects of this scale, sound forward-planning, including supporting technical assessments, can often aid in managing this change.</li><li>• It is intended that any new airport be supported by appropriate spatial planning including land use zoning and infrastructure.</li></ul>

Theme	Key Points Raised in Submissions	Technical Response
	<ul style="list-style-type: none"><li>Constructing a new airport on the three alternative (greenfield) sites would remove viable production land – noting Our Land 202112 highlights the loss of productive land.</li></ul>	
Social	<ul style="list-style-type: none"><li>Requested consideration on the impacts of constructing a new airport on communities, both those within immediate proximity to the three alternative sites (Ruatangata and One Tree Point) but also those in the wider area (Maungatapere and Kokopu etc.)</li><li>If Council wants to change the land use from rural to industrial/commercial, the public should be consulted.</li></ul>	<ul style="list-style-type: none"><li>The assessment of alternative options throughout the technical studies has made consideration to planning issues including landownership, zoning, cultural, heritage and the built environment. It is likely that further detailed investigations to support any approvals process would require an assessment of effects on the social aspects of the community.</li><li>In order to change the zoning of the site or the surrounding area, Council would be required to undertake a plan change to its District Plan. The plan change (as per current planning legislation) would be required to follow the statutory process set out within the RMA and likely undergo public notification as part of that process, providing further opportunities for public involvement in the decision-making process.</li></ul>
Weather	<ul style="list-style-type: none"><li>Weather was raised as a concern for all three alternative sites, of which is detailed within the site-specific tables below.</li><li>Whilst some submissions questioned the ability for future aircraft (including electric planes) to operate in fog, others noted that other airports around New Zealand operate in areas subject to fog.</li></ul>	<ul style="list-style-type: none"><li>The potential for operations to be affected due to adverse weather conditions such as fog and wind will need to be assessed further with the installation of a meteorological site at any future site location.</li><li>The ICAO recommended “usability” for a runway system is 95% for the aeroplanes that the aerodrome is intended to serve. It is acknowledged that cross-wind limits on smaller GA aircraft types will likely limit their ability to operate during local high wind conditions as noted by the submission.</li></ul>
Further technical assessments required to inform decision-making	<ul style="list-style-type: none"><li>A number of submissions recommended Council commission further technical assessments to inform decision-making, including:</li><li>Economic cost/benefit analysis (all sites)</li><li>Meteorological data (over a period of two – three years)</li><li>River Flood Hazard Assessments (all three alternative sites)</li><li>Noise and Vibration Assessments (all three alternative sites) – specifically to consider noise impacts on residential areas, community facilities (schools and kindergartens), and fauna.</li></ul>	<ul style="list-style-type: none"><li>It is acknowledged that further site specific technical investigations will be required and progressed to confirm site suitability if an alternative site to Onerahi is identified.</li></ul>
Other	<ul style="list-style-type: none"><li>As Council already owns the land at Ruatangata (site 9), it makes sense to build here as land acquisition is minimised - conversely it seems a foregone conclusion</li><li>Rather than build a new airport, Council should consider improving Onerahi’s current flight schedule</li><li>The new airport should also accommodate the emergency service aircraft (including the rescue helicopter)</li><li>What is the future use of the Onerahi airport site if the airport is relocated – will the land be returned to tangata whenua?</li></ul>	<ul style="list-style-type: none"><li>The current flight schedule is set by Air NZ and any other commercial operator and is usually related to demand, aircraft availability and profitability of the service.</li><li>If Onerahi was no longer operating as an airport, it’s future use would be determined by the government as the underlying land is crown land.</li></ul>

## Options 1 – 3: Alternative Site Locations

Table B-2: Summary of key points raised in submissions and technical response – Options 1 – 3: Alternative Site Locations

Theme	Ruatangata West (Site 6)	Ruatangata (Site 9)	One Tree Point (Site 24a)	Technical Response
Location and accessibility	<ul style="list-style-type: none"> <li>Respondent's views on proximity to the city varied, some noting the site was located too far from town and others supporting its location for its proximity to town</li> <li>Isolated from established industrial and commercial land</li> <li>The site has good accessibility, in that it can be accessed via multiple routes.</li> </ul>	<ul style="list-style-type: none"> <li>Respondent's views on proximity to the city varied, some noting the site was located too far from town and others supporting its location for its proximity to town</li> <li>Well-positioned as the most central location of the three alternative sites, and is accessible from Far North and Kaipara districts</li> <li>Would risk tourists bypassing Whangārei City and travelling north</li> <li>Isolated from industrial land, transport links and hubs, rail, planned road upgrades, and the port</li> <li>Located too close to the Kokopu substation</li> <li>The site has good accessibility, accessible via multiple access routes</li> </ul>	<ul style="list-style-type: none"> <li>Located furthest from the city of the three alternative sites</li> <li>Close to growing populations and accessible to a wider range of people than other options</li> <li>Good access to the port, wharves, freight areas, rail, and commercial areas</li> <li>Located close to State Highway network, which is maintained by Waka Kotahi – highest formation standard and safest roading of the three options</li> <li>Accessible via passive modes of transport – foot, bike, or scooter</li> </ul>	<ul style="list-style-type: none"> <li>Site accessibility was considered and assessed for each site through the long list, short list and preferred site evaluations. This included consideration of the site proximity to Whangārei, proximity to development area and site accessibility.</li> </ul>
Aeronautical	<ul style="list-style-type: none"> <li>Safety concerns regarding surrounding landforms</li> <li>Straight-in instrument approaches can be aligned to runways</li> <li>The use of private aircraft will be impeded by no-fly zones, including those required for weed-control and top-dressing.</li> <li>Local bird populations may cause bird strike.</li> </ul>	<ul style="list-style-type: none"> <li>Safety concerns regarding surrounding landforms</li> <li>A north-south flight path would be a safer orientation as it would be in line with prevailing winds</li> <li>Straight-in instrument approaches would be possible</li> <li>Tall Poplar Trees could cause downdrafts.</li> </ul>	<ul style="list-style-type: none"> <li>Safer flight paths due to the lack of obtrusive landforms and proximity to the coast</li> <li>Bird strike concerns associated with the flight paths passing over coastal bird roosting sites</li> <li>Greatest ability to cater for hydro/foiling aircraft if required</li> <li>Site 24/One Tree Point is located near a 'no fly zone' associated with the refinery (low probability but high risk)</li> <li>WHG FC has a designated low-flying zone, for training pilots in bad weather etc. this would conflict from OTP site given no fly zone (refinery).</li> </ul>	<ul style="list-style-type: none"> <li>Surrounding topography, using a digital terrain model, has been assessed against Obstacle Limitation Surface requirements for the indicative runway alignments and are acceptable for all three sites.</li> <li>Rising terrain on both sides of the indicative runway alignment of Site 9 limits the options for to align it in a more North – South orientation.</li> <li>Approach and departure procedures and associated operational rules will require further detailed assessments once a preferred location is confirmed.</li> <li>The coastal location of Site 24a does have operational benefits as noted, and the disbenefit of coastal bird habitat.</li> <li>The Marsden Point no fly zone was established at the request of security services (PM Department) to minimise risk of an act of terrorism. With Marsden Point refinery now closed down there is a question if this no fly zone is still required.</li> <li>It is reasonable simple process to consult stakeholders and request CAA NZ to revise the low flying area or establish it on a new location.</li> </ul>
Weather	<ul style="list-style-type: none"> <li>The site is often subject to fog, which is often present until after 11am</li> <li>Several respondents consider site 6 to be the most susceptible to fog given its association with the Hikurangi basin and proximity to the Wairua River</li> </ul>	<ul style="list-style-type: none"> <li>The site is subject to fog, which is often present until after midday.</li> </ul>	<ul style="list-style-type: none"> <li>The runway alignment conflicts with the prevailing south-west wind direction and may cause issues for smaller aircraft operators (Sunair, private, and training)</li> </ul>	<ul style="list-style-type: none"> <li>The potential for fog at Sites 6 and 9 is a recognised constraint. The potential for operations to be affected due to adverse weather conditions such as fog and wind will need to be assessed further with the installation of a meteorological site at any future site location.</li> </ul>



Theme	Ruatangata West (Site 6)	Ruatangata (Site 9)	One Tree Point (Site 24a)	Technical Response
	<ul style="list-style-type: none"> <li>The site is subject to strong winds throughout the year</li> <li>The site is more likely to experience low cloud during east and westerly conditions</li> </ul>			<ul style="list-style-type: none"> <li>The ICAO recommended “usability” for a runway system is 95% for the aeroplanes that the aerodrome is intended to serve. It is acknowledged that cross-wind limits on smaller GA aircraft types may limit the ability to operate during local high wind conditions.</li> </ul>
Development potential	<ul style="list-style-type: none"> <li>The site has sufficient vacant land surrounding to accommodate future expansions, if required</li> <li>An airport would enable the expansion of Kamo and Ruatangata, also complementing the new developments at Three Mile Bush Road</li> <li>The sites flat topography will likely reduce the extent of earthworks required to build a new airport</li> <li>The area has a high water table which makes it prone to having sodden/boggy ground conditions.</li> </ul>	<ul style="list-style-type: none"> <li>Sufficient land is available to enable expansion (of both the airport and supporting development areas) in the future, if required.</li> <li>The sites flat topography may reduce the extent of earthworks required to build a new airport.</li> </ul>	<ul style="list-style-type: none"> <li>The site has sufficient vacant land surrounding to accommodate future expansions, if required</li> <li>Potential to create a major transport hub for Northland; airport, state highway, port, cruise ship docking, rail, and fuel storage - may also create opportunities for collaboration (e.g. New Zealand Defence Force)</li> <li>Would further support the provision of rail between the city and Marsden Point</li> <li>Links to the city via ferry would transform the city and boost economic development at One Tree Point and Whangārei Heads without adding add more cars (or trucks) to our roads</li> <li>Less infrastructure spend required as the site is well-serviced by existing roading and three waters infrastructure</li> <li>A pipeline from channel infrastructure could be put in place to pump jet fuel directly to the airport.</li> </ul>	<ul style="list-style-type: none"> <li>The site evaluations undertaken within the technical reporting assessed each of the site’s suitability with regard to the long term area for development, engineering feasibility (including land improvements required) and site accessibility.</li> <li>After ranking 6<sup>th</sup> in the long list, site 24A was included in the short list assessment due to potential opportunities associated with other significant projects in the surrounding area.</li> </ul>
Ecological	<ul style="list-style-type: none"> <li>The site overlaps with protected Queen Elizabeth II Trust (QEII) land that demonstrates high ecological values</li> <li>The site is located within an ecologically sensitive area – notable and threatened species are present in nearby waterways and wetlands, and native bird populations reside in the area.</li> <li>Surrounding wetlands were once the largest wetland in the Northland region – Council should abandon any option that might have any impact on wetlands in the area (including the Hikurangi Swamp). Aotearoa only has 10% of original wetlands left, and less than 1% of the original wetland extent remains within the Whangārei Ecological District.</li> <li>The site is located too close to the Wairua River and airport operations would impact environmental restoration programmes: Kaipara Harbour remedial projects, including sediment reduction in tributaries (the Wairua River being a main contributing river system); the Elver Transfer Project (transfer of juvenile eels) which started in 2006.</li> </ul>	<ul style="list-style-type: none"> <li>Consider impacts on the Patuwairua Stream, which accommodates tuna (eel) and freshwater mussels</li> <li>Consider wider impacts on Mangere River, Northern Wairoa River, Kaipara Harbour, and on the Pukenui and Karanui reserves</li> <li>Airport operations shouldn’t impact the Hikurangi Swamp – whilst already extensively drained, the swamp is still a wetland that needs protecting (for ecological and carbon-reduction purposes)</li> <li>The proposal will impact the Elver Transfer Project (transfer of juvenile eels) which started in 2006 and is located in the middle of both Ruatangata sites</li> <li>Priority should be given to conserving bush, flora, and fauna (both native and exotic). Notable and threatened species reside in the locality.</li> </ul>	<ul style="list-style-type: none"> <li>Concerns about impact on local fauna, including endangered coastal species that inhabit or feed in the harbour and surrounding coastal margins</li> <li>Runoff into the harbour may affect shellfish</li> <li>The site is located further from sensitive ecological areas, including reserves and wetlands</li> </ul>	<ul style="list-style-type: none"> <li>The site evaluations undertaken within the technical reporting assessed each of the site’s suitability with regard to environmental sensitivity and protected sites.</li> <li>Preliminary ecological assessments identified sensitive ecological areas, including Protected Natural Areas, QEII covenants and wetlands as well as threatened species and ecological corridors. within proximity to several of the proposed sites.</li> <li>An assessment of ecological effects will be required to support designation and resource consent processes and will require a fulsome ecological survey to confirm the flora and fauna values at the site and determine the level of effects and measures to fully address those effects.</li> </ul>



Theme	Ruatangata West (Site 6)	Ruatangata (Site 9)	One Tree Point (Site 24a)	Technical Response
Amenity	<ul style="list-style-type: none"> <li>Large totara groves and scattered trees throughout the area considered significant natural areas by residents.</li> <li>The area may experience increased reverberation (noise/echo) due to the site being located within a basin</li> <li>An airport at this location would require planes to fly over Whananaki</li> <li>The site is separated further from populated urban areas and located further from local kindergartens and schools than site 9 (Comrie Park Kindergarten and Matarau School)</li> </ul>	<ul style="list-style-type: none"> <li>An airport at this location would require planes to fly over Whangārei's residential areas, also over Hikurangi and Whananaki South</li> <li>The site has fewer houses surrounding it than Ruatangata West (site 6)</li> <li>The site located in close proximity to Comrie Park Kindergarten and Matarau School.</li> </ul>	<ul style="list-style-type: none"> <li>Surrounding communities may have a lower sensitivity to airport operations because:</li> <li>The area has reduced levels of amenity due to the operation of the port, railway, timber plant and refinery</li> <li>One Tree Point and Marsden Point is an acknowledged business and industry growth area (as opposed to Ruatangata, which is rural)</li> <li>The flight path goes over the harbour and where land-based, is partially located within the existing flight paths of the Onerahi airport</li> <li>Whilst some respondents considered the site is well-separated from schools, others noted it was in close proximity to schools and retirement villages.</li> </ul>	<ul style="list-style-type: none"> <li>As a major infrastructure project, it is acknowledged that establishing a new airport at any of the three alternative sites (all of which are located within rural areas) will have an impact on existing character and amenity values. Whilst change is inevitable with projects of this scale, sound forward-planning, including supporting technical assessments, can often aid in managing this change.</li> </ul>
Social	<ul style="list-style-type: none"> <li>The Ruatangata tennis courts and community hall (which hosts meetings, markets, and celebrations) will be impacted by a new airport.</li> </ul>	<ul style="list-style-type: none"> <li>Viability of the Comrie Park Kindergarten and Matarau School may be compromised, and Comrie Park Kindergarten will risk losing its status as a gold certified Enviro-School</li> <li>Crime will increase as a result of increased commercial activity (e.g. burglaries associated with large car parking areas)</li> <li>Risks to the social fabric of this rural community - farmers already feel isolated, this may be exacerbated</li> <li>Negative impacts on rural recreational activities – this area is a popular recreational hunting and duck-shooting spot.</li> </ul>	<ul style="list-style-type: none"> <li>The project will impact important community facilities such as the Marsden Playcentre and the Takahiwai Rugby League Grounds</li> <li>Will reduce opportunities for drone users i.e. drone fishing.</li> </ul>	<ul style="list-style-type: none"> <li>The assessment of alternative options throughout the technical studies has made consideration to planning issues including landownership, zoning, cultural, heritage and the built environment. It is likely that further detailed investigations to support any approvals process would require an assessment of effects on the social aspects of the community.</li> </ul>
Economic	<ul style="list-style-type: none"> <li>Costs of land acquisition will be higher given the number (50+) of lifestyle blocks in the Ruatangata West airport catchment.</li> </ul>	<ul style="list-style-type: none"> <li>The sites geology may make it cheaper to build an airport in this location</li> <li>The site and surrounding area has higher agricultural and horticultural value than the One Tree Point site and currently produces a significant maize crop, contributing to the local food supply and export income</li> <li>Council already owns the land – less land acquisition required.</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to support existing and encourage new business and industry, including those associated with the port, refinery, and rail users</li> <li>A new airport may economically offset the loss of the oil refinery in the area</li> <li>Given proximity to developed and identified growth areas, airport support services, including transport (shuttles, bus services, or 'park n ride' options) and accommodation are likely to be more viable</li> <li>Financial viability concerns for aircraft carriers given proximity to Auckland – people may choose to drive instead of flying. Alternatively, that shorter flight times may encourage commuters to and from Auckland.</li> <li>Potential cost savings associated with levels of existing infrastructure and accessibility from major transport corridors</li> </ul>	<ul style="list-style-type: none"> <li>Each of the sites (2018) cost estimates are detailed in Section 4.2.5.</li> <li>Preliminary assessments in 2018 indicated that the earthworks volumes were likely to be highest for site 9 when compared with the other two sites.</li> <li>It is acknowledged that the location of site 24A will lead some people to choose to drive to Auckland. However, the loss of airport users to Auckland was not accounted for in the site evaluations. However, the proximity to Whangārei was considered and was not significant enough factor to discredit this option.</li> <li>The loss of productive land is acknowledged for all three options.</li> <li>An airport at any three locations would create opportunity for business and economic growth.</li> </ul>

Theme	Ruatangata West (Site 6)	Ruatangata (Site 9)	One Tree Point (Site 24a)	Technical Response
Cultural and historic	<ul style="list-style-type: none"> <li>Airport operations (including noise and traffic) will marae (at least five located within proximity to the site). Specifically, Ngararatunua Marae is located on main road and flight paths will likely pass over Korokota Marae (Titoki).</li> <li>Possible cultural sites of significance are located within proximity of the site (submissions mentioned koiwi in caves but no further locational details were provided)</li> <li>An airport should not be built on whenua Māori (Māori land)</li> <li>An airport will negatively impact a historic community stemming back generations.</li> </ul>	<ul style="list-style-type: none"> <li>Airport operations (including noise and traffic) will marae (at least five located within proximity to the site).</li> <li>Local hapū have advised the community that there may be kōiwi (burial grounds) located within proximity to the site (no further locational details provided)</li> <li>The land is whenua Māori</li> <li>A papakāinga area is located within the greater Ruatangata area (the submission noted that the Ruatangata papakāinga afforded greater separation distances from proposed airport locations when compared to the papakāinga located at One Tree Point)</li> <li>This is an important historic area - the Gumtown Road area was used for Kauri Gum digging, known as Gumtown and Rowdy Town.</li> </ul>	<ul style="list-style-type: none"> <li>Engineering costs likely to be higher due to underlying ground conditions (peat and acid sulphate soils).</li> <li>A large area of land has been allocated for papakāinga located near the proposed site (no specific location identified)</li> <li>Marae and significant cultural and historic sites are located nearby including Takahiwai Marae, mātaimai areas at Takahiwai, the Pukekauri/Takahiwai ranges, and cultural landscape at Poupouwhenua</li> <li>Adequate consideration has not been given to the Patuharakeke Hapū Environmental Management Plan (HEMP) and their Mana Whakahono a Rohe agreement with Council</li> <li>Council should support the decision the local tangata whenua, Patuharakeke, Takahiwai Marae, makes about the site.</li> <li>Historic sites are located nearby.</li> </ul>	<ul style="list-style-type: none"> <li>Further engagement is required with iwi and hapū including to identify and locate sites of significance that are not mapped on Council's district plan maps.</li> <li>As the project progresses, further assessments of effects will be required to be undertaken to refine potential runway alignments and support consenting processes. These will include assessments of noise and vibration, archaeology and historic heritage, cultural impacts (as agreed / in consultation with iwi and hapū).</li> </ul>
Natural hazards	<ul style="list-style-type: none"> <li>Site and surrounding areas subject to flood hazards, specifically:</li> <li>The site is located too close to the Hikurangi Swamp floodplain and the Wairua River</li> <li>Kokopu Road (which crosses Mangere Stream) regularly floods and is impassable during storms, as is Kara Road.</li> <li>Out of the three alternative sites, site 6 has the smallest footprint of land that is subject to river flood hazards</li> <li>The site is subject to an area identified by Council as being 'subject to land instability hazards '</li> <li>Acknowledged benefit in being located away from the coast and subsequent absence of coastal hazards.</li> </ul>	<ul style="list-style-type: none"> <li>Site and surrounding areas subject to flood hazards, specifically:</li> <li>The site floods along Pipiwai Road and at end of straight part of Kokupu Road</li> <li>The site has major drainage issues, of which will be exacerbated by additional impermeable surfaces associated with an airport and will have impacts on downstream properties</li> <li>Site 9 is located further away from the floodplains than Ruatangata West (site 6)</li> <li>Acknowledged benefit in being located away from the coast and subsequent absence of coastal hazards.</li> </ul>	<ul style="list-style-type: none"> <li>Site is located within a low-lying coastal environment that is identified as being subject to tsunami risk, and coastal and river flood hazards</li> <li>Consideration required as to future sea level rise when planning for such significant infrastructure</li> <li>Acid sulphate soil risk a known development constraint in the area.</li> </ul>	<ul style="list-style-type: none"> <li>The engineering feasibility of each site was assessed through the technical reporting. This included identified hazards in the District Plan, the scope of land improvements required and site geology.</li> <li>Further consideration of flooding effects and mitigation will be given to any road or surrounding areas once a proposed site is selected.</li> <li>Flood risks have been assessed at the three sites at a preliminary level based on Northland Regional Council and Council mapping.</li> <li>Further work relating to tsunami risk, sea level rise and coastal hazards would be required for Site 24a if it is selected as the proposed site.</li> <li>Further work would be required to assess geotechnical risks including site stability and acid sulphate soils for the proposed site.</li> </ul>
Planning	<ul style="list-style-type: none"> <li>A new airport will commercialise this rural area and encourage urban sprawl</li> <li>Council is required by government to protect class 1 soil in the area</li> <li>Negative impacts on water bodies and drinking water supplies impede on Council's obligations under Te Mana o te Wai (the vital importance of water as set out within the national planning instruments relating to the management of freshwater).</li> </ul>	<ul style="list-style-type: none"> <li>A new airport will commercialise this rural area and encourage urban sprawl – increased industry and urbanisation that an airport would encourage is not desirable within this location</li> <li>The site is located closer to urban areas than Ruatangata West (site 6), which better supports the potential rezoning of land to enable the city to grow toward the airport.</li> </ul>	<ul style="list-style-type: none"> <li>The site is located within an identified growth area and closer to the developing areas of Ruakākā and Waipu – this is both a positive (in supporting business/industry development) and a negative given an airport in this location would likely constrain residential development within an identified growth area</li> <li>Developing the site for an airport would be inconsistent with the relevant policies and objectives of the Whangārei District Plan</li> </ul>	<ul style="list-style-type: none"> <li>The location of Site 24A within an identified growth area was considered in the Preferred Site Evaluation.</li> <li>Any changes to surrounding land use zoning surrounding a new airport location will need to undergo a district plan change. It is likely this would be publicly notified and enable further engagement with the community.</li> <li>Consideration will be given to the National Policy Statement on Freshwater Management</li> </ul>

Theme	Ruatangata West (Site 6)	Ruatangata (Site 9)	One Tree Point (Site 24a)	Technical Response
			<ul style="list-style-type: none"><li>Given the area's rapid and ad-hoc development, appropriate spatial planning is required.</li></ul>	<p>which prioritises the health of freshwater bodies and Te Mana o te Wai.</p> <ul style="list-style-type: none"><li>Current planning documents (i.e. the RPS and District Plan) both require consideration of the protection of productive land and highly versatile soils – through the Notice of Requirement process, these matters will require addressing.</li><li>Consideration will be given to Land Use Capability mapping and proposed National Policy Statement on Highly Productive Soils when it comes into effect.</li></ul>

## Option 4: Continue to operate from Onerahi

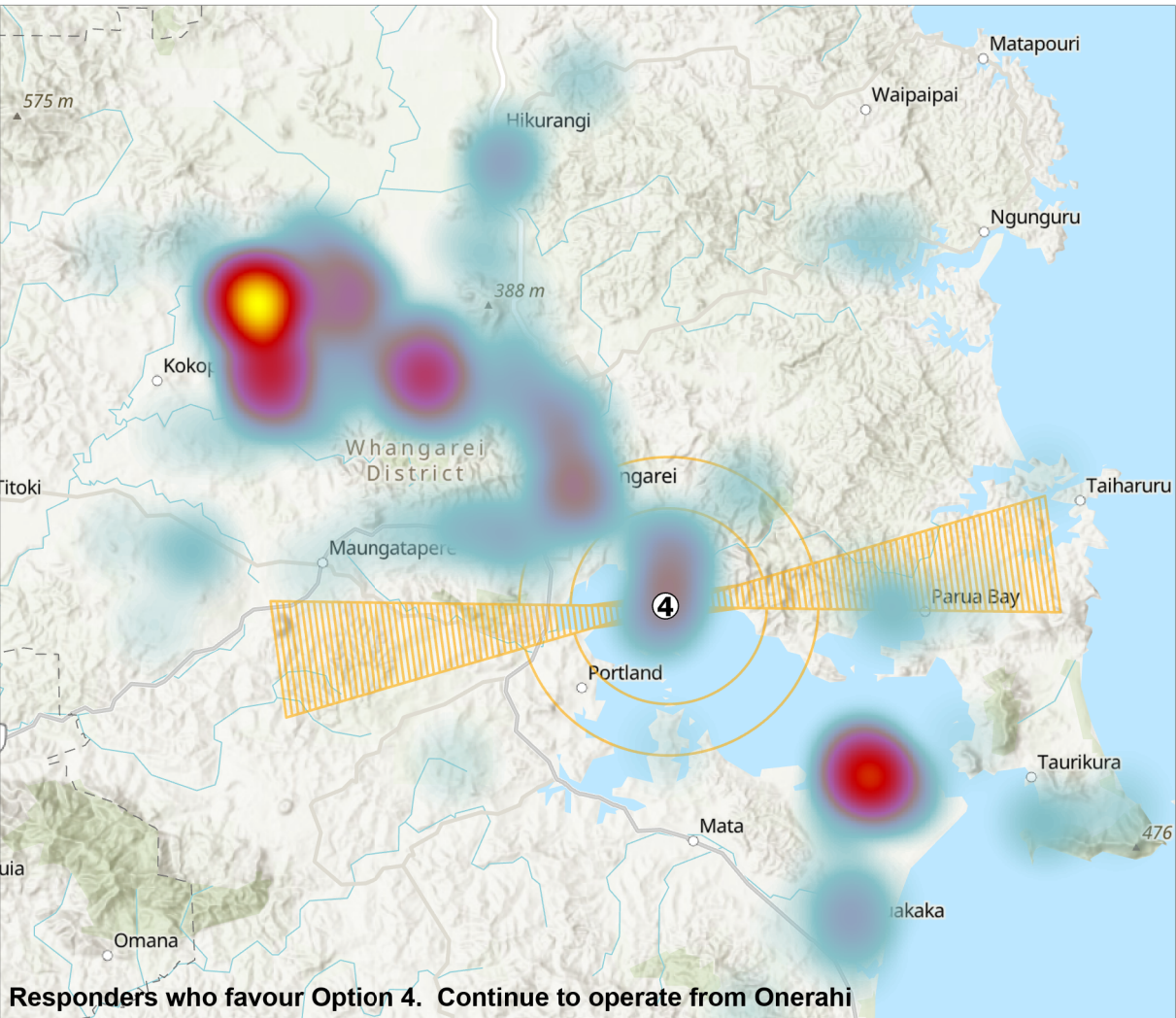
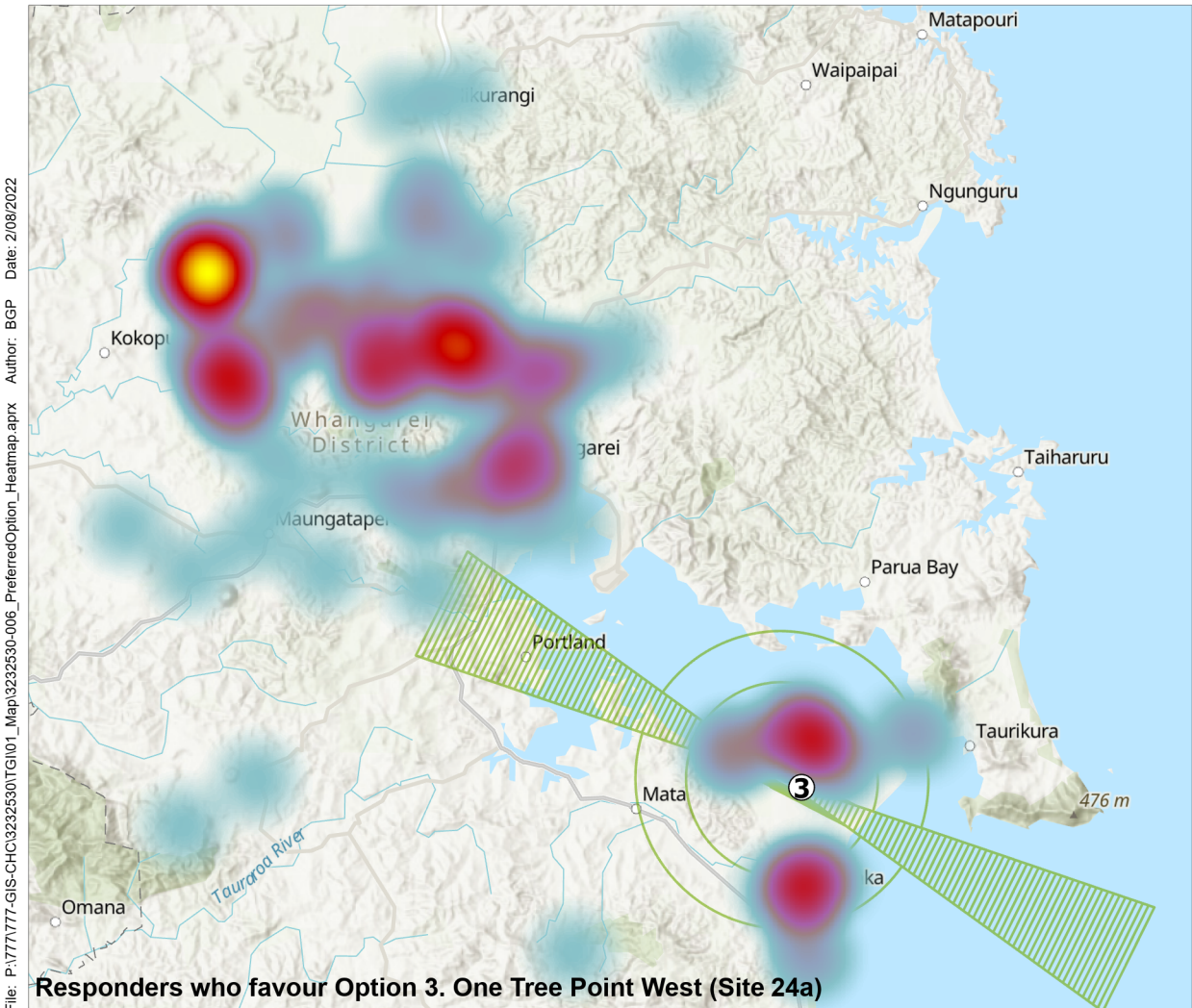
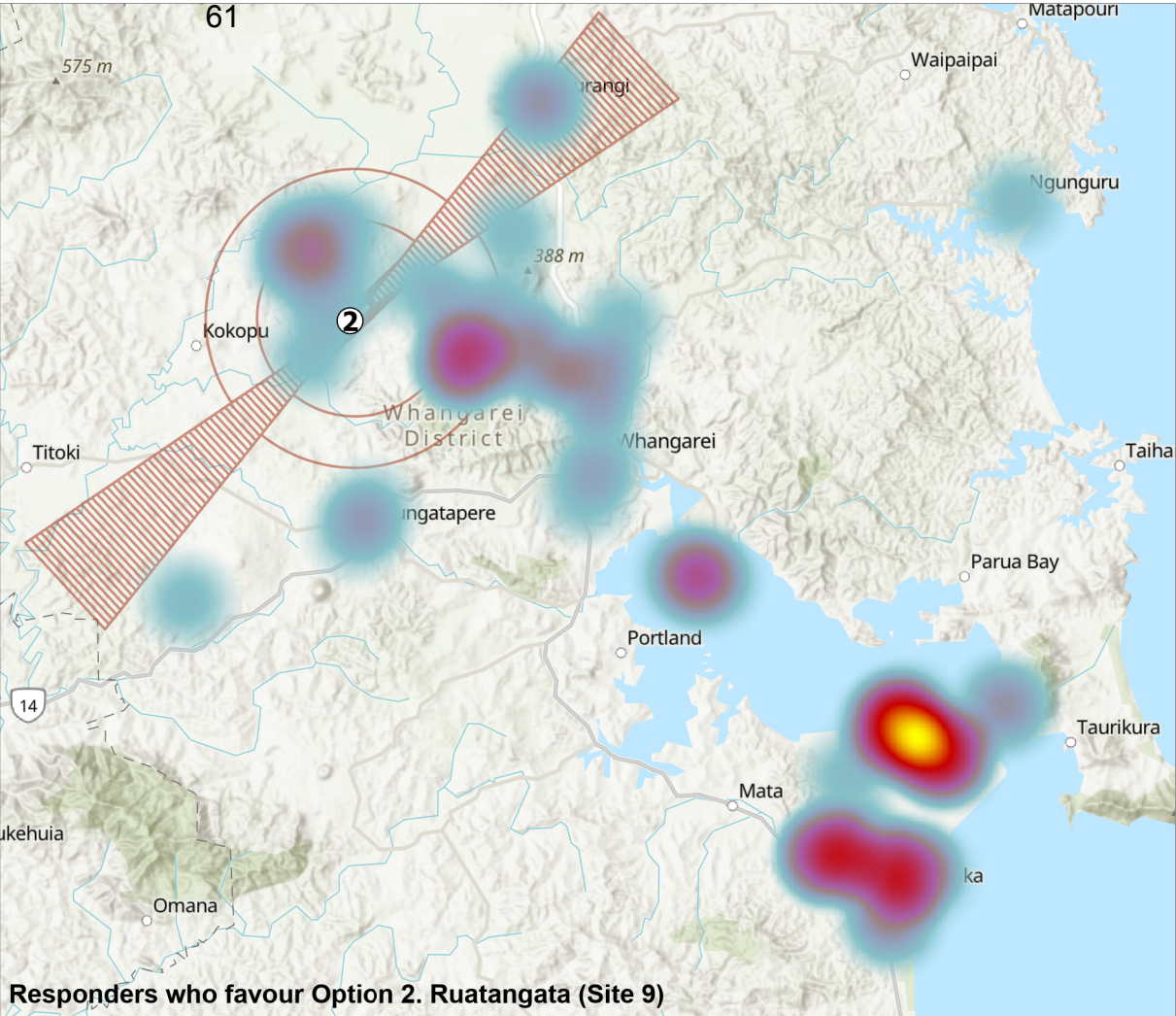
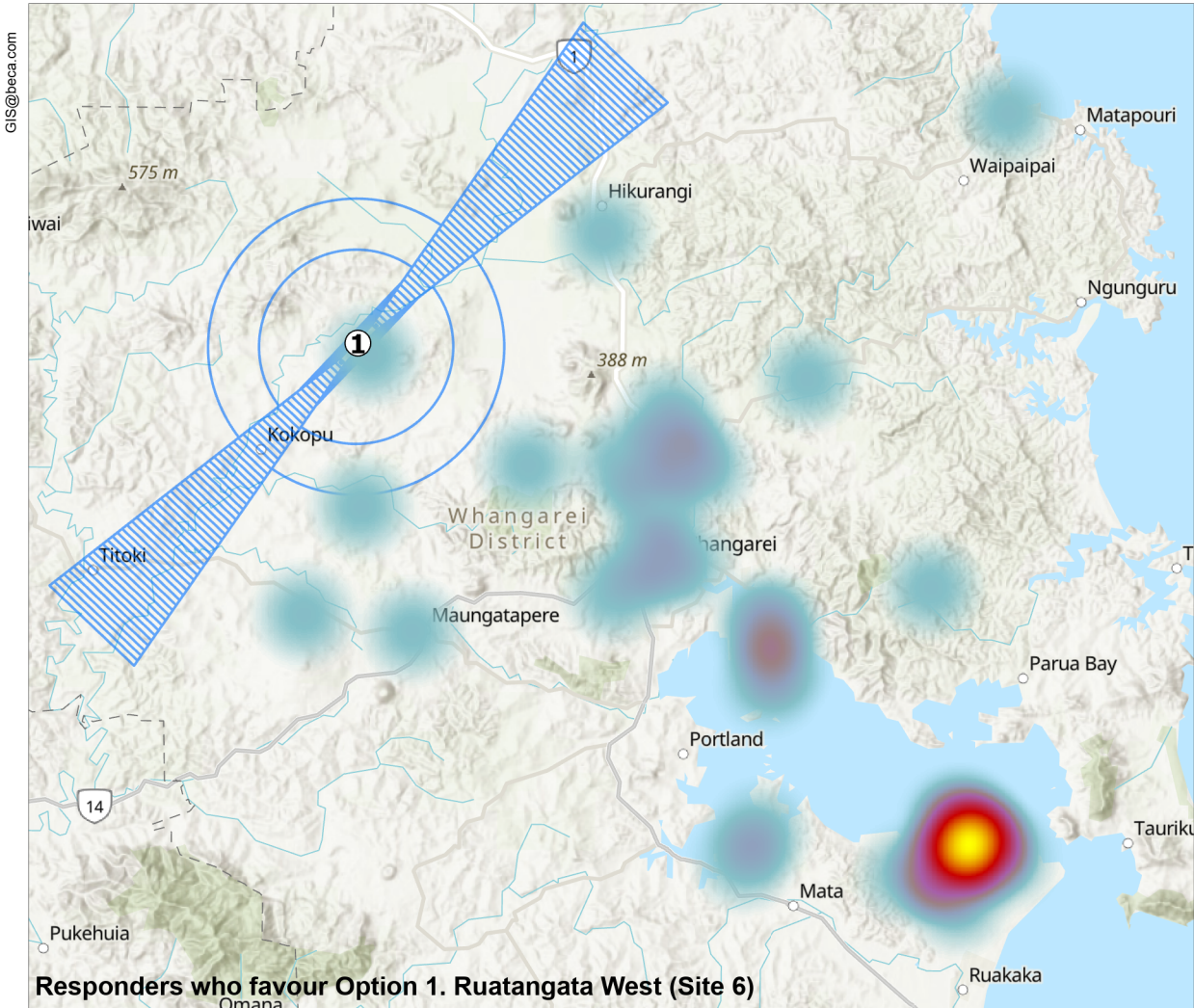
Table B-3: Summary of key points raised in submissions and technical response – Option 4: Continue to operate from Onerahi

Theme	Key Points Raised in Submissions	Technical Response
Onerahi is an established part of the community and environment	<ul style="list-style-type: none"> <li>As an accepted part of the community, residents are familiar with the risks, operation, and effects of an airport</li> <li>Retaining the existing airport would have the least disruption for communities and the least detrimental impact on historical, cultural, and ecologically significant sites, flora, and fauna</li> <li>Makes use of the existing industrial zones and existing established no fly zones and regulations in place.</li> </ul>	<ul style="list-style-type: none"> <li>As respondents note, there are many benefits of retaining the existing Onerahi airport. However, as identified through technical investigations identifying risks associated with continued operation at Onerahi, it was recommended that alternative airport sites be investigated.</li> <li>It is acknowledged that Onerahi meets current needs with the caveats of the risks identified in the 2014 Onerahi report. However, this project is about safeguarding an airport site in the event that these risks necessitate the closure of Onerahi.</li> </ul>
Existing Onerahi airport operations are suitable	<ul style="list-style-type: none"> <li>Onerahi is existing and suitable for continued operation</li> <li>The existing airport meets current needs and safety regulations – it works for the current generation of aircraft</li> <li>Appropriate supporting infrastructure is already in place (including recent investments of more than \$2.52M) including; utilities, electronic systems, buildings and carparks, public transport, and emergency services</li> </ul>	<ul style="list-style-type: none"> <li>It is acknowledged that Onerahi meets current needs with the caveats of the that the lack of RESA, deficient Strip Width, and noncompliant non-instrument OLS for Runway 24 is a managed risk and whilst Air New Zealand operate the Q300. This project is however about safeguarding the future. The Q300 is expected to be retired in approximately 10 years and there is considerable uncertainty about the performance of potential future replacement types, whether a conventional fuelled type or an alternative fuel type (i.e. electric or hydrogen) and when these types will be commercially available.</li> <li>If Air New Zealand (ANZ) phases out the Q300 and have not commissioned a direct replacement type that can operate from Onerahi's short runway, Whangārei will lose its ANZ regional service.</li> </ul>
Emerging aviation technology will support continued operation at Onerahi	<ul style="list-style-type: none"> <li>Existing aircraft will be phased out, but replacement aircraft have not yet been designed/built, which may be suitable to operate from Onerahi.</li> <li>New aircraft avionics and satellite-based navigation (GNSS, with SBAS (SouthPAN) coverage of Australasia from 2025 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.</li> <li>Detailed new procedures have been developed. Note that existing approved procedures Air New Zealand airliners use to Onerahi involve curving onto the final approach.</li> <li>Arrestor systems should also be looked at urgently if this has not already been done.</li> </ul>	<ul style="list-style-type: none"> <li>Emerging technologies may solve the short runway/curved approach limitations at Onerahi however this project is about minimising risk and as previously noted there is still considerable uncertainty about what exactly these future capabilities will deliver.</li> <li>SBAS will provide significant opportunities for regional airports to adopt instrument approaches without the need for ground-based navigation aids. However, to adopt SBAS approaches the runway will need to be upgraded to an “instrument runway” with associated runway strip widening and more demanding OLS requirements. Should SBAS approaches be implemented at Onerahi there will likely be significant operational restrictions and higher approach landing as a minimum to compensate for a lack of compliance with aerodrome physical characteristics and obstacle limitation surface for an instrument runway.</li> </ul>
There is potential for upgrades at Onerahi	<ul style="list-style-type: none"> <li>Provision of 90m RESAs could be made by bridging the roads at either end of the runway.</li> <li>Onerahi can transition into a regional hub with minimal change to the existing site</li> <li>Needs to meet the new standards at the current location</li> <li>Existing aircraft will be phased out, replacement aircraft have not yet been designed/built so may be able to land at Onerahi</li> </ul>	<ul style="list-style-type: none"> <li>It would be possible to provide RESAs and a widened strip etc. to comply with current CAA rules without the necessity for dispensations or “grandfather” rights at Onerahi. However, as explored in the Onerahi report this would need to be undertaken as part of a runway lengthening project which was assessed as not being viable due to price and consenting considerations.</li> <li>We agree that future replacement aircraft could provide a capability that makes a move from Onerahi unnecessary. However, this project is about safeguarding an airport site in the event that this capability does not eventuate in the necessary timeframe to ensure continued regional passenger operations.</li> </ul>
Accessibility benefits	<ul style="list-style-type: none"> <li>Benefits the transport demands of the region, including road, rail, and sea</li> <li>Good proximity to Whangārei CBD – requires tourists to pass through town, unlike One Tree Point which will see arrivals bypass town via SH1</li> <li>Closer to the population base with good transport links and access to affordable and efficient transport (including for disabled community)</li> <li>Minimal access improvements required.</li> </ul>	<ul style="list-style-type: none"> <li>Site accessibility was considered and assessed for each site, including Onerahi within the long list evaluations. This included consideration of the site proximity to Whangārei, proximity to development area and site accessibility. The long list identified the benefits of the existing airport including that it is approximately 10-15 minutes' drive time of 54% of the population (located in urban Whangārei), it is located within 5km of significant potential future development areas and an existing road to the airport exists.</li> </ul>

# B

## Appendix B – Submission Response Heat Map

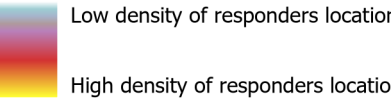




# Preferred Airport Location Heat Map

## Legend

Heatmap of responders reported address/location whom favour the option:



- 1. Ruatangata West (Site 6)
- 2. Ruatangata (Site 9)
- 3. One Tree Point West (Site 24a)
- 4. Continue to operate from Onerahi

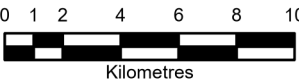
The heatmaps spatial data is based on the submitters reported address/location, which may not reflect their actual residence, therefore it should be used for indicative purposes only. Approximately 20% of data is not displayed due to incomplete or inaccurate submitter address information.

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Revision	Author	Verified	Approved	Date
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Client: Whangarei District Council

Project: Whangarei Airport Strategy Study



Discipline: GIS

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Appendix C – Consultation Summary Report



# Consultation Summary Report

## Whangārei Airport Location Options Study

Prepared for Whangārei District Council  
Prepared by Beca Ltd


2 August 2022



## Revision History

Revision N°	Prepared By	Description	Date
V1	Rachel Mayall	First draft	1 July 2022
V1.2	Sarah MacCormick, Stacey Sharp, Fraser Campbell	Internal review draft report	19 July 2022
V2	Graeme Roberts	Internal review of draft report	20 July 2022
V2.2	Rachel Mayall	Draft re-issued for client review	20 July 2022
V3	Ann Midson, Jane Ashley, Simon Weston	Client review of draft report	20 July 2022

## Document Acceptance

Action	Name	Signed	Date
Prepared by	Rachel Mayall		1 July 2022
Reviewed by	Sarah MacCormick		20 July 2022
Approved by	Graeme Roberts		27 July 2022
on behalf of			

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## Contents

<b>Executive Summary .....</b>	<b>1</b>
<b>1. Introduction.....</b>	<b>3</b>
1.1 Report Purpose.....	3
1.2 Project Overview.....	3
<b>2. Overview of Communications and Engagement Strategy.....</b>	<b>5</b>
2.1 Framework.....	5
2.2 Consultation objectives.....	5
2.3 Plan.....	6
<b>3. Engagement with partners, iwi and hapū and stakeholders .....</b>	<b>7</b>
3.1 Partner Communications and Engagement Summary .....	7
3.2 Tangata Whenua .....	8
3.3 Stakeholder Communications and Engagement Summary.....	9
3.4 Submissions from partners, iwi and hapū, stakeholders and local organisations .....	10
<b>4. Community Consultation Summary .....</b>	<b>11</b>
4.1 Overview of methods .....	11
4.2 Events .....	12
4.3 Source of submission .....	13
4.4 Communication.....	14
4.5 Online advertising .....	16
4.6 Media coverage .....	16
4.7 Gathering feedback .....	17
<b>5. Hearings .....</b>	<b>18</b>
<b>6. Summary of consultation findings and themes .....</b>	<b>19</b>
6.1 Breakdown of support for each site .....	19
6.2 Key themes .....	20
6.3 Alternative options .....	21
6.4 Location of respondents .....	21
<b>7. Option One: Ruatangata West (site 6) – summary of feedback and themes .....</b>	<b>23</b>
7.1 Key themes – benefits .....	23
7.2 Key themes – concerns .....	24
7.3 Key themes – what else should be considered .....	25
7.4 Ruatangata West as a preferred airport location .....	25
<b>8. Option Two: Ruatangata (site 9) – summary of feedback and themes .....</b>	<b>26</b>
8.1 Key themes – benefits .....	26
8.2 Key themes – concerns .....	27
8.3 Key themes – what else should be considered .....	28
8.4 Ruatangata as a preferred airport location .....	28



**9. Option Three: One Tree Point West (site 24a) – summary of feedback and themes ..... 29**

9.1 Key themes – benefits ..... 29

9.2 Key themes – concerns ..... 30

9.3 Key themes – what else should be considered ..... 32

9.4 One Tree Point West as a preferred airport location ..... 32

**10. Option Four: Continue to operate Whangārei Airport at Onerahi – summary of feedback and themes ..... 33**

10.1 Key themes – benefits ..... 33

10.2 Key themes – concerns ..... 34

10.3 Key themes – what else should be considered ..... 34

10.4 Continuing to operate Whangārei Airport at Onerahi as an option..... 35

**11. Next Steps ..... 36**

**Appendices**

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- Appendix A – Summary of public feedback**
- Appendix B – Statement of Proposal**
- Appendix C – Summary of public engagement events**
- Appendix D – Map**

## Executive Summary

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This Consultation Summary Report summarises the consultation undertaken to support the Whangārei District Council (“Council”) Airport Location Options Study, from 30 March 2022, when Council resolved to implement the ALOS Communications and Engagement Plan, to the close of consultation on 1 July 2022.

Council sought public submissions on its proposal to future proof aviation for the Whangārei District and gauged community support for four options on the preferred location for a future alternative airport within the Whangārei District. The four options are:

- To select **Ruatangata West (Site 6)** as the proposed location for a potential site to be explored in depth as a future airport location
- To select **Ruatangata (Site 9)** as the proposed location for a potential site to be explored in depth as a future airport location
- To select **One Tree Point West (Site 24a)** as the proposed location for a potential site to be explored in depth as a future airport location
- **Continue to operate from Onerahi.**

In accordance with the Special Consultative Procedure (“SCP”) of the Local Government Act 2002 (“LGA 02”), consultation was undertaken over five weeks, between 20 April and 25 May, with Councilors deciding unanimously to extend the consultation period by five weeks, to 1 July 2022.

Further background reports on the project were made available on Council’s consultation page on 1 June 2022. Council also contacted everyone who made a submission prior to this date to provide an opportunity to change or add to their feedback.

Overall, Council received more than 610 submissions, of which 18 people were heard in support of their submission at a hearing on Tuesday 26 July 2022.

Approximately 559 submissions were received between 20 April and 25 May and a further 51 submissions were received between 26 May and 1 July 2022.

The number of respondents equates to 0.6% of the total Whangārei population (based on a population of approximately 100,000).

Consultation with the community identified continuing to operate from Onerahi as the preferred option with more than 49% of respondents indicating that this site best meets the needs for a future location of the Whangārei Airport. The level of support for each site indicated by respondents is outlined below:

- **Continue to operate from Onerahi:** 49%
- **One Tree Point West (Site 24a):** 26%
- **Ruatangata (Site 9):** 11%
- **Ruatangata West (Site 6):** 8%
- **No answer provided (blank):** 6%.

Key themes and findings that emerged through consultation include:

- There was a correlation between where submitters lived and their favoured airport location, with a number of respondents living in the Ruatangata area or One Tree Point
- In many cases, respondents did not provide a justification for their preference in location
- The importance of accessibility as a key factor when determining a favoured airport location
- Infrastructure (such as three waters, roading and utilities) as a key consideration including upgrading existing infrastructure, the pressure an airport would place on existing infrastructure or the cost to build new infrastructure
- The importance of amenity (including noise) as a key factor when determining a favoured airport location

- The economic implications or opportunities for the tourism industry, ratepayers and local businesses

**Next steps**

Council will review the feedback gathered and use this valuable local knowledge, along with technical analysis previously undertaken, to make a determination of next steps on 24 August 2022.

## 1. Introduction

---

### 1.1 Report Purpose

The purpose of this Consultation Summary Report (“the Report”) is to summarise the consultation that has been undertaken to support the Whangārei District Council (“Council”) Airport Location Options Study, from 30 March 2022, when Council resolved to implement the ALOS Communications and Engagement Plan, to the close of consultation on 1 July 2022.

### 1.2 Project Overview

The Whangārei District is served by one airport, located on the Onerahi Peninsula. The Whangārei Airport is a commuter airport, used for both private and domestic commercial flights. It is an important physical resource, serving a local population of approximately 100,000 residents, plus those residing within the adjoining Kaipara District. The airport provides for recreational and economic opportunities, including daily scheduled flights, training facilities, heliport and private use facilities.

As Whangārei's population continues to grow, significant investment is needed to meet this future growth, including air transport access. Council is progressing the Airport Location Options Study (“the Study”) to make certain the District is prepared and any commitments made are flexible enough to cope with the emerging needs of the aviation sector.

At the full Council meeting held on 30 March 2022, Council resolved to implement the ALOS Communications and Engagement Plan and seek public feedback on the three preferred alternative airport locations.

On 14 April, Council officers resolved the consultation would be undertaken as a Special Consultative Procedure under the LGA 2002.

Council will review the feedback gathered during consultation and use this valuable local knowledge, along with technical analysis previously undertaken, to make a determination of next steps on 24 August 2022.

#### 1.2.1 Project background

Council first began investigating risks associated with retention of the current Onerahi airport in 2014. Earlier investigations considered whether the existing Onerahi Airport could meet the future aviation requirements of the District and whether Port Nikau would be a suitable alternative airport location.

The study concluded that neither of these locations would meet the long-term aviation needs of the District and that alternative airport locations should be investigated. The study highlighted the issues which undermine the medium to long term viability of the airport at the Onerahi location, such as:

- the ability to lengthen the existing relatively short runway. A runway lengthening project is considered necessary to meet the requirements of the evolving Air New Zealand regional fleet, and provide an operational capability suitable for likely future aircraft types.
- in addition to a prohibitive cost, a runway lengthening project would also require the successful navigation of some significant regulatory issues

Using information gathered in previous investigations, including a study from 1999, a list of potential alternative airport locations was compiled.

From that list, initial screening identified 28 new locations throughout the district as being potentially suitable to operate an airport from. All 28 new locations underwent further desktop investigations that assessed:

- Operational suitability

- Planning issues and consentability
- Engineering feasibility
- Site accessibility.

This analysis shortlisted five potential airport locations, which were further evaluated on the following:

- Aeronautical
- Planning, including the potential for resource consents and planning approvals to be secured to protect the land and ability to operate an airport from that location
- Economic analysis.

Three locations were then identified as preferred sites, Ruatangata West (site 6) (referred to as Hodge Road in the report), Ruatangata (site 9), and One Tree Point West (site 24A).

In 2021, further desktop analysis was undertaken to investigate operational and environmental constraints of each of the three preferred sites. This analysis included:

- More detailed operational suitability including consideration of the approach surfaces
- Planning review of the Council's updated District Plan and relevant national and regional planning documents, which considered the zoning and mapped features of each site and wider communities
- Desktop ecological investigations that identified areas of protected bush, water bodies (streams, rivers, and wetlands), and known locations of sensitive protected species.



## 2. Overview of Communications and Engagement Strategy

---

At the full Council meeting held on 30 March 2022, Council resolved to implement the ALOS Communications and Engagement Plan and seek public feedback on the three preferred alternative airport locations.

On 14 April, Council officers confirmed the consultation would be undertaken as a Special Consultative Procedure (SCP) under the LGA 2002.

The section below summarises the framework under which consultation was undertaken, the objectives of Council's consultation and its Plan.

### 2.1 Framework

Council's Significance and Engagement Policy ("the Policy") responds to the requirements set out in the Local Government Act 2002 ("LGA"), making certain Council takes a consistent and transparent approach in determining the significance of a decision and the appropriate level of engagement for that decision.

The LGA also requires Council to use a SCP for consultation on certain decisions and requires Council to:

- Prepare and adopt a statement of proposal
- Make sure the information is publicly available for at least one calendar month
- Provide an opportunity for people to present their views to Council and consider submissions with an open mind.

Having completed an analysis of the proposed decision on site selection against the significance criteria under Council's S&E Policy and under the LGA, Council determined it likely that a number of the criteria under the S&E Policy and SCP were triggered by the decision of site selection.

### 2.2 Consultation objectives

The purpose of Council's decision to consult by way of an SCP under Part 6 of the LGA was to understand:

- Should Council determine a proposed location for a future alternative site to the current airport at Onerahi; and
- If it should, which of the three preferred locations for a future airport, namely Site 9; Site 6; and Site 24a, would be most appropriate; or
- Should it take no action and make no determination on a proposed location.

In accordance with the SCP of LGA and Council's S&E Policy, Council's communications and engagement strategy:

- Sought to continue to bring partners, stakeholders and the community along on the journey and increase the transparency on the process and investigation work undertaken to-date
- Shared the three preferred sites from the feasibility study and explained the rationale behind the thinking
- Sought public submissions on its proposal to future proof aviation for Whangārei District
- Sought, at a high-level, feedback from stakeholders and the community on the four options on the preferred location for a future alternative airport within the Whangārei District
- Provide Council with stakeholders and community's views and knowledge on the four options
- Provide an opportunity for submitters to be heard in support of their submission at a hearing.

## 2.3 Plan

In accordance with SCP requirements, Council:

- Prepared a *Statement of Proposal – futureproofing aviation for Whangārei by determining a proposed location from three preferred airport sites* in accordance with the requirements set out in section 83 of the LGA 02 for the adoption of the Special Consultative Procedure (see Appendix D)
- Made copies of the Statement of Proposal available from:
  - Whangārei District Council's office
  - Council Service Centre or Library within the Whangārei District
  - Council's online engagement platform Have Your Say [wdc.govt.nz/HaveYourSay](https://wdc.govt.nz/HaveYourSay)
- Provided multiple ways for the public to make a submission including:
  - visiting the Council website: [wdc.govt.nz/HaveYourSay](https://wdc.govt.nz/HaveYourSay)
  - posting their submission to: Whangārei District Council, Private Bag 9023, Whangārei 0148, New Zealand, ATTENTION TO: Whangārei Airport Location Options Study
  - emailing their submission to: [mailroom@wdc.govt.nz](mailto:mailroom@wdc.govt.nz)
  - phoning 09 4304200
  - by filling out a submission form at the three public events hosted by Council in Ruakākā, Ruatangata and the Whangārei CBD
- Consultation was undertaken over 10-weeks, from 20 April to 1 July
- Convened a hearing on Tuesday 26 July 2022, where 18 people took the opportunity to address the full Council in support of their submission.

### 3. Engagement with partners, iwi and hapū and stakeholders

The following section summarises the engagement that was undertaken during Stage One (early-2022) and Stage Two (from 30 March 2022, when Council resolved to implement the ALOS Communications and Engagement Plan, to the close of consultation on 1 July 2022) of the Project.

#### 3.1 Partner Communications and Engagement Summary

The Advisory Groups met at different times across Stage One (Pre-Engagement) of the project. These key milestones are summarised as follows:

##### 3.1.1 Project Control Group (PCG)

Attendees	Details	Summary of engagement
Crs, Innes, Reid, Martin and Deeming Fraser Campbell Simon Weston, Tony Collins, Ann Midson, Jane Ashley Beca	Tuesday 15 March 2022	<ul style="list-style-type: none"> <li>Combined PCG and Project Steering Group (PSG)</li> <li>Presentation on the Communications and Engagement plan and consenting strategy as per powerpoint presentation</li> </ul>

##### 3.1.2 Project Advisory Group (PAG)

Attendees	Details	Summary of engagement
Fraser Campbell (Facilitator) Emily Henderson – MP Cr Simon Reid, Cr Greg Innes Graeme Mathias Thomas Wilson Northland Rescue Helicopter: Steve Couchman, Vanessa Furze Waka Kotahi NZ Transport Agency: Tony Horton Beca Ministry of Transport: John Ivil, Laura Cendak Northland Inc: Vaughan Cooper, Jude Thompson Northland Chamber of Commerce: Steve Smith WDC: Simon Weston (Facilitator), Ann Midson, Dominic Kula, Shelley Wharton, Tony Collins, Jane Ashley, Jonathan White, Sarah Irwin	Monday 21 March 2022 12:00pm – 1:30pm	<ul style="list-style-type: none"> <li>Fraser Campbell led a presentation to bring members up to date with the project.</li> <li>Fraser then introduced Beca who covered the Communications and Engagement Plan</li> <li>Beca spoke to the three stages of the project, with the third stage being more of a formal RMA process.</li> <li>Discussed the RMA mechanisms that would be used to secure approvals and to construct, operate and maintain an airport at the chosen site.</li> <li>Cr Innes spoke of importance of the economic development associated with the project</li> <li>Vaughan reiterated this is a strategic project with significant value for the district and region. He will provide advice on additional stakeholders to engage with.</li> <li>Steve sought further information on the regional value and importance of the project</li> </ul>

## 3.2 Tangata Whenua

As project partners, local iwi and hapū have been involved early in the project with engagement guided by Council's Te Kārearea Strategic Relationship Agreement (which established the principles for the relationship between Council and Māori).

Te Kārearea determined the membership of the Manawhenua Advisory Group (MAG). Membership included representatives from each hapū over the whenua of the three preferred site locations. Face-to-face (kanohi ki te kanohi) discussions were preferred, but Covid-19 traffic light setting restrictions shifted MAG meetings online.

### 3.2.1 Manawhenua Advisory Group (MAG)

Attendees	Details	Summary of engagement
WDC: Simon Weston (Facilitator) Fraser Campbell (Facilitator) MAG members: Delaraine Armstrong, Mike Kake, Waimarie Bruce Kingi, Deborah Harding and Janelle Beazley Beca	Wednesday 16 March 2022 2:15pm – 3:45pm	<ul style="list-style-type: none"> <li>Fraser Campbell and Simon Weston gave a presentation aimed at bringing members up to date with the project.</li> </ul>
Fraser Campbell (Facilitator) MAG: Delaraine Armstrong, Deborah Harding and Janelle Beazley WDC: Ann Midson Beca	Wednesday 23 March 2022 1:00pm – 2:20pm	<ul style="list-style-type: none"> <li>Fraser Campbell went through a presentation that provided members with further information on each of the three preferred sites and their surrounds.</li> <li>The presentation also covered some of the matters used (to date) to assess the sites.</li> <li>Further information from members was sought, as well as confirmation of the respective hapū for each site.</li> </ul>

### 3.2.2 Iwi and hapū

Attendees	Details	Summary
Te Kārearea Len Bristowe (Hapū mandated Chairperson) Cr Phil Halse, Cr Gavin Benney, Cr Simon Reid Her Worship the Mayor Sheryl Mai Delaraine Armstrong Tame Te Rangi Mira Norris Aorangi Kawiti	Wednesday 20 April 2022 9am Tau Henare Marae, Pipiwai	<ul style="list-style-type: none"> <li>Fraser Campbell provided a presentation updating Te Kārearea on the Statement of Proposal regarding the four options for a new airport for Whangārei.</li> </ul>

### 3.3 Stakeholder Communications and Engagement Summary

Council met with stakeholders at different times across Stage One (Pre-Engagement) and Stage Two of the project. These key milestones are summarised as follows:

Stakeholder	Details	Summary of engagement
Waka Kotahi NZ Transport Agency	Thursday 12 April 2022 10:30am MS Teams	<ul style="list-style-type: none"> <li>Fraser Campbell, with Beca support, met with Tony Horton (Waka Kotahi)</li> <li>Tony indicated that Waka Kotahi were likely to make a strategic, high-level submission that would link back to the GPS and any further Resource Management Act processes</li> <li>Discussion over Waka Kotahi's involvement in the long to short list process, covering the high-level transport effects and staff discussions for the three preferred sites</li> </ul>
Ministry of Transport	Wednesday 16 March 2022 Monday 21 March 2022 Wednesday 30 March 2022	<ul style="list-style-type: none"> <li>Fraser Campbell spoke with Laura Cendak from MoT Auckland Office regarding the project and the role of the PAG and MoT involvement to date</li> <li>Laura attended the PAG meeting by MS Teams</li> </ul>

#### 3.3.1 Communications to stakeholders

Emails advising of publicity and progress were issued to a stakeholder email distribution list of more than 47 representatives on the following dates:

- 25 March – News Release regarding public consultation on the future of Air Transport in Whangārei
- 31 March – informing of dates of meetings
- 4 April – draft Statement of Proposal for consideration
- 20 April – link to website containing all information regarding consultation
- 20 May – advising of approaching closing date
- 26 May – advising of extension of deadline
- 1 June – link to website with supporting documents
- 17 July – advising of upcoming submissions hearings



### **3.4 Submissions from partners, iwi and hapū, stakeholders and local organisations**

Submissions and feedback were received from various partners, iwi and hapū, stakeholders and local organisations, including, but not limited to:

- Northland Inc
- Fire and Emergency New Zealand (FENZ)
- Waka Kotahi NZ Transport Agency (Waka Kotahi)
- Ministry of Education (MoE)
- Air New Zealand
- Whangārei Flying Club
- Ruakaka Residents and Ratepayers Association
- One Tree Point Residential Limited
- Nga Tai Ora (Public Health Northland) Northland District Health Board
- Queen Elizabeth II National Trust
- Maungatapere Village Inc
- Ngati Kahu o Torongare Te Parawhau Hapu Iwi Trust
- Patuharakeke Te Iwi Trust Board (PTITB)
- Korokota Marae, Te Parawhau Hapi, Tokiri Road, Titoki
- Ngā Hapū o Whangārei
- Forest & Bird
- Northpower
- West Auckland Airport.

## 4. Community Consultation Summary

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Consultation sought to understand whether Council should keep working to futureproof an alternate airport site in the district and to understand potential impacts and opportunities, strengths and weaknesses and any fatal flaws or untapped knowledge relating to the three preferred site locations. To do this, Council proactively asked three specific questions about each location:

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

Council then asked the community:

4. Given the benefits and key concerns you highlighted above, do you have a preferred airport location?
5. Tell us why you feel this site best meets the needs of a future location of the Whangārei Airport?

Sections 7 to 10 of this Report details the outcomes of this consultation and the key themes captured for each of the sites.

Submitters also had the opportunity to address the full Council at a hearing in support of their submission. Section 5 of this Report provides more detail.

### 4.1 Overview of methods

A number of methods were used to raise awareness about the consultation opportunity and to encourage public participation.

Prior to consultation commencing, media coverage of the project began in late March 2022, continuing into mid-May with social media posts to Facebook beginning in mid-April.

Four events were held, a website page set up, online, radio and print advertising deployed and hardcopy and online forums established to capture submissions.

Feedback was collected between 20 April and 25 May 2022 before Councilors decided unanimously to extend the consultation period by five weeks, to 1 July 2022.

Further background reports on the project were made available on Council's consultation page by 1 June 2022. Council also contacted everyone who made a submission prior to this date to provide an opportunity to change or add to their feedback.

Overall, Council received 610 individual submissions.

More than 559 submissions were received between 20 April and 25 May and a further 51 submissions were received between 26 May and 1 July 2022.

## 4.2 Events

Appendix C of this Report provides a detailed summary of the main themes heard at the Council-led events.

### 4.2.1 Drop-in sessions

Three drop-in sessions were held in the community and the details are outlined below:

- Monday 2nd May, Ruakākā Recreation Centre, 4:30 – 6:30pm
- Thursday 5th May, Ruatangata Hall, 4:30 – 6:30pm
- Thursday 12th May, Forum North, Cafler Suite, 4:30 – 6:30pm.

More than 300 people attended these three events which were hosted by Council and Project Team technical experts (aeronautical and planning), communications team members and Councilors.

### 4.2.2 Virtual event

A virtual information event was hosted on Wednesday 18th May from 6.30pm – 7.30pm, where the public had the opportunity to hear from a panel which comprised of both Council and Project Team technical experts. A recording was then uploaded to Whangārei District Council's Facebook and YouTube pages. Links to these are as follows:

- Facebook: <https://www.facebook.com/WhangareiDC/videos/1667153656961819>
- YouTube: [https://www.youtube.com/watch?v=3\\_yYJe2rmA0](https://www.youtube.com/watch?v=3_yYJe2rmA0)

### 4.2.3 Community-led engagement

In addition to Council-led events, Council received requests from community groups to support their events. Details of community-led engagement are outlined below.

Community group	Details	Summary of engagement
Ruakākā Ratepayers Association	Tuesday 10 May 2022 7pm – 8pm Ruakākā Recreation Centre	<ul style="list-style-type: none"> <li>A presentation was made to the Ruakākā Ratepayers Association AGM at their request</li> <li>The event was advertised through the Ratepayers Association standard communication channels and on the Ruakākā Recreation Centre's Facebook Page</li> <li>The presentation involved a summary of the Statement of Proposal, followed by a Q&amp;A</li> <li>Questions asked related to the drivetime for Ruakākā residents to get to a new airport at Ruatangata (about 35 – 40mins), hazard mitigation, and Council's purchase of land near Site 9</li> <li>More than 30 people attended, including three Councilors, Fraser Campbell and Beca</li> </ul>
	Sunday 22 May Hikurangi Museum	An informal group of six people attended a round-the table meeting at Hikurangi Museum
Whangārei Heads Citizen Association	Monday 15 May	About 10 members of the Whangārei Heads community attended an informal

	McLeod Bay Hall, Parua Bay	meeting and presentation on 15 May at the McLeod Bay Hall
Ruatangata Residents	Thursday 19 May Ruatangata Hall	Ruatangata residents organised a town hall to discuss whether or not they supported the proposal. Prior to the event, Cr Martin touched base with the organiser

4.3 Source of submission

4.3.1 Hardcopy submissions

The Statement of Proposal was made available to pick up and fill out at Council’s events, at libraries and at service centres (including Tikipunga, Kamo, Central Library, Onerahi, Ruakākā, Ruatangata Service Centre). More than 45 people used hardcopy feedback forms to submit feedback.

4.3.2 Online submissions

People were able to submit feedback online using Council’s ‘Have your Say’ tool which is embedded into its website. More than 514 people used this platform to submit feedback.

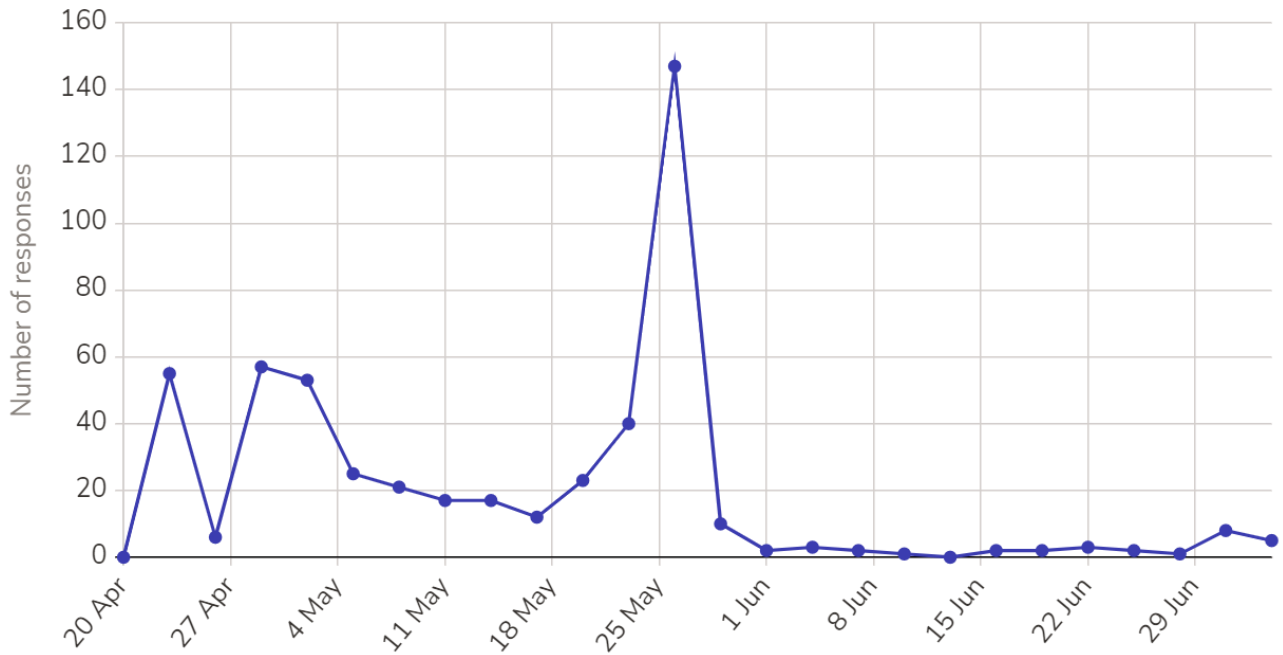


Figure 1: graph showing breakdown of submissions through Council’s online ‘Have your Say’ tool by date

In addition, more than 51 people used email to submit feedback.

## 4.4 Communication

To encourage participation and raise awareness of the project and how people could have their say, between mid-April and mid-June, Council:

- Sent seven emails to more than 47 stakeholders on Council's database
- Sent out four news releases to more than 154 recipients on Council's Journalists email distribution list
- Published three media releases and one story on its website
- Ran online advertisements which were viewed more than 50,000 times with a further 952 people clicking through to the website (a click through rate of 1.9%)
- Ran more than 220 30-second radio advertisements over four radio stations between 20 April and 24 May
- Was interviewed/provided written statements to two reporters on four separate occasions
- Published more than 10 social media posts on Facebook. More detail is provided below.
- Published three posts on Neighbourly
- Distributed feedback forms to local businesses and organisations
- Ran more than twelve print advertisements, public notices or double-page spreads across four newspapers. More detail is included below.

### 4.4.1 Print advertising

Print advertising included double page spreads showing maps, known issues, the call for submissions and direction to website and public drop-in sessions in the:

- Northern Advocate on 23 April
- Whangārei Leader 20 April
- Bream Bay News on 28 April.

Coverage of drop-in sessions were carried in:

- Council News in the Northern Advocate on 14 May
- Whangārei Leader on 18 May.

Public notices advising of the special consultative process were placed in the:

- Northern Advocate on 16 April
- Whangārei Leader on 20 April.

Updates to flight paths were advertised in the:

- Northern Advocate on 7 May
- Whangārei Leader 11 May
- Bream Bay News on 12 May.

Notice of the extension to the consultation period was carried in the:

- Council News section of the Whangārei Leader on 1 June
- Northern Advocate on 28 May.

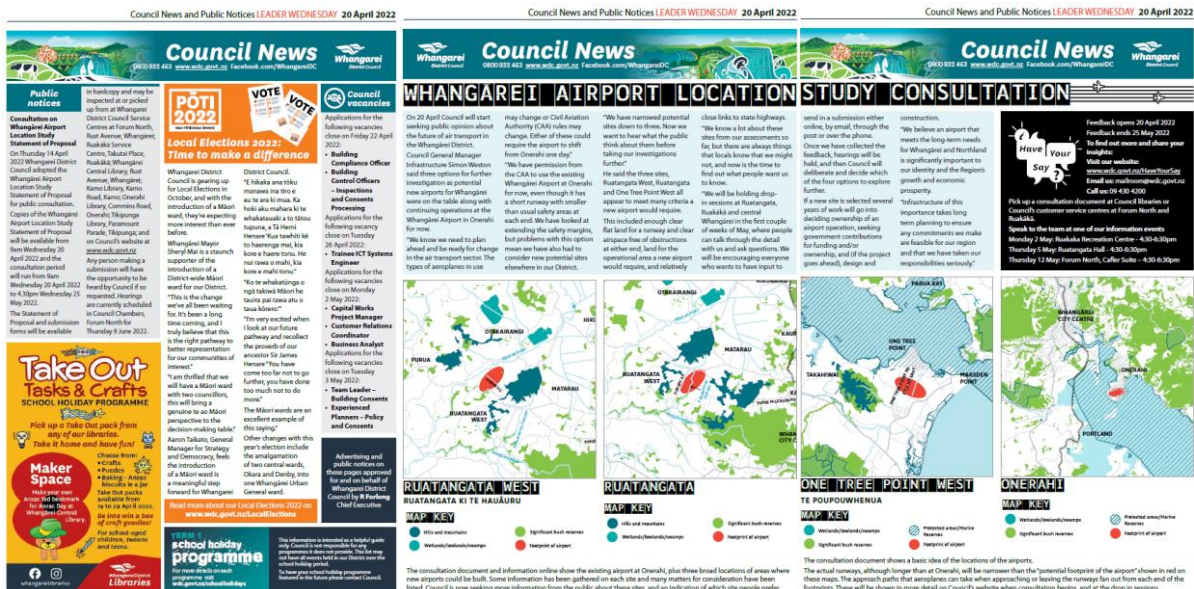


Figure 2: Image of the Council News Page which appeared in the Whangārei Leader on Wednesday 20 April 2022

## Social media

The main channel used was Council's Facebook Page, with significant outreach in Facebook Groups, and three posts on Neighbourly.

### 4.4.2 Facebook (Council's main page)

- **20 April** – opening of public consultation period, reach: 15k, 122 comments, 23 shares
- **28 April** – a relaunch with a more direct call to action, reach: 26k, 238 comments, 54 shares.
- **29 April** – "Information Events" event-page created, low reach, statistics unclear
- **3 May** – report on Ruakākā information event, promoting other two, reach: 9k, 15 comments, 8 shares.
- **10 May** – promoting the Forum North and online information events, reach: 3.6k, 5 comments.
- **18 May** – livestreamed online information event, reach: 5.8k, 178 comments, 17 shares
- **23 May** – "Final boarding call" for submissions, reach: 7k, 3 comments, 5 shares 66 link-clicks
- **26 May** – extension granted for submissions, reach: 6k, 6 comments, 12 shares
- **1 June** – new reports available, 2.8k reach, 5 comments, 3 shares
- **23 June** – final call for submission, reach: 2.5k, 1 comment, 3 shares

Council also engaged with local group pages on Facebook, including:

- The 'One Tree Point Grapevine' group, which has more than 9.8k members. Six additional posts were made in this group. Two of these posts gained traction, each with 36 posts and 6 shares. Outside of these posts, Council monitored and contributed to discussion in the Group, participating in comments-sections to answer questions and direct people to the submission information / form
- The Bream Bay Community Group but without significant engagement
- The Maunu / Maungatapere & Surrounding Areas Community Grapevine & Info Sharing Group (private group)
- The Hikurangi Community Page Group (private group) regarding the airport consultation study, including links to more information and making a submission.

### 4.4.3 Neighbourly

Council made three posts on Neighbourly, a smaller, localised social media site owned by Stuff.



## 4.5 Online advertising

Council ran online advertisements which were viewed more than 50,000 times with a further 952 people clicking through to the website. This translates to a click-through-rate (CTR) of 1.9% which performed above the industry average of 0.5%

*(To put Council's CTR into context, Council's Oruku Landing Conference and Multi-Events Centre consultation generated more than 5,000 submissions and its online advertisements translated into a click through rate of 1.56%)*

This statistic demonstrates that people were engaged with the topic, but this did not translate into submissions.

## 4.6 Media coverage

Media coverage of the project began in late March 2022, continuing into mid-May. The main source of coverage was The Northern Advocate, the regional paper for Whangārei and Northland. Coverage was also sourced from the NZ Herald (Auckland and nationwide), as well as RNZ (nationwide). Most of this coverage focused on the contention over each site and the potential impacts of becoming an airport site, as well as the public events held in May.

Additionally, one news story with a focus on local iwi's response to the proposed sites was published online by Te Ao Māori News. The following table summarises the news stories published:

Table 1: project media coverage

Date Published	Source	Headline	Link
29/03/2022	The Northern Advocate (NZ Herald)	Ruatangata frontrunner for new \$150m Whangārei District Airport	<a href="https://www.nzherald.co.nz/northern-advocate/news/ruatangata-frontrunner-for-new-150m-whangarei-district-airport/Y3YXJWFEM667LANWEVKV2X4LFA/">https://www.nzherald.co.nz/northern-advocate/news/ruatangata-frontrunner-for-new-150m-whangarei-district-airport/Y3YXJWFEM667LANWEVKV2X4LFA/</a>
30/03/2022	The Northern Advocate (NZ Herald)	New Whangārei airport hardens resolve of opponents to rescue helicopter shift	<a href="https://www.nzherald.co.nz/northern-advocate/news/new-whangarei-airport-hardens-resolve-of-opponents-to-rescue-helicopter-shift/PAUPTVWGKSVXCXRQCGV6CCW6K7Q/">https://www.nzherald.co.nz/northern-advocate/news/new-whangarei-airport-hardens-resolve-of-opponents-to-rescue-helicopter-shift/PAUPTVWGKSVXCXRQCGV6CCW6K7Q/</a>
13/04/2022	The Northern Advocate (NZ Herald)	Opponents to shifting Northland rescue helicopter base holding public meeting tonight	<a href="https://www.nzherald.co.nz/northern-advocate/news/opponents-to-shifting-northland-rescue-helicopter-base-holding-public-meeting-tonight/SHLWRAUJ2UBPLVCYOZNJNP3UHQ/">https://www.nzherald.co.nz/northern-advocate/news/opponents-to-shifting-northland-rescue-helicopter-base-holding-public-meeting-tonight/SHLWRAUJ2UBPLVCYOZNJNP3UHQ/</a>
15/04/2022	The Northern Advocate (RNZ)	Legal flight launched over Northland rescue helicopter base shift	<a href="https://www.rnz.co.nz/news/ldr/465346/legal-flight-launched-over-northland-rescue-helicopter-base-shift">https://www.rnz.co.nz/news/ldr/465346/legal-flight-launched-over-northland-rescue-helicopter-base-shift</a>
18/04/2022	The Northern Advocate (RNZ)	Whangārei council moves towards formal airport site protection from July	<a href="https://www.rnz.co.nz/news/ldr/465459/whangarei-council-moves-towards-formal-airport-site-protection-from-july">https://www.rnz.co.nz/news/ldr/465459/whangarei-council-moves-towards-formal-airport-site-protection-from-july</a>
20/04/2022	The Northern Advocate (NZ Herald)	Northland: Air NZ backs airport site for now – but future	<a href="https://www.nzherald.co.nz/northern-advocate/news/northland-air-nz-backs-airport-site-for-now-but-future-needs-of-electric-planes-">https://www.nzherald.co.nz/northern-advocate/news/northland-air-nz-backs-airport-site-for-now-but-future-needs-of-electric-planes-</a>

		needs of electric planes unknown	<a href="https://www.nzherald.co.nz/northern-advocate/news/whangarei-airport-move-ruakaka-community-leader-says-no-to-one-tree-point-west-option/NPIGMEHBMLAKKZSKILRHQLB5CA/">unknown/WEUVWIGEAWRZMKT4MFFETB3HEI/</a>
03/05/2022	The Northern Advocate (NZ Herald)	Whangārei airport move: Ruakākā community leader says no to One Tree Point West Option	<a href="https://www.nzherald.co.nz/northern-advocate/news/whangarei-airport-move-ruakaka-community-leader-says-no-to-one-tree-point-west-option/NPIGMEHBMLAKKZSKILRHQLB5CA/">https://www.nzherald.co.nz/northern-advocate/news/whangarei-airport-move-ruakaka-community-leader-says-no-to-one-tree-point-west-option/NPIGMEHBMLAKKZSKILRHQLB5CA/</a>
05/05/2022	Te Ao Māori News	Local iwi oppose proposed sites for new Whangārei airport	<a href="https://www.teaomaori.news/local-iwi-oppose-proposed-sites-new-whangarei-airport">https://www.teaomaori.news/local-iwi-oppose-proposed-sites-new-whangarei-airport</a>
06/05/2022	The Northern Advocate (NZ Herald)	Ruatangata meeting discusses move of Whangārei airport from Onerahi	<a href="https://www.nzherald.co.nz/northern-advocate/news/ruatangata-meeting-discusses-move-of-whangarei-airport-from-onerahi/IKKA47HAP22I5UVSKKW4JX3ZAM/">https://www.nzherald.co.nz/northern-advocate/news/ruatangata-meeting-discusses-move-of-whangarei-airport-from-onerahi/IKKA47HAP22I5UVSKKW4JX3ZAM/</a>
11/05/2022	The Northern Advocate (NZ Herald)	Potential \$150m Ruatangata airport clouds Patuwairua Stream Future	<a href="https://www.nzherald.co.nz/northern-advocate/news/potential-150m-ruatangata-airport-clouds-patuwairua-stream-future/3IDXCN6P7RIA6UM2GAW27VYHYU/">https://www.nzherald.co.nz/northern-advocate/news/potential-150m-ruatangata-airport-clouds-patuwairua-stream-future/3IDXCN6P7RIA6UM2GAW27VYHYU/</a>
13/05/2022	The Northern Advocate (NZ Herald)	Whangārei Airport move: Site could become major retail, housing development	<a href="https://www.nzherald.co.nz/northern-advocate/news/whangarei-airport-move-site-could-become-major-retail-housing-development/MOOZPSKS2GVZDWKPMNXEOBFKSA/">https://www.nzherald.co.nz/northern-advocate/news/whangarei-airport-move-site-could-become-major-retail-housing-development/MOOZPSKS2GVZDWKPMNXEOBFKSA/</a>
28/05/2022	The Northern Advocate (NZ Herald)	Northland news in brief: Environmental award winners; airport consultation extended	<a href="https://www.nzherald.co.nz/northern-advocate/news/northland-news-in-brief-environmental-award-winners-airport-consultation-extended/UPGT4E3S3AWA5P5FJKY6QDISBA/">https://www.nzherald.co.nz/northern-advocate/news/northland-news-in-brief-environmental-award-winners-airport-consultation-extended/UPGT4E3S3AWA5P5FJKY6QDISBA/</a>

## 4.7 Gathering feedback

In total, more than 610 submissions were received. The following table demonstrates the source of feedback:

Source of feedback	Number of submissions
Have your Say website	514
Hardcopy feedback forms	45
Email	51

Table 2: Table demonstrating the source of feedback

## 5. Hearings

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On Tuesday 26 July, 18 people took the opportunity to address Councillors in support of their submission at Council Chambers, Forum North.

Submitters had five minutes (where presenting as an individual) or ten minutes (where presenting on behalf of an organisation / group) to present their feedback to Council, to tell Council the option they supported and the decision they wished Council to make.

Whilst additional detail was provided to highlight matters raised within submissions, no notable new issues or opportunities were raised at the hearing. Several speakers tabled supplementary documentation at the hearing, including photos, maps, and written summary statements. This documentation was collated and filed by Council's Democracy team.

## 6. Summary of consultation findings and themes

The following section summarises the key findings from consultation and themes. For a detailed analysis of each site, see Sections 7, 8, 9 and 10. Appendix A also contains a breakdown of key themes per site.

### 6.1 Breakdown of support for each site

Consultation with the community identified continuing to operate from Onerahi as the preferred location. More than 49% of respondents indicated that this site best meets the needs for a future location of the Whangārei Airport. The level of support for each site indicated by respondents is outlined below and is visually represented in (Figure 3):

- **Continue to operate from Onerahi:** 49%
- **One Tree Point West (Site 24a):** 26%
- **Ruatangata (Site 9):** 11%
- **Ruatangata West (Site 6):** 8%
- **No answer provided (blank):** 6%

Of those who did not provide an answer, reasons given by respondents are summarised below:

- Absence of comprehensive site-specific information or assessments created an inability to identify a preferred location
- A preference to support which ever site Council had already purchased
- A preference to develop a new airport on a green field site so that it will have fewer constraints/ restrictions on the way the airport can operate, while at the same time being able to offer better connectivity to the city and the wider district
- Anywhere is better than the city not having an airport
- Requests to be consulted throughout the process as a key stakeholder/local organisation.

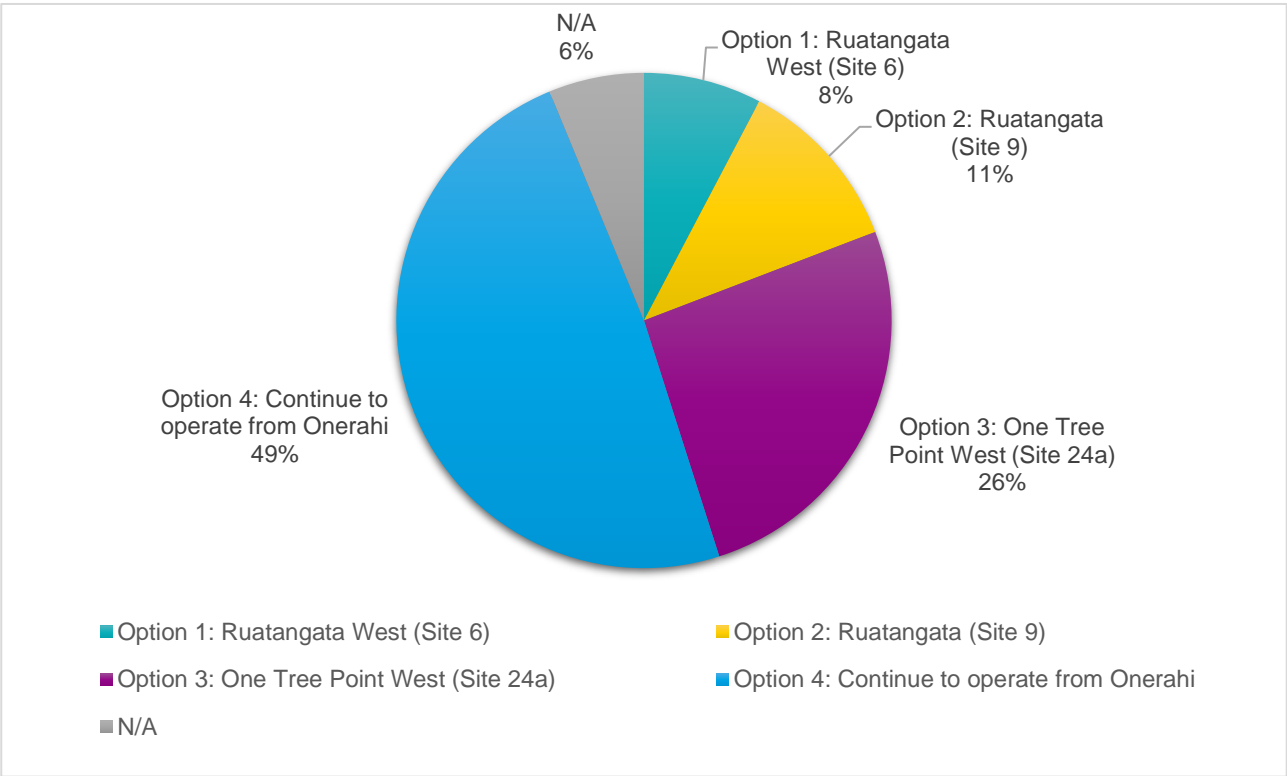


Figure 3: Pie graph visually representing support for each site

6.2 Key themes

Across each of the four sites, key themes that emerged through consultation include:

- In many cases, respondents did not provide a justification for their preference in location
- The importance of accessibility as a key factor when determining a favoured airport location
- Infrastructure (such as three waters, roading and utilities) as a key consideration including upgrading existing infrastructure, the pressure an airport would place on existing infrastructure or the cost to build new infrastructure
- The importance of amenity (including noise) as a key factor when determining a favoured airport location
- The economic implications or opportunities for the tourism industry, ratepayers and local businesses

Figure 4 (below) compares the benefits across each of the four options, whilst Figure 5 (overleaf) compares the concerns across each of the four options.

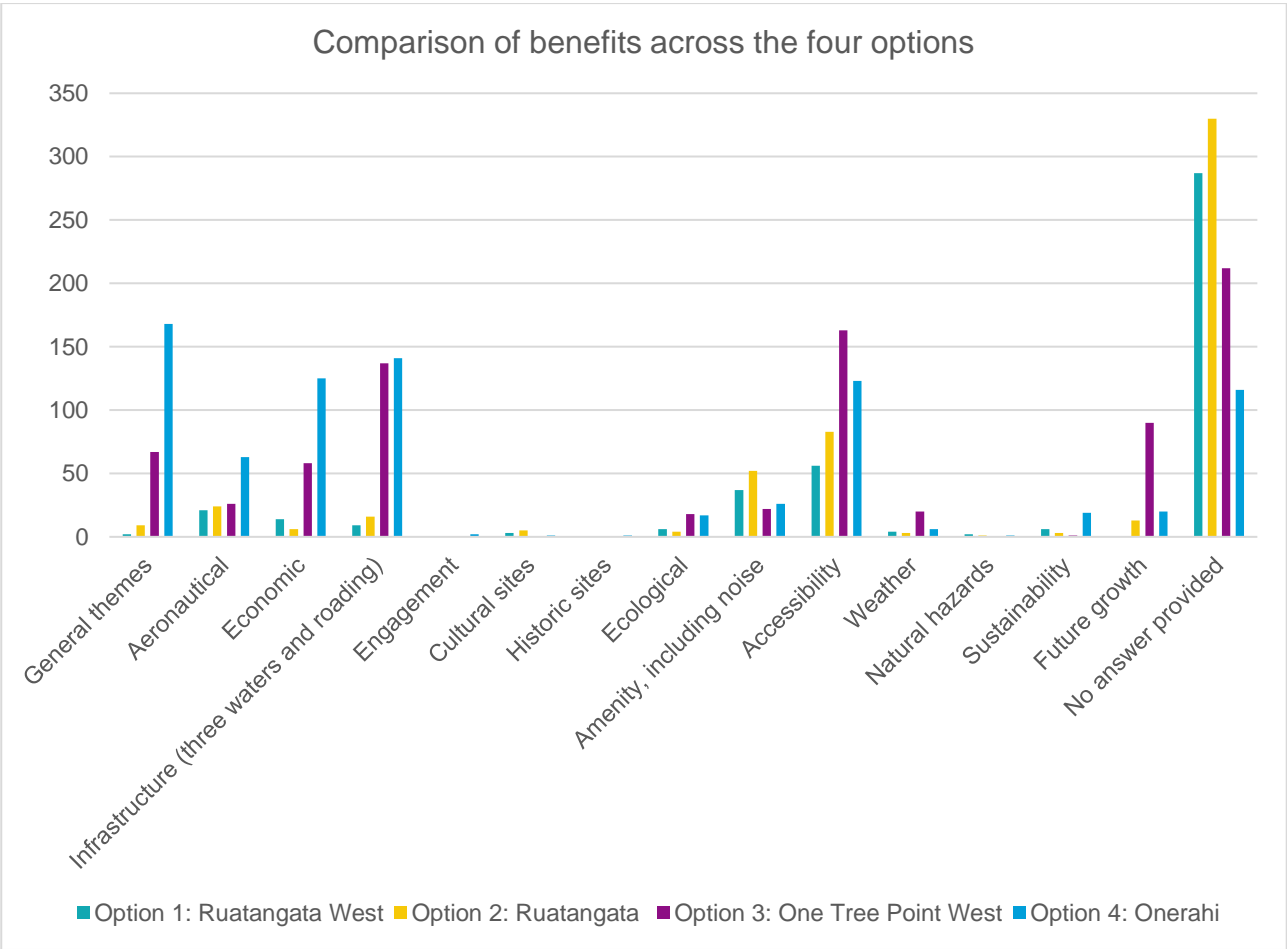


Figure 4: Summary of benefits across the four options

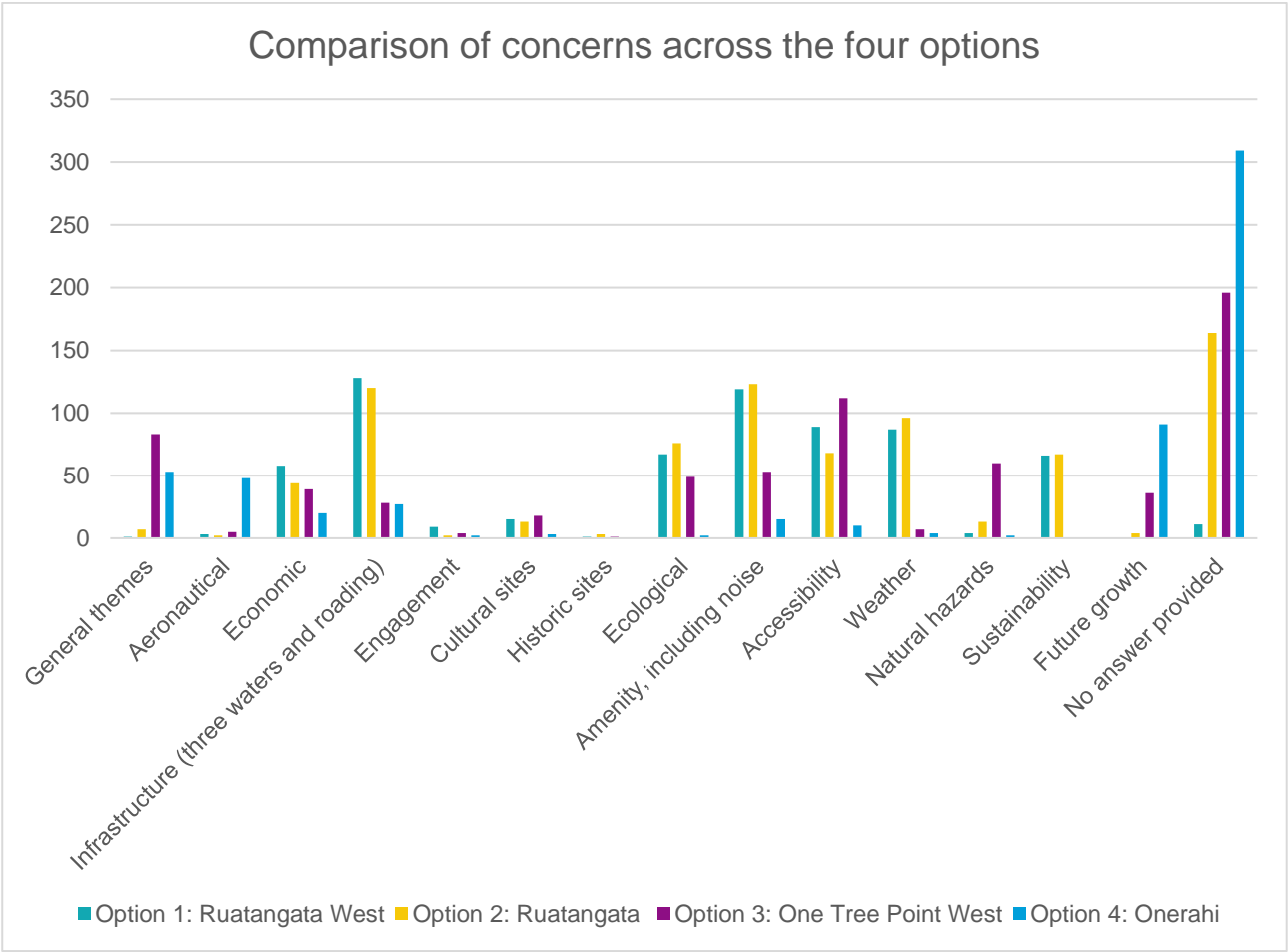


Figure 5: Comparison of concerns across the four options

6.3 Alternative options

In addition to providing answers to the questions asked, respondents took the opportunity to identify alternative options Council should consider in lieu of the four options presented in the Statement of Proposal:

- Partnering with Far North District Council to support Kerikeri airport expansion
- Opportunities for integration/delivery of a joint project with NZ Defence Force. Suggestions included relocating an air force base to the Whangārei region and deliver a joint military/civilian airport similar to what is in operation in Woodbourne, Marlborough
- Consider investing in the rail corridor to Kerikeri and Auckland instead of a new airport (the provision of rapid rail would reduce the need for increased air traffic at Whangārei in the long-term)
- Opportunities to develop industry to support the ‘space race’ at One Tree Point
- Rather than a new airport, improve the airport’s current flight schedule
- An option at Bream Bay, south of Waipu Golf Course
- Exploring Mata as an option including North Mata, Mud Bank

6.4 Location of respondents

The map overleaf (Figure 6) indicates the general location of where respondents live and the site they favour. A full-page map is included in Appendix D. Analysis of the visual data demonstrates:

- A concentration of respondents from both the Ruatangata area and One Tree Point
- The correlation between where submitters lived was a key factor in determining their favoured airport location





## 7. Option One: Ruatangata West (site 6) – summary of feedback and themes

The following section provides an overview of the key themes heard in response to Ruatangata West (site 6) as the proposed location for a potential site to be explored in depth as a future airport location. A detailed breakdown of feedback is included in Appendix A.

### 7.1 Key themes – benefits

When asked what the benefits of Ruatangata West (site 6) were, respondents noted that:

- The site comprises flat land and is located close to town
- The site is located away from built up areas – less populated
- The site is located further away from Comrie Park Kindergarten and Matarau School
- A new airport would create job opportunities.

The bar graph below (Figure 7) visually summarises the benefits of Ruatangata West by key theme. It indicates that most respondents:

- Did not provide an answer to articulate the benefits of Ruatangata West (site 6) (287 respondents or almost 50% of respondents)
- Feel that accessibility and amenity are key benefits of the site.

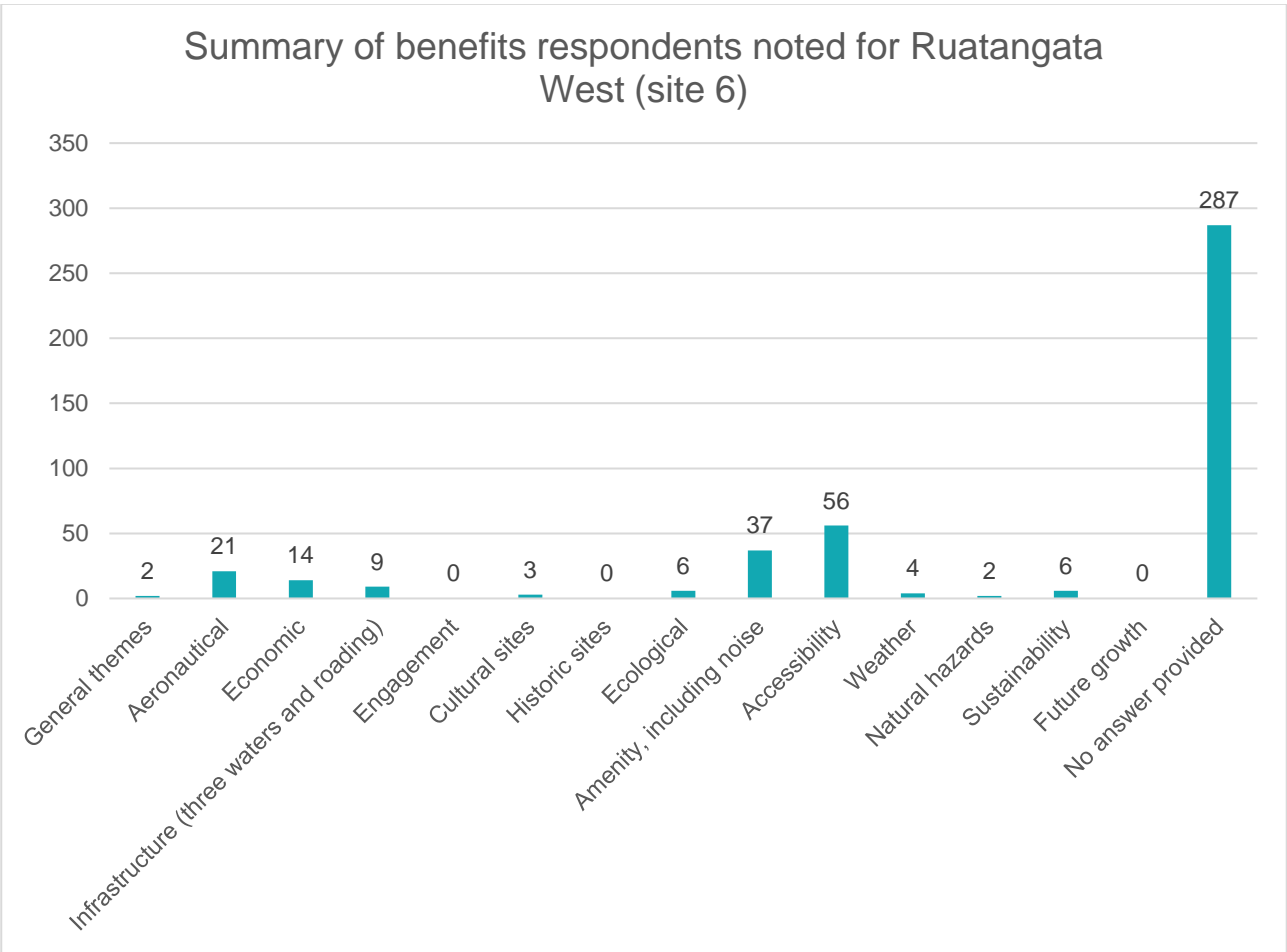


Figure 7: Bar graph summarising benefits for Ruatangata West (site 6)

## 7.2 Key themes – concerns

When asked what the concerns for Ruatangata West (site 6) were, respondents noted:

- Two QEII covenants fall within the potential footprint of the airport (including Lytham Farm and another located north of Hodge Road, adjacent to the Wairua River) and a third covenant is located within the general approach path
- Constructing an airport in this location would destroy existing peace and quiet
- The site is located too far out of town
- No public transport to the area – adds to travel cost
- Lack of infrastructure including dangerous access roads to area
- Area prone to fog (Hikurangi Basin), wind, and flooding
- The site is located too close to the Wairua River (remedial work to restore the Kaipara Harbour by reducing sediment coming from the tributaries is underway and one of the main river systems, Wairua River, will be hugely compromised)
- Upgrading roads would cost too much
- Aviation pollution that has built up on the ground will be spread around the area which is farmed or has waterways and wetlands with notable and threatened species living there.
- Impacts on wildlife. Tuna/eels, will also be harvested so it's important not to have aviation pollution or fire-fighting pollution associated with airports as part of this ecosystem
- Impact on the Elver Transfer Project which started in 2006
- Impacts on land values
- Loss of quality, productive farmland
- Not enough consultation with hapū on possible cultural sites, and impacts of traffic and airport on marae (close to at least five Marae, flight path over Korokota Marae)
- Airport will commercialise the area and encourage urban sprawl
- Site overlaps with protected land that demonstrates high ecological values (i.e. wetlands). Wetlands in this area are rare, with less than 1% of the original extent remaining in the Whangārei Ecological District.

The bar graph below (Figure 8) visually summarises the concerns of Ruatangata West by key theme. It indicates that respondents:

- Feel that pressure on existing infrastructure and accessibility are key concerns for Council to consider, as is the impacts on amenity (such as noise), ecological values, sustainability and the weather.

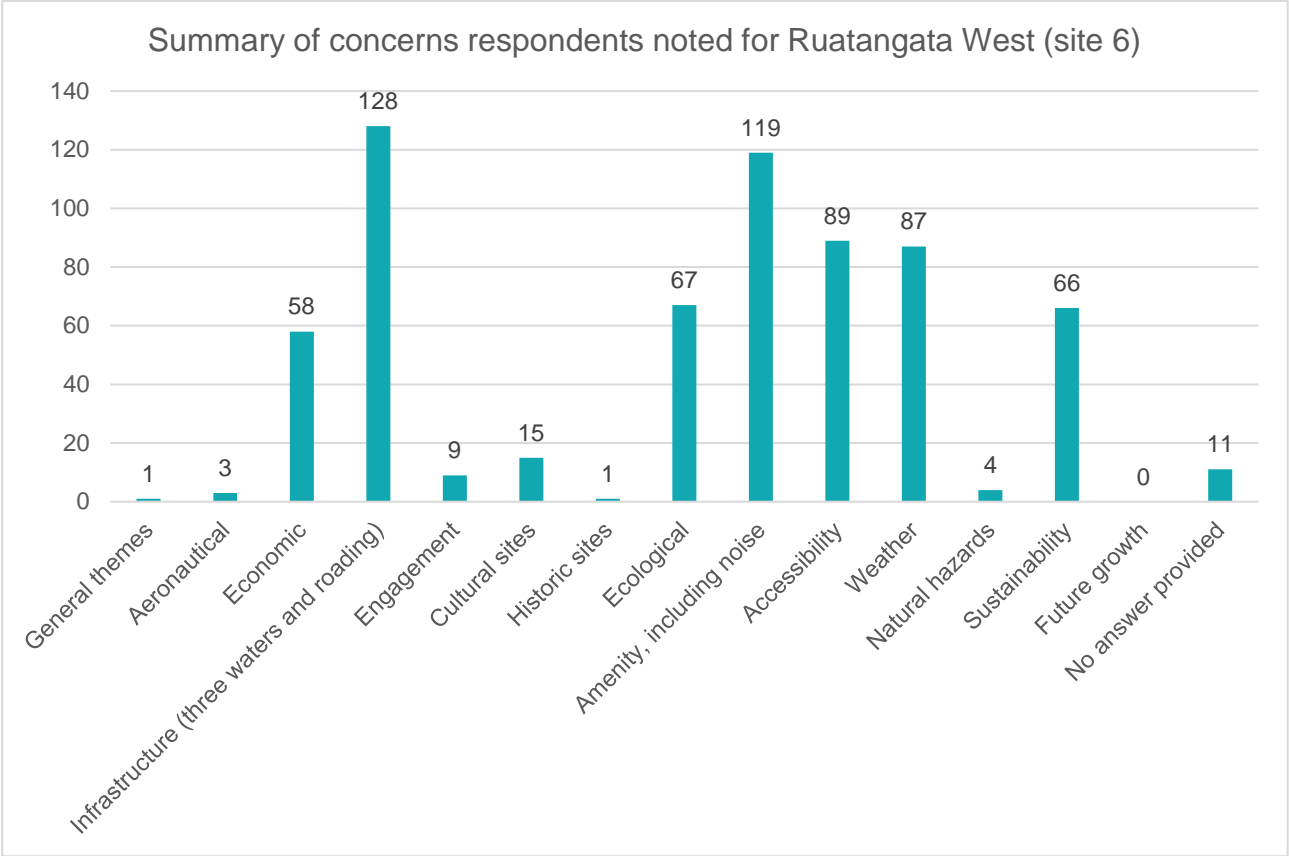


Figure 8: Bar graph summarising concerns for Ruatangata West (site 6)

7.3 Key themes – what else should be considered

In addition, respondents noted:

- Council should consider investing in the rail corridor to Kerikeri and Auckland instead of a new airport
- Onerahi will be sufficient for electric planes of the future
- Although this site and Ruatangata West would have impacts on open space, these can be addressed through any resource consent process associated with the airport's development
- Make certain hapū, marae and whānau are recognised, considered and entrenched into the future of all sites and at all levels of decision-making
- Access, fire-fighting water supplies, emergency response
- Council should abandon any option that might have any impact on wetlands in the area. Aotearoa only has 10% of original wetlands left and this site was the largest wetland in the Northland region.

7.4 Ruatangata West as a preferred airport location

8% of total respondents indicated their support for this site.

Of those who felt this site best met the needs of a future location of the Whangārei Airport, respondents noted:

- The site comprises flat land and has room for future airport expansions, if required
- The site is located close to town and away from densely populated areas
- An airport would boost the local economy and tourism in the area.

## 8. Option Two: Ruatangata (site 9) – summary of feedback and themes

The following section provides an overview of the key themes heard in response to Ruatangata (site 9) as the proposed location for a potential site to be explored in depth as a future airport location. A detailed breakdown of feedback is included in Appendix A.

### 8.1 Key themes – benefits

When asked what the benefits of Ruatangata (site 9) were, respondents noted:

- The site is located in the most central location of the three alternative options
- Improvements to infrastructure that a new airport would bring
- Several access routes are available to the area
- Sufficient space is available for future airport expansions, if required.

The bar graph below (Figure 9) visually summarises the benefits of Ruatangata (site 9) by key theme. It indicates that:

- A high number of respondents (330), or more than 50% of all respondents, did not provide an answer to articulate the benefits of Ruatangata (site 9)
- Accessibility and amenity are identified as the key benefits of the site.

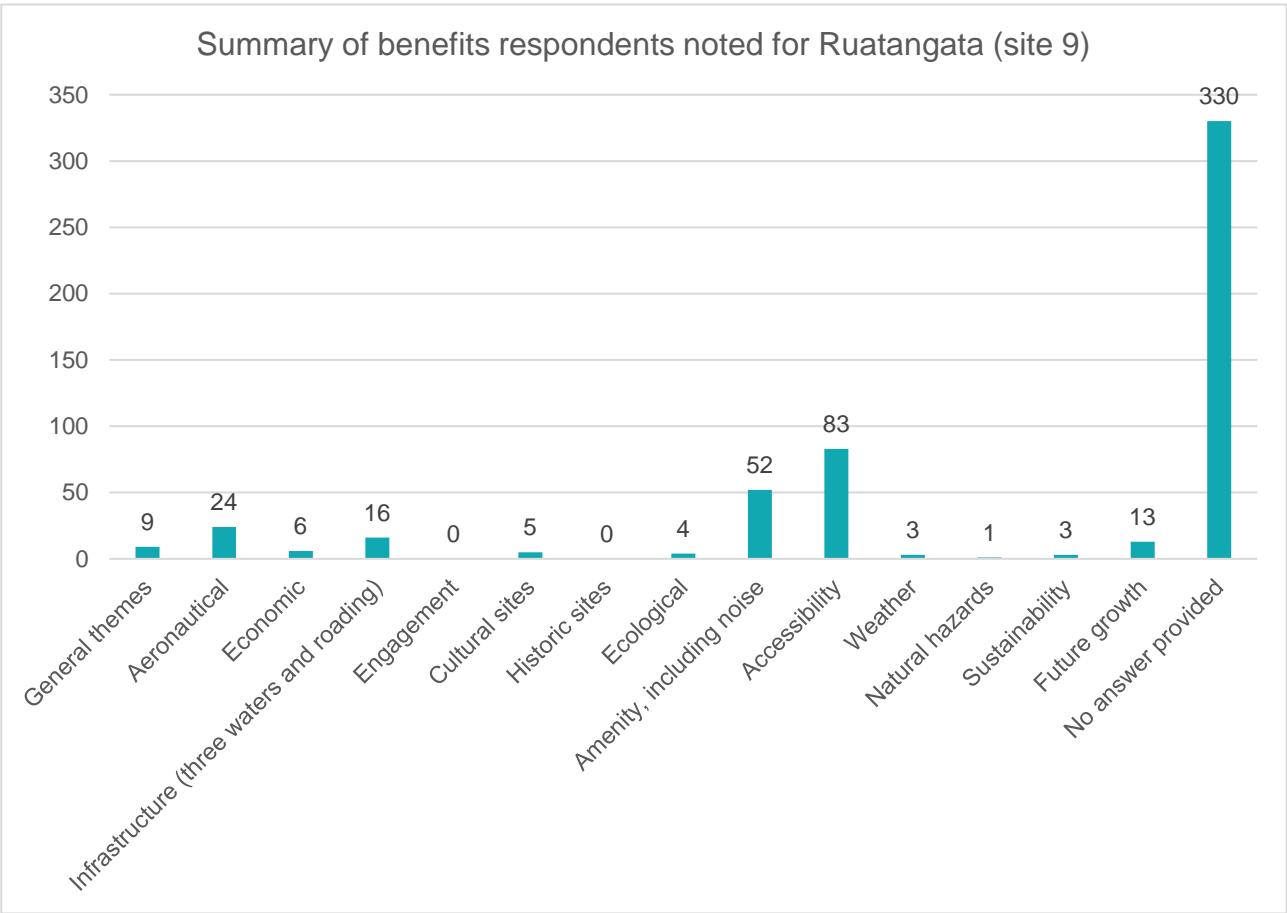


Figure 9: Bar graph summarising benefits for Ruatangata (site 9)



8.2 Key themes – concerns

When asked what the concerns for Ruatangata (site 9) were, respondents noted:

- The peace and tranquillity which many people sought when choosing to live in this rural area will be lost
- Impacts on property values
- Concerns for welfare of wildlife, livestock, and natural features (including streams, particularly the Patuwairua Stream)
- Fuel may contaminate land that stock feed on, settle on fruit, or on roofs that are used for tank water collection
- Infrastructure (roads and utilities) will require significant upgrades, causing disruption
- The site is dominated by fog
- Consideration of potential cultural sites of significance.

The bar graph below (Figure 10) visually summarises the concerns of Ruatangata (site 9) by key theme. It indicates that most respondents:

- Did not provide an answer to articulate the concerns for Ruatangata (site 9) (164)
- Feel that amenity impacts on locals (such as noise), pressure on existing infrastructure, and the weather are key concerns for Council to consider.

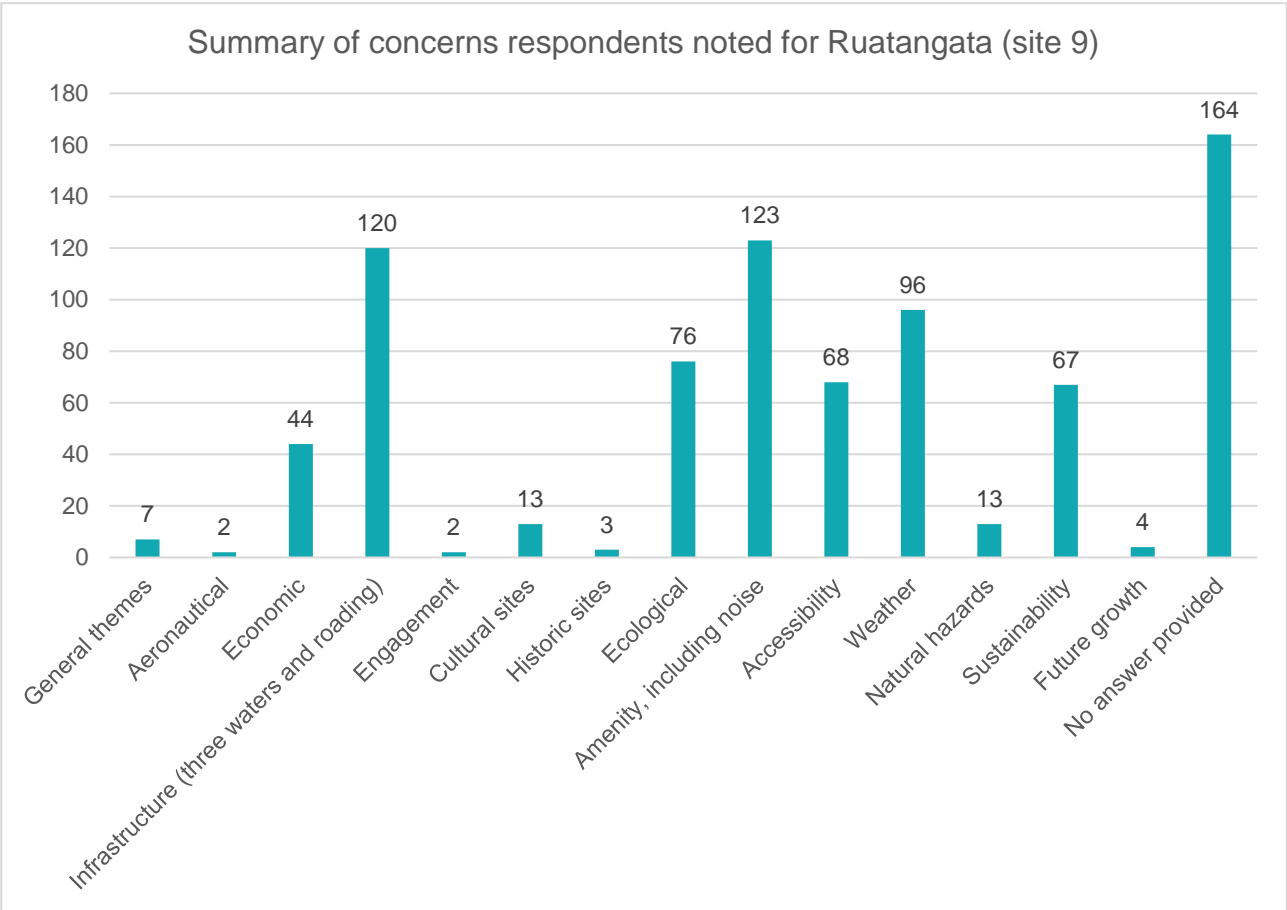


Figure 10: Bar graph summarising concerns for Ruatangata (site 9)

### 8.3 Key themes – what else should be considered

In addition, respondents noted:

- More consultation with mana whenua is required to understand the location and values associated with nearby cultural sites (local hapū have advised there may be a burial ground located within proximity to Site 9)
- Uncertainty around what the future of air travel looks like – specifically that long runways may not be required for electric planes
- Maungatapere and Kokopu should be considered as affected communities with increased traffic and impacts on road safety and noise, and the potential impact of flight noise and contamination
- Council would need to install significant infrastructure, priorities including improving the roads, fuel supply, town water, internet, local shops and other infrastructure
- Public transport would be required to get people from Whangārei to the airport.
- Access, fire-fighting water supplies, emergency response
- Impacts on the Patuwairua Stream should be a key consideration in decision making
- A papakāinga area is located within the greater Ruatangata area (no specific details have been provided other than that the papakāinga is further away from the proposed Ruatangata sites than the papakāinga near the proposed One Tree Point site, which is much closer).

### 8.4 Ruatangata as a preferred airport location

More than **11%** of total respondents indicated their support for this site.

Of those who felt this site best met the needs of a future location of the Whangārei Airport, respondents noted:

- The site comprises flat land, and has room for future airport expansions, if required
- The site is located within close proximity to Whangārei
- There is less housing within the surrounding area
- Council has already purchased the land.

## 9. Option Three: One Tree Point West (site 24a) – summary of feedback and themes

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The following section provides an overview of the key themes heard in response to One Tree Point (site 24a) as the proposed location for a potential site to be explored in depth as a future airport location. A detailed breakdown of feedback is included in Appendix A.

### 9.1 Key themes – benefits

When asked what the benefits of One Tree Point West (site 24a) were, respondents noted:

- The site has the potential to act as a transport and freight hub, and is surrounded by industrial-zoned land
- The serviceability of the site due to existing infrastructure (in particular, the sites proximity to State Highway 1)
- Job opportunities
- Less disruptive to surrounding community compared with other options
- Flat land
- Flight approach over water
- Not as impacted by fog and wind
- Good distance from bush reserves
- Good area for future development (possibility of establishing a rail link between Whangārei and the airport)
- Good sustainable public transport links for commuters.

The bar graph below (Figure 12) visually summarises the benefits of One Tree Point West (site 24a) by key theme. It indicates that most respondents:

- A large proportion of respondents (212) did not provide an answer to articulate the benefits of One Tree Point West (site 24a)
- Respondents feel that the site's accessibility and existing infrastructure are key strengths
- Provided general commentary (see general themes) on a range of opportunities the site presents including the future growth potential.

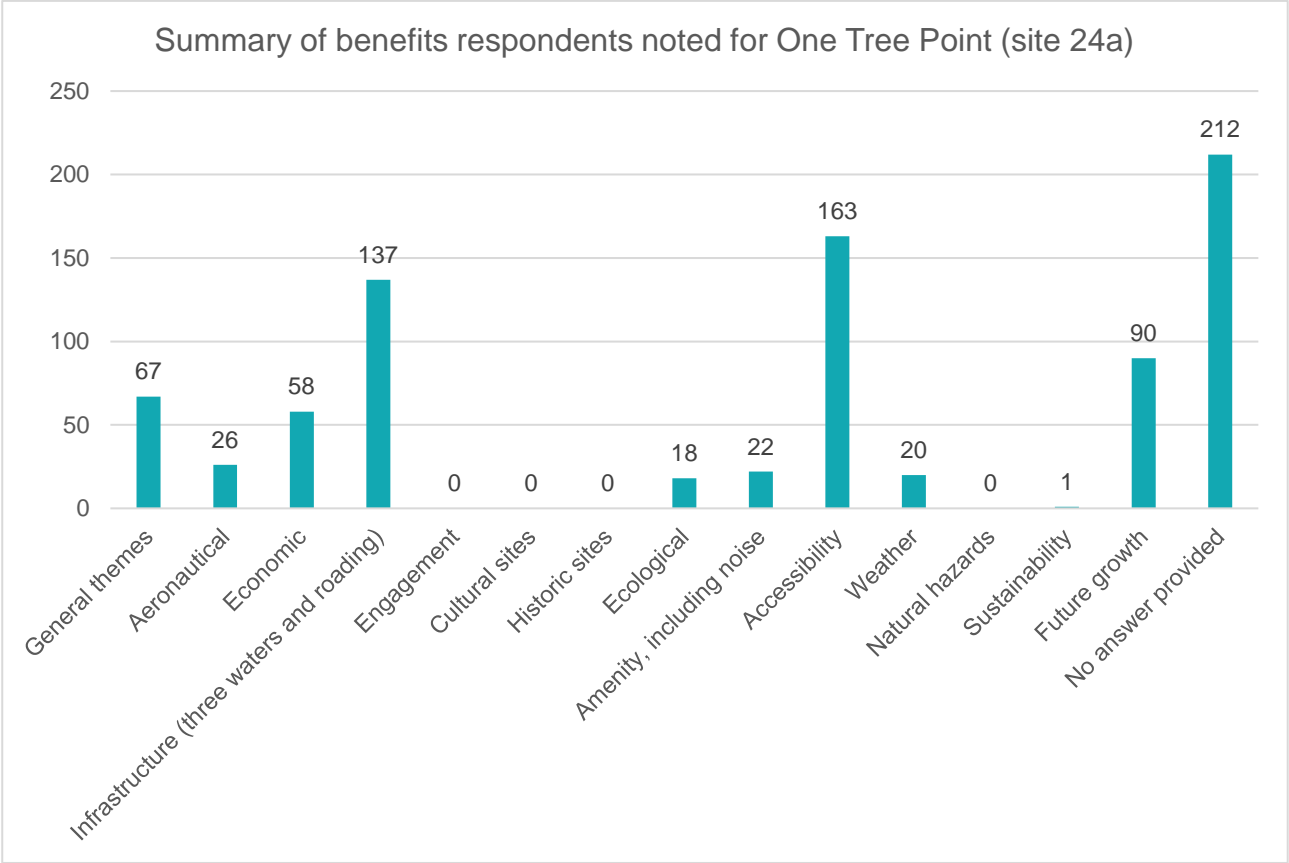


Figure 11: Bar graph summarising the benefits of One Tree Point West (site 24a)

9.2 Key themes – concerns

When asked what the concerns for One Tree Point West (site 24a) were, respondents noted:

- Developing the site for an airport would be inconsistent with the relevant policies and objectives of the Whangārei District Plan
- Will result in the removal of a large segment of both One Tree Point Road (a collector road) and Pyle Road East, which are both main access roads in and out of One Tree Point
- A large area of land that has been allocated for papakāinga located near the proposed site
- Noise disruption for the community
- Site is in very close proximity to retirement villages and One Tree Point School
- Will remove existing important facilities such as the Marsden Playcentre and the Takahiwai Rugby League Grounds
- Given the area’s rapid and ad-hoc development, appropriate spatial planning is required
- There are other additional alternatives options which have not been explored (more details of which are included in section 9.3)
- The Mana Whenua Advisory Group has failed to bring the New Zealand Government’s Predator Free by 2050 Strategy to the attention of Council
- Lack of commercial viability and a loss of custom for Air New Zealand
- Negative impact on local drone users
- The site is the furthest option from Whangārei CBD
- Northland’s roads need an upgrade if there’s a new larger airport
- Lack of engagement
  - key optioneering decisions were made before Patuharakeke were involved
  - no engagement with Patuharakeke in regard to the One Tree Point West Site

- materials went out on the website naming this location "Te Poupouwhenua West" without consultation which has caused offense, given it is a matter before the Waitangi Tribunal, the Crown and all other agencies.
- Culturally and historically significant sites nearby including Takahiwai Marae, of Patuharekeke, is located to the west of the site
- Has the potential to impact on the cultural and ecological health of sites and areas of significance to Patuharekeke, including mātaihai areas at Takahiwai, the Pukekauri/Takahiwai ranges, and cultural landscape at Poupouwhenua
- Adequate consideration has not been given to the Patuharekeke Hapū Environmental Management Plan (HEMP) and their Mana Whakahono a Rohe agreement with Council in this process
- Impacts on the environment and local wildlife
- Vulnerability to natural hazards (particularly noting the area is susceptible to flooding)
- The site is low lying, likely to be flood prone, especially in any global warming scenario. Any significant tsunami would likely inundate the site.
- Geology of the site (in comparison to the Ruatangata sites) will likely require large-scale engineering works to prepare the site for development (presence of peat and acid sulfate soils).

The bar graph below (Figure 13) visually summarises the concerns of One Tree Point West (site 24a) by key theme. It indicates that:

- A large proportion of respondents (196) did not provide an answer to articulate the concerns for One Tree Point West (site 24a).
- Respondents feel that the site’s natural hazards, impacts on accessibility, ecology and amenity, as well as the economic implications are key concerns

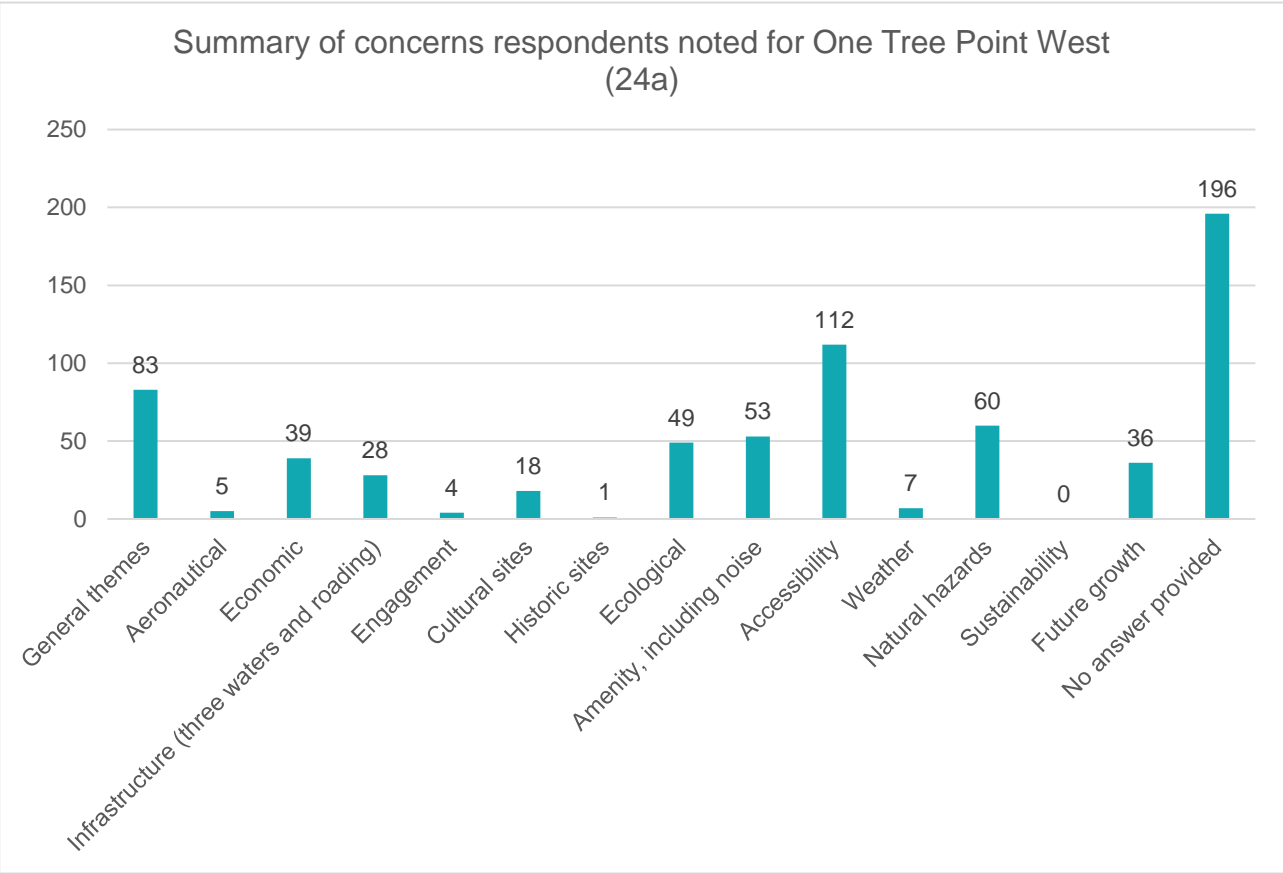


Figure 12: Bar graph summarising the concerns of One Tree Point (site 24a)



### 9.3 Key themes – what else should be considered

In addition, respondents noted:

- Alternative options should be considered, such as partnering with Far North District Council to support Kerikeri airport expansion
- Opportunities for integration with NZ Defence Force and KiwiRail
- Passenger rail would be a far more viable alternative and contribute to decarbonisation
- Support the decision the local tangata whenua, Patuharakeke, Takahiwai Marae, makes about the site
- Opportunities to develop industry to support the 'space race'
- Council has already purchased land at Ruatangata, indicating a perception that Council already considers this site to be appropriate
- Access, fire-fighting water supplies, emergency response.

### 9.4 One Tree Point West as a preferred airport location

More than **26%** of total respondents indicated their support for this site.

Of those who felt this site best met the needs of a future location of the Whangārei Airport, respondents noted:

- Its potential as a transport and freight hub (combining the airport, state highway, port, cruise ship docking and fuel storage in one area)
- It is close to State Highway 1, with links both north and south
- Proximity to Whangārei
- Its industrial zoning means development would not have a huge community impact
- There is potential for future growth and opportunities for businesses and industry.

# 10. Option Four: Continue to operate Whangārei Airport at Onerahi – summary of feedback and themes

The following section provides an overview of the key themes heard in response to continuing to operate Whangārei Airport at Onerahi. A detailed breakdown of feedback is included in Appendix A.

## 10.1 Key themes – benefits

When asked what the benefits of continuing to operate Whangārei Airport at Onerahi, respondents noted:

- It’s already an established functioning airport
- Easy to develop to meet future needs
- Retaining Onerahi will reduce ratepayer spend and have the least amount of disruption to residents and historical, cultural, and ecologically significant sites
- Retaining Onerahi is more sustainable from an environmental/climate change point of view
- Proximity to Whangārei CBD with good transport links
- Future technological advancements will mean a long runway is unnecessary
- Residents are already aware of the impacts of flight paths and airport operations.

The bar graph below (Figure 14) visually summarises the benefits of continuing to operate Whangārei Airport at Onerahi, by key theme. It indicates that:

- A large proportion of respondents (116) did not provide an answer to articulate the benefits for continuing to operate Whangārei Airport at Onerahi
- A number of respondents provided general commentary
- Felt the site’s existing infrastructure and ability to upgrade it and accessibility were key benefits

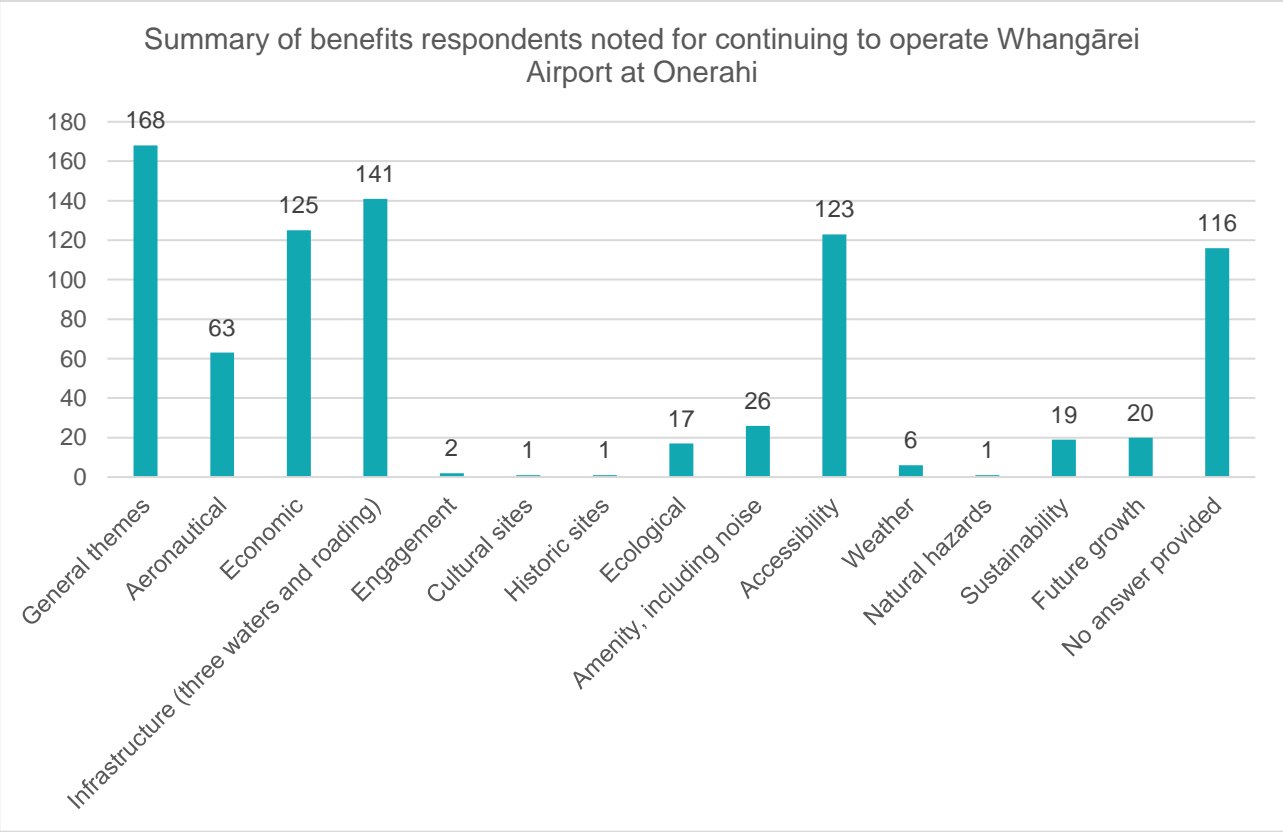


Figure 13: Bar graph summarising benefits for continuing to operate Whangārei Airport at Onerahi

10.2 Key themes – concerns

When asked what the concerns for continuing to operate Whangārei Airport at Onerahi, respondents noted:

- The existing runway is too short and there is not enough room for additional development at this site
- Inadequate engagement
- Tourists might bypass Whangārei for the Bay of Islands

The bar graph below (Figure 15) visually summarises the concerns for continuing to operate Whangārei Airport at Onerahi by key theme. It indicates that:

- A large proportion of respondents (309 or more than 50%) did not provide an answer to articulate the concerns for continuing to operate Whangārei Airport at Onerahi

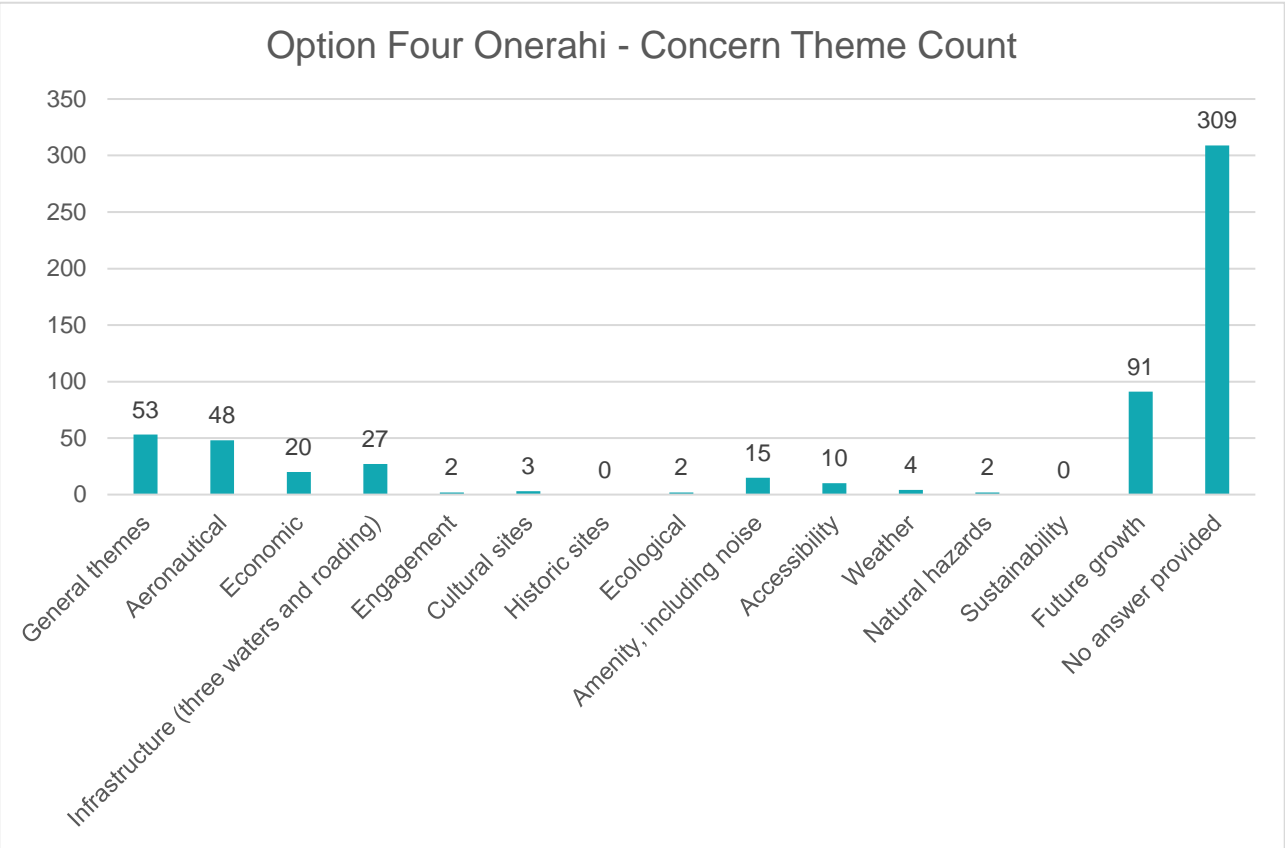


Figure 14: Bar graph summarising concerns for continuing to operate Whangārei Airport at Onerahi

10.3 Key themes – what else should be considered

In addition, respondents noted:

- Other challenges facing the District need greater attention and funding (including roading and three waters infrastructure)
- Kerikeri or Mata could be good alternative options to build a new airport
- Need more data on the percentages of residents currently using the Air New Zealand bus shuttle service between Auckland and Whangārei
- Proximity to Auckland makes an international airport at Onerahi redundant
- The economic impacts of COVID-19 and the future demand for air travel
- The CAA have never shut down an airport in New Zealand to date
- If the airport is relocated tourists will bypass Onerahi, impacting negatively on the local economy.
- If the airport is relocated, will the land be returned to tangata whenua?

## 10.4 Continuing to operate Whangārei Airport at Onerahi as an option

More than **49%** of total respondents indicated their support to continue to operate Whangārei Airport at Onerahi.

Of those who felt this site best met the needs of a future location of the Whangārei Airport, respondents noted:

- It is already an established and existing airport
- Proximity to Whangārei CBD
- Reasons provided for relocation are not justified
- Alternative options should be explored such as redeveloping Kerikeri or exploring Mata
- Moving the airport would negatively impact the local community
- There is potential for growth at the existing site
- The future of aviation is uncertain and does not justify relocation
- The position of Air New Zealand and the future of aviation (including emerging future aviation technology) as key factors influencing respondents' answers. The following commentary is provided as an example:

*“Air NZ last week commented that the existing airport was, from an operational viewpoint, suitable to them”*

*“This is the best option for the next few years, and the AirNZ board chair said so recently.”*

*“The Chairperson of the Board of Directors at Air NZ has publicly stated (Northern Advocate 20 April 2022) that Onerahi Airport is working well for the current generation of aircraft used on the Whangarei route”*

## 11. Next Steps

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Council will review the feedback gathered and use this valuable local knowledge, along with technical analysis previously undertaken, to make a determination of next steps on 24 August 2022.

It is recommended that Council:

- Close the loop with partners, iwi and hapū, stakeholders and the community by sharing the next steps
- Continue to engage with the partners, iwi and hapū and stakeholders identified in the ALOS Communications and Engagement Plan and through the consultation process.



## Appendix A – Summary of public feedback

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## Ruatangata (site 9) – summary of feedback and themes

### General themes

Feedback theme	Main points
Impacts to community	<ul style="list-style-type: none"> <li>The productivity of the largely farming land will be lost</li> <li>Will put viability of Comrie Park Kindergarten and Matarau School at risk. Kindergarten risks losing status as gold certified enviro-school</li> <li>Matarau School's access road will need enhancement to improve safety</li> <li>Area suitable for airport because it's rural</li> <li>Loss of historic community and its culture</li> <li>Risks to social fabric - farmers already feeling isolated – risk this will be exacerbated</li> <li>Popular area for hunters and duck shooting – may be lost</li> </ul>
Overall affordability	<ul style="list-style-type: none"> <li>Will cost less to build here</li> <li>Land already purchased by Council</li> <li>That Council has already purchased makes airport seem a foregone conclusion</li> <li>Legislative requirements coming into effect 2025 - decision should be postponed til then rather than spend money now</li> <li>Beca report is from 2 years ago and out of date</li> </ul>
Long term health impacts	<ul style="list-style-type: none"> <li>Fumes, light pollution, soot, gases, effects on dairy production and toxins in air and water could create health crisis</li> </ul>
Crime will increase	<ul style="list-style-type: none"> <li>Increased parking will mean more burglaries – can police cope</li> </ul>

### Aeronautical

Feedback theme	Main points
Topography of area and effects of wind	<ul style="list-style-type: none"> <li>Potential danger for flights given hills in area</li> <li>Large flat area meaning unrestricted flight paths</li> <li>Flight path aligned north-south is safer, in line with prevailing winds</li> <li>Will be able to accommodate international flights</li> <li>Straight-in instrument approaches will be possible</li> <li>Tall poplars could cause downdrafts</li> <li>Unsafe for flying because of surrounding landform</li> <li>Hills are a safe distance away – less high ground than Onerahi</li> </ul>
Future of aviation	<ul style="list-style-type: none"> <li>Able to accommodate larger planes - futureproofed</li> <li>Room for runway to be extended</li> <li>Future planes e.g hydrogen-powered airships won't need runways</li> </ul>

- Water taxi airplanes could happen in future making Onerahi fit for purpose
- Runway should be large enough to allow takeoff and landing of jet-powered aircraft, or approx. 2000m of paved runway. The longer the better, as Electric aircraft could be heavier and have longer runway requirement

## Economic

Feedback theme	Main points
Expense	<ul style="list-style-type: none"> <li>• Investment needed is too high</li> <li>• Cost of building airport underestimated by Council</li> <li>• Cheaper to build here because geology is suitable</li> <li>• Drainage cost in construction needs factoring in</li> </ul> <p>Return on investment is small</p>
Affect on land values	<ul style="list-style-type: none"> <li>• Airport will make private land less attractive to buyers</li> <li>• Won't impact residential values</li> </ul>
Economic boost	<ul style="list-style-type: none"> <li>• Opportunity for new cafés and shops in area</li> <li>• People will travel through CBD, so businesses will benefit</li> </ul> <p>Job creation</p>
Negative impacts	<ul style="list-style-type: none"> <li>• Some visitors will bypass city and head north</li> <li>• Economic cost of loss of productive land</li> <li>• Higher agricultural and horticultural value than the One Tree point site and currently contributes a significant maize crop, contributing to NZ's local food supply and export income</li> <li>• Project will only benefit the rich</li> </ul>

## Infrastructure

Feedback theme	Main points
Poor quality, unsafe roads	<ul style="list-style-type: none"> <li>• New roads will be expensive; will need a four-lane road</li> <li>• Already narrow and dangerous roads won't withstand increase in traffic and crashes will increase</li> <li>• The intersection of Kokopu Block Road / SH14 and SH14/SH15 will have increased traffic and these intersections are already unsafe</li> <li>• Roads not fit for purpose – tractors, farm vehicles, active modes use it</li> <li>• Too expensive to upgrade Pipiwai and Three Mile Bush Roads</li> <li>• Access through Mangatapere, Kara Rd and Kokopu – but will need upgrade</li> <li>• Access roads e.g Kokopu and Kara Roads have a lot of bends – will need straightening</li> </ul>
Utilities upgrade required	<ul style="list-style-type: none"> <li>• Significant infrastructure upgrades needed which would disrupt residents for years</li> <li>• No city water or sewerage – will need reticulation</li> </ul>

	<ul style="list-style-type: none"> <li>• Power will need upgrade to prevent outages</li> <li>• Better internet connection and a utilities and roads upgrade will be a by-product</li> <li>• Site is in opposite direction to industrial land, transport links and hubs, rail, road upgrades and port</li> <li>• Too close to Kokopu substation</li> <li>• No regular rubbish collection – pests increase</li> <li>• No footpaths at the moment</li> <li>• No reliable stormwater system – hence flooding</li> <li>• Mitigation will be needed for managing water run-off from tarmac</li> </ul>
Lack of public transport	<ul style="list-style-type: none"> <li>• Good train line to Auckland would obviate need for airport</li> <li>• No public transport – will add to cost for traveller</li> </ul>
Location of rescue helicopter	<ul style="list-style-type: none"> <li>• Opportunity for NEST to co-locate with airport on corner of Pipiwai and Three Mile Bush Roads</li> </ul>

## Engagement

Feedback theme	Main points
Views on engagement process	<ul style="list-style-type: none"> <li>• Tangata whenua only just being consulted on 22/5/22</li> <li>• Decision feels rushed</li> <li>• If Council wants to change land use from countryside living zoning, this needs consultation</li> </ul>

## Cultural sites

Feedback theme	Main points
Identification and disturbance of cultural and historic sites	<ul style="list-style-type: none"> <li>• More work needs to be done to identify these and they must be protected</li> <li>• No scheduled sites of cultural significance</li> <li>• Sites of significance - cultural sites that cannot be moved, reshaped, rehomed e.g kōiwi in caves (ahi kaa hold this knowledge not Council)</li> <li>• This is whenua Māori</li> <li>• Disrespectful to tangata whenua to disturb these areas</li> <li>• Important historic areas - the Gumtown Road area was used for Kauri Gum digging, known as Gumtown and Rowdy Town</li> <li>• There is strong evidence of cultural history including a probable burial site and endangered ecological treasures. It is simply that the WDC have not consulted yet with local hapu.</li> </ul>

## Ecological

Feedback theme	Main points
Need to protect nature and wildlife in area	<ul style="list-style-type: none"> <li>• Priority should be conserving bush, flora and fauna both native and exotic including kiwi, kereru, tui, kaka, kookaburra, lizards, native fish, rosella</li> <li>• Preferred site if impacts to Patuwairua Stream can be managed</li> <li>• Coming over the sea and landing (Onerahi, One Tree Point) better than going over land and impacting wildlife</li> <li>• Rare golden frogs have been found at Twin Lakes on Hodge Road. National Geographic has shown interest in filming these</li> <li>• Tuna/eel in area impacted - Elver Transfer Project will be in middle of both Ruatangata sites</li> <li>• Freshwater mussels impacted</li> <li>• Potential issue for wildlife in the pollution of water</li> <li>• Patuwairua Stream has high ecological value, has been maintained by farmers to a high-water quality standards. It bisects the site and will require diverting</li> <li>• Horticultural soils need to be protected</li> <li>• Toxic runoff from planes, tyres will pollute rivers affecting wildlife, removed from principles of kaitiaki</li> <li>• Damming the stream will impact aquatic wildlife</li> <li>• Impacts to Mangere River, Northern Wairoa River and Kaipara Harbour</li> <li>• Impact to old native and exotic trees</li> <li>• Loss of turkeys and starlings which are great for pest control</li> <li>• Dams being put in place to prevent/minimise flooding will cause marine life to get trapped or killed (this is currently happening in and around Hikurangi Swamp)</li> <li>• Lights will impact nocturnal predators</li> </ul>

## Amenity

Feedback theme	Main points
Impacts on rural lifestyle and increased noise	<ul style="list-style-type: none"> <li>• Noise of aircraft and increased traffic will change character of area</li> <li>• Moved here for peace and quiet</li> <li>• Planes flying over Whangārei residential areas</li> <li>• Wellbeing of residents affected during construction and operation</li> <li>• Disturbance for children learning, could lead to closure of Matarau School and Comrie Park Kindergarten</li> <li>• Fewer houses than Ruatangata West</li> <li>• Noise less of an issue because of lower population</li> <li>• Essential shift workers have moved to area for quality of sleep</li> <li>• Lots of money invested in lion park upgrades and noise will disturb big cats</li> <li>• Flight path over Hikurangi and Whananaki South would disturb these areas</li> <li>• Area will be commercialised and encourage urban sprawl</li> </ul>

- Karanui Estate, Three Mile Bush Road and Roydon Drive will be noisy and devalued

## Accessibility

Feedback theme	Main points
Central location	<ul style="list-style-type: none"> <li>• Good access to hospital and shopping district</li> <li>• Close to SH1</li> <li>• Easy to drive to</li> <li>• Closer to a bigger population than One Tree Hill Point</li> <li>• Close to northern suburbs, central to Kamo and Maungatapere</li> <li>• Easy access to this area from wider Northland especially Dargaville, Kerikeri and other areas to the north</li> <li>• More sealed roads here than other options</li> <li>• Options of different routes using Pipiwai and Three Mile Bush Roads</li> <li>• Feeder bus link to Kamo could be established</li> </ul>
Too far from some parts of Whangārei	<ul style="list-style-type: none"> <li>• Not central enough</li> <li>• Will add to congestion especially through Kamo and Maunu making access harder</li> <li>• Four-lane road needed from Otaika Roundabout through to Kokopu block road to enable efficient transport connections from the south, with improvements to Pipiwai road for access from the north</li> <li>• Too far west – more flat land closer to SH1 to the north and south</li> <li>• Too far for people south of Whangārei – they'll use Auckland</li> <li>• Too far north – need a more central location</li> <li>• Distance will put people off</li> <li>• Airport should be halfway between Kerikeri and Auckland</li> </ul>

## Weather

Feedback theme	Main points
Area known for fog	<ul style="list-style-type: none"> <li>• Fog lingers between the three hills – will be hard for aircraft to land</li> <li>• Fog often present til after midday</li> </ul>

## Natural hazards

Feedback theme	Main points
Area surrounded by hills	<ul style="list-style-type: none"> <li>• Unsafe for flying because of surrounding landform</li> <li>• Hills are a safe distance away – less high ground than Onerahi</li> </ul>
Area prone to flooding	<ul style="list-style-type: none"> <li>• Land floods along Pipiwai Road and at end of straight part of Kokopu Road</li> <li>• Land has major draining issues – rain collected by concrete/tarmac will pose high flooding impact downstream where farmers and residents live</li> </ul>

	<ul style="list-style-type: none"> <li>Site is further away from floodplains than Option 6</li> </ul>
Sunstrike risk	<ul style="list-style-type: none"> <li>Fatality already caused by sunstrike on nearby road</li> </ul>
Tsunami risk	<ul style="list-style-type: none"> <li>Reduced risk being further from coast</li> </ul>
Birds in area	<ul style="list-style-type: none"> <li>Starlings flying to and from Ruatangata in mornings and evenings could cause bird strike</li> </ul>

## Sustainability

Feedback theme	Main points
Deterioration of air and water quality	<ul style="list-style-type: none"> <li>People on tank water – risk of air pollution contaminating water</li> <li>Air quality will deteriorate, general harm to human health</li> </ul>
Impacts of climate change	<p>Airport would create huge carbon footprint</p> <p>Swampland and wetlands act as CO2 sinkholes and loss of these damage environment</p> <p>Our Land 2021 (<a href="https://environment.govt.nz/assets/Publications/our-land-2021.pdf">https://environment.govt.nz/assets/Publications/our-land-2021.pdf</a>), has highlighted the loss of productive land.</p> <p>Can't afford to lose more</p> <p>Replacing productive land with concrete in a Council-declared climate emergency</p> <p>Negative impacts to animals of pollution and noise</p> <p>Huge amounts of mined rock, burning fossil fuels and financial resources would go into building a new airport that is unnecessary and will further fuel climate change</p> <p>Environmental effects of dumped fuel</p> <p>Although now extensively drained, the Hikurangi Swamp is still a wetland which has the potential to sequester carbon – this opportunity will be lost</p>
Extent of earthworks	Flat land means minimal levelling for construction

## Future growth

Feedback theme	Main points
Future development potential	<ul style="list-style-type: none"> <li>Site doesn't allow for growth – too small</li> <li>Increased industries and urbanisation that the airport would encourage is not desirable</li> <li>Potential for direct flights to Wellington and Christchurch</li> <li>Potential to become international airport</li> <li>Ruakaka and Waipu growing fast which means WDC must cater to this growth and build airport here</li> <li>Room for commercial and housing development later on</li> <li>Space for carparks, rental cars and hotels in future</li> <li>Closer to urban areas than Site 6 allowing potential rezoning of land to allow the city to grow toward the airport with more lifestyle plots and suburban development.</li> </ul>



## Ruatangata West (site 6) – summary of feedback and themes

### General themes

Feedback theme	Main points
Financial and emotional impact to current residents	<ul style="list-style-type: none"> <li>Noise, light and air pollution will destroy lives of locals who bought in good faith for peace and quiet</li> <li>Value our community the way it is</li> <li>Property values will decrease</li> <li>Quality of life in Ruatangata village declines</li> <li>Character of area changes from lifestyle to industrial</li> <li>Concerns that overall process needs to be robust, just and transparent</li> </ul>
Roads to the site are unsafe	<ul style="list-style-type: none"> <li>Roads are windy, narrow, used by cyclists and not fit for increased traffic</li> <li>Lots of road crashes, skids and burnouts on the straights</li> <li>People running late for flights will cause more crashes on an already poor road</li> <li>Patch up repairs often needed on roads</li> </ul>
Overall affordability	<ul style="list-style-type: none"> <li>Overall cost to ratepayers too high especially in context of looming recession</li> <li>Upgrading infrastructure means costs escalate</li> <li>Land already purchased by Council so makes sense to build airport here</li> <li>As Council has already purchased properties at Ruatangata, is this just a box ticking exercise with a site already having been chosen</li> <li>Beca report is from 2 years ago and out of date</li> <li>Legislative requirements coming into effect 2025 - decision should be postponed til then rather than spend money now</li> </ul>
Long term health impacts	<ul style="list-style-type: none"> <li>Fumes, light pollution, soot, gases, effects on dairy production and toxins in air and water could create health crisis</li> </ul>

### Aeronautical

Feedback theme	Main points
Topography of area	<ul style="list-style-type: none"> <li>Hills could make take off/landing unsafe</li> <li>Flat area good for an airport minimising earthworks</li> <li>Space for long runway and can be added to in future</li> <li>Straight-in instrument approaches can be aligned to runways</li> </ul>
Aircraft will change in future	<ul style="list-style-type: none"> <li>Advances in aeroplane technology including electric planes makes \$150m spend on new airport pointless</li> <li>Air NZ has outlined future options of both electric and hydrogen-powered aircraft meaning new airport not needed</li> <li>New aircraft will require shorter runways</li> </ul>

Impact on current airspace uses

- Residents with helicopters will be impeded by airport flyzones
- Flight school and sky diving club may have to move
- Weed control and top dressing by fixed wing planes and helicopters will be restricted

## Economic

Feedback theme	Main points
Travellers will bypass Whangārei	<ul style="list-style-type: none"> <li>• Lost business opportunities for CBD – tourists will just head north</li> <li>• Not well placed for tourist access to Northland</li> </ul>
Boost to economy	<ul style="list-style-type: none"> <li>• Will bring more resources into the community</li> <li>• More room for large car parks, rental car services and hotels</li> <li>• Jobs for young people</li> <li>• Some individuals will make money – but won't necessarily be economic boom for region</li> </ul>
Cost of infrastructure upgrades not included	<ul style="list-style-type: none"> <li>• Cost will need to be met by taxpayers</li> <li>• Escalating costs of building roads</li> </ul>
Loss of and compensation for farmland	<ul style="list-style-type: none"> <li>• Significant loss of farmed land – animals, horticulture and associated livelihoods</li> <li>• Calculation of compensation to property owners needs to be transparent and just</li> <li>• 50+ lifestyle blocks in the Ruatangata West airport catchment. The cost of buying these properties adds to ratepayer burden</li> </ul>

## Infrastructure

Feedback theme	Main points
Poor quality roads	<ul style="list-style-type: none"> <li>• Current roading unsuitable including one lane bridge on Kokupu Road</li> <li>• Risk of serious accidents, few places to pass</li> <li>• Road will become too busy and dangerous for local residents to use for exercise</li> <li>• Significant upgrade required which will eliminate valuable farmland</li> <li>• Upgrade would be needed to Pipiwai and Three Mile Bush Roads, the intersection of Pipiwai and Miro Roads, and Tremain and Hodge Roads. Tranquillity of Three Mile Bush Road lost.</li> <li>• Not welcoming for visitors to travel on these roads</li> <li>• Though the distance to Whangārei is similar to One Tree Point, it feels longer because of poor road quality</li> <li>• Opportunity to improve the roads</li> </ul>
Existing utility services are poor	<ul style="list-style-type: none"> <li>• Lack of high speed internet in area - would require upgrade adding to cost</li> <li>• Opportunity for internet to be improved as a byproduct</li> <li>• Power outages happen several times a year – risk to airport viability</li> <li>• Water supply upgrades to support the airport will be huge and disruptive</li> <li>• No current drainage services</li> <li>• No stormwater system, hence frequent flooding</li> </ul>

Not close to train line or port	<ul style="list-style-type: none"> <li>• Opportunities to aggregate infrastructure are lost</li> <li>• A decent train line to Auckland would be better option</li> </ul>
Kerikeri airport sufficient	<ul style="list-style-type: none"> <li>• Recently upgraded and more suitable location for tourists</li> </ul>

## Engagement

Feedback theme	Main points
Views on engagement process	<ul style="list-style-type: none"> <li>• Extending the submission period time to be next local electoral term</li> <li>• Council has not provided enough time or information; decision seems rushed</li> <li>• If Council wants to change land use from countryside living zoning, this needs consultation</li> <li>• Council slow to provide information to those wanting to complete submission</li> </ul>

## Cultural sites

Feedback theme	Main points
No cultural sites in area	<ul style="list-style-type: none"> <li>• No officially scheduled sites of cultural significance</li> </ul>
Lack of identification of cultural sites	<ul style="list-style-type: none"> <li>• Strong evidence of probable burial site and endangered ecological treasures but hapu not consulted</li> <li>• Don't build on whenua Māori</li> <li>• Disrespectful to tangata whenua to disturb the area</li> <li>• Sites of significance - cultural sites that cannot be moved, reshaped, rehomed e.g kōiwi in caves (ahi kaa hold this knowledge not Council)</li> </ul>
Impact on marae	<ul style="list-style-type: none"> <li>• Traffic and airport will adversely affect Marae Ngararartunua</li> <li>• Too close to at least five marae</li> </ul>

## Historic sites

Feedback theme	Main points
Risk to historic community	<ul style="list-style-type: none"> <li>• Negative impacts of airport on historic community that stems back generations</li> </ul>

## Ecological

Feedback theme	Main points
Destroy native wildlife habitats	<ul style="list-style-type: none"> <li>• Native birds in the area will be lost – hawk, kaka, kiwi, banded and giant kokopu, black teal, grebes</li> <li>• Wairua River tuna, eels adversely affected - Elver Transfer Project will be in middle of both Ruatangata sites</li> <li>• Impact to Wairua River waterfowl which will need to be controlled</li> <li>• Rare golden frogs have been found at Twin Lakes on Hodge Road. National Geographic has shown interest in filming these</li> </ul>

	<ul style="list-style-type: none"> <li>Local rivers and streams are home to unique flora, fauna, insects, the freshwater crab in Patuwairua Stream, frogs, bats, geckos</li> <li>Patuwairua Stream has high ecological value, has been maintained by farmers to a high water quality standards. It bisects the site and will require diverting</li> <li>Impacts on Pukenui/Karanui reserve</li> <li>Dams being put in place to prevent/minimise flooding will cause marine life to get trapped or killed (this is currently happening in and around Hikurangi Swamp)</li> <li>Most environmental impacts are manageable</li> </ul>
Pollution of waterways	<ul style="list-style-type: none"> <li>Airport will pollute natural springs, lakes and streams</li> <li>Hikurangi Swamp catchment flows into Kaipara Harbour which will be impacted by downstream pollution</li> </ul>
Impacts to quality of soils and land	<ul style="list-style-type: none"> <li>Council required by government to protect class 1 soil in the area</li> <li>Orchards close to airport site adversely affected</li> <li>Area has a water table which makes it prone to being boggy</li> </ul>
Impact on trees	<ul style="list-style-type: none"> <li>Large totara groves and scattered trees considered significant natural areas by residents</li> <li>3 x significant areas of QE2 protected native bush very close to site</li> </ul>

## Amenity

Feedback theme	Main points
Increased noise to a tranquil, rural area	<ul style="list-style-type: none"> <li>Negatively impact rural lifestyle</li> <li>Light, air and noise pollution will destroy quality of life</li> <li>If rescue helicopter relocates here, it will be noisy 24/7</li> <li>Lots of money invested in lion park upgrades and noise will disturb big cats</li> <li>Noise will disturb horses in the area</li> <li>Noise will be heard across Whangārei</li> <li>Considerable distance from existing industrial and commercial developments</li> <li>Area is more rural, less residential making it more appropriate for airport</li> <li>Location good because it is out of sight for most people</li> <li>Increased reverberation due to area being a basin</li> <li>Essential shift workers have moved to area for quality of sleep</li> <li>Preferable to site 9 as it does not have Matarau School or Comrie Park Kindergarten in flight path</li> <li>Ruatangata tennis court and community hall which hosts meetings, markets and celebrations will be impacted by airport</li> <li>Whananaki impacted by flightpath</li> </ul>

## Accessibility

Feedback theme	Main points
Central location	<ul style="list-style-type: none"> <li>• Close to state highway and town</li> <li>• Easy to travel north and south from here</li> <li>• Easy access to and from hospital</li> <li>• Good access from all directions</li> <li>• Further away from SH15 should there be any incidents</li> <li>• Closer to Kamo, Maunu, Maungatapere than the current airport</li> </ul>
Too far from some parts of Whangārei	<ul style="list-style-type: none"> <li>• People in south or south east will prefer to go to Auckland</li> <li>• Locate airport halfway between Kerikeri and Auckland</li> <li>• Fuel will need to be trucked in</li> </ul>
Roads not fit for additional traffic	<ul style="list-style-type: none"> <li>• Roads are narrow and windy already, additional traffic will be detrimental</li> <li>• Roads are already congested especially through Kamo</li> </ul>
No public transport to the area	<ul style="list-style-type: none"> <li>• Lack of a public transport link will add to cost to travellers</li> <li>• Difficulties for disabled travellers to access airport given distance from CBD</li> <li>• Taxis too expensive</li> </ul>

## Weather

Feedback theme	Main points
Site prone to fog	<ul style="list-style-type: none"> <li>• Fog thick and present daily, often til after 11am</li> <li>• Disruption to flight schedules</li> <li>• Question of whether new generation aircraft are capable of operating in fog</li> <li>• Need to take professional observed measurements of fog over a couple of years</li> <li>• If Wellington can handle fog, so can we</li> </ul>
Site windy	<ul style="list-style-type: none"> <li>• Area windy at all times of year, strong wind shear</li> <li>• More likely to experience low cloud during east and westerly conditions</li> </ul>

## Natural hazards

Feedback theme	Main points
Surrounding hills	<ul style="list-style-type: none"> <li>• Could pose danger for flight approaches</li> </ul>
Area prone to flooding	<ul style="list-style-type: none"> <li>• Increased water run-off from the airport would affect rivers and increase flooding risk to surrounding roads and properties</li> <li>• Too close to Hikurangi Swamp Flood Plain, Wairua River</li> </ul>

	<ul style="list-style-type: none"> <li>• Kokopu Road that crosses Mangere Stream regularly floods and is impassable during storms, as is Kara Road</li> <li>• Least footprint of all sites with regard to flooding or tidal inundation</li> </ul>
Stability of land	<ul style="list-style-type: none"> <li>• The site falls in a WDS district plan zone of " proposed areas of susceptibility to land instability hazard</li> </ul>
Risks of sunstrike	<ul style="list-style-type: none"> <li>• Non-locals in particular will struggle with bad sunstrike as they head west to airport</li> </ul>

## Sustainability

Feedback theme	Main points
Impact to livestock and wildlife	<ul style="list-style-type: none"> <li>• Increased noise and pollution from airport would adversely affect animals and wildlife</li> <li>• Increased rubbish (which is not collected consistently) and pollution will attract</li> <li>• pests affecting wildlife</li> </ul>
Impacts of climate change	<ul style="list-style-type: none"> <li>• Why replace agricultural land with concrete when Council has declared a climate emergency</li> <li>• No alignment with government policy on climate change</li> <li>• Not on coast so climate change less of an issue</li> <li>• Swampland and wetlands act as CO2 sinkholes and loss of these damage environment</li> <li>• Our Land 2021 (<a href="https://environment.govt.nz/assets/Publications/our-land-2021.pdf">https://environment.govt.nz/assets/Publications/our-land-2021.pdf</a>), has highlighted the loss of productive land. This is decreasing by 2 per cent between 2017 and 2019 and by 54 per cent since 2002, or around 1.9 million hectares. We cannot afford to lose more</li> <li>• Aviation as a source of ozone will impact respiratory health</li> <li>• Effects on future generation - making a big decision for them to be left with to cleaning up</li> <li>• Although now extensively drained, the Hikurangi Swamp is still a wetland which has the potential to sequester carbon – this opportunity will be lost</li> </ul>
Effects on water supply	<ul style="list-style-type: none"> <li>• Unburnt fuel/carbon from gas turbine engines will impact local waterways and resident roof water collection</li> <li>• Pollution will impact residents who rely on rainwater for potable water</li> <li>• Negative impacts to water supply impeded on NRC's ability to maintain its obligation to Te Mana o te Wai</li> </ul>
Extent of earthworks	<ul style="list-style-type: none"> <li>• Less earthworks required to develop this site because it is flat and has good geology</li> </ul>

## Future growth

Feedback theme	Main points
Future development potential	<ul style="list-style-type: none"> <li>• New developments being created in areas surrounding Three Mile Bush Road would complement the site</li> <li>• Potential for airport to grow to international status</li> <li>• Allows for expansion of Kamo/ Ruatangata regions</li> <li>• Will encourage urban sprawl</li> </ul>



## One Tree Point West – summary of feedback and themes

### General themes

Feedback theme	Main points
Potential as a transport and freight hub	<ul style="list-style-type: none"> <li>Combining the airport, state highway, port, cruise ship docking and fuel storage in one area makes more sense</li> <li>Located close to the Port</li> <li>Already zoned for light industrial/commercial</li> <li>Site has the potential to be part of a major transport hub for Northland</li> <li>Roading and rail would need to be improved</li> <li>Possibly ferries and helicopters could also run services to and from the new hub</li> <li>Easy linking via fast ferry from the city will also help evolve Whangārei into the likes of Sydney where the areas of One Tree Point and Whangārei Heads become more viable, commutable areas of growth, without the need to add more cars (or trucks) to our roads</li> </ul>
Residential factors	<ul style="list-style-type: none"> <li>An airport is likely to constrain the ability to develop within the surrounding area</li> <li>Central to a growing community</li> <li>Council will find little support for either Ruatangata options from residents</li> <li>Other options are not ownership-feasible</li> <li>Less disruptive to existing populations and food production</li> <li>Community has been expecting it, more likely to get buy-in here than some other options</li> <li>Concerns about community wellbeing</li> </ul>
Alternative options and opportunities for integration	<ul style="list-style-type: none"> <li>A better location for the airport could be found closer to arterial routes like SH1, SH15 or SH14, already zoned for commercial or industrial purposes and using existing infrastructure</li> <li>Council have not investigated other more suitable locations as mentioned above (Ruakaka SH15, Portland or Mata)</li> <li>Most tourists heading to Northland tend to only bypass or limit their stay in Whangare, consider partnering with Far North District Council and support Kerikeri airport expansion</li> <li>Consider a joint military/civilian airport similar to what is in operation in Woodbourne, Marlborough</li> <li>Suggestions of relocating the air force base to the Whangare region and the timing of the NZDF requirements and WDC requirements of a new airport/air base may be well suited to a joint project which could mean a significantly more affordable project for both parties</li> <li>Existing interest from KiwiRail</li> </ul>

## Aeronautical

Feedback theme	Main points
Safety	<ul style="list-style-type: none"> <li>• For flight safety reasons such as aircraft approach, departure routes and length of landing strip</li> <li>• If something goes wrong the ocean is close for emergency fuel dumping or a crash landing</li> <li>• Geographically easy flight path, as it approaches over flat land over the sea, with no mountains, yet still sheltered from wind</li> <li>• Concerns that a bad pilot could crash into the ocean</li> <li>• Concerns about bird strike as flight path passes over a bird roosting site</li> </ul>
Possibilities for future development and technology	<ul style="list-style-type: none"> <li>• Easy to develop this area for larger aircraft, with a longer runway than other sites</li> <li>• Opportunities at this location for local and global aircraft manufacturers and maintenance, repair and operations businesses – as well as rocket and satellite businesses as part of the 'space race'</li> <li>• This site would work in well with Air New Zealand's prediction about domestically available electric planes with the ability to foil on water – making this the easiest site to convert for this technological advancement</li> <li>• Room for both domestic and international terminals in future</li> </ul>
Beneficial location for air travel providers (including private, public and defence)	<ul style="list-style-type: none"> <li>• Unique benefits having air, land and sea clustered together to co-benefit and complement each other, which could meet the needs of many users, including the New Zealand Defence Force</li> <li>• Great location to incentivise private jet flights</li> <li>• Existing flight paths</li> <li>• Could this new airport site be used for the St Johns helicopter?</li> <li>• The shorter distance may mean Air New Zealand charges less for flights</li> </ul>
Loss of custom for Air New Zealand	<ul style="list-style-type: none"> <li>• Concerns that Air New Zealand will lose custom, because it's so close to Auckland that people may choose to drive instead of flying, and the airport will not be financially viable</li> </ul>
Impact on drone users	<ul style="list-style-type: none"> <li>• Concerns that this airport will reduce opportunities for drone users i.e. drone fishing</li> </ul>

## Economic

Feedback theme	Main points
Further cost/benefit analysis needed	<ul style="list-style-type: none"> <li>• The economic benefits of this need to be better analysed to inform the outcome</li> </ul>
Economic benefits	<ul style="list-style-type: none"> <li>• Good roading and existing infrastructure and transport links will be a big saving</li> <li>• Will bring jobs into the area</li> <li>• Opportunity to provide Māori employment programme, similar to an Auckland programme that hires a Pasifika team</li> <li>• Increase visitor spending for surrounding businesses and wider region</li> <li>• Opportunity for the Whangarei District Council to enter into a private-public partnership to reduce the spend</li> <li>• Will encourage growth of more viable businesses and industry in the area</li> </ul>

Negative impacts	<ul style="list-style-type: none"> <li>Economically offset the loss of the oil refinery in this area</li> <li>Negatively impact property prices</li> <li>Proximity to Auckland may mean that an airport is not financially viable, as people could just drive</li> <li>An airport could have a negative impact on tourism, because it may damage the beauty of the location</li> <li>Concern about high engineering costs due to underlying ground conditions</li> </ul>
Cost to ratepayers	<ul style="list-style-type: none"> <li>An expensive option for ratepayers – remaining at Onerahi could save \$150m</li> </ul>
Engineering costs	<ul style="list-style-type: none"> <li>Not too costly to develop</li> <li>Lower construction costs due to ease of accessing location, which is flat and open</li> </ul>

## Infrastructure

Feedback theme	Main points
Already in place	<ul style="list-style-type: none"> <li>Benefit of being close to an existing State Highway, which is maintained by the national roading programme (rather than local)</li> <li>Established port, freight areas and shops</li> <li>Good interconnecting roads to Auckland for travellers and commuters</li> <li>Existing water and sewerage would require less development</li> <li>Developed area – close to wharf, ferry, rail, city centre</li> <li>Needs a four-lane highway for even better traffic access</li> </ul>
Easy to develop further	<ul style="list-style-type: none"> <li>Already a commercial area</li> <li>Roading and three waters already in place</li> <li>If it becomes an international airport a pipeline from channel infrastructure could be put in place to pump jet fuel directly to the airport</li> <li>Will add to current infrastructure development, while having the room for future infrastructure development</li> </ul>
Some more development needed	<ul style="list-style-type: none"> <li>Wider Northland's roads need an upgrade</li> <li>Needs more housing and development</li> </ul>

## Engagement

Feedback theme	Main points
Lack of, or inadequate, engagement	<ul style="list-style-type: none"> <li>Lack of adequate engagement with local hapū</li> <li>The Mana Whenua Advisory Group has failed to bring the New Zealand Government's Predator Free by 2050 Strategy to the attention of Council</li> </ul>

## Cultural sites

Feedback theme	Main points
Culturally significant locations close to this location	<ul style="list-style-type: none"> <li>• Marae and other culturally significant areas nearby</li> <li>• Concerned that the location was chosen without consideration to local iwi</li> </ul>

## Historic sites

Feedback theme	Main points
	<ul style="list-style-type: none"> <li>• There are historic sites nearby</li> </ul>

## Ecological

Feedback theme	Main points
Environmental impact	<ul style="list-style-type: none"> <li>• Already a developed industrial area, so less environmental impact here than some of the other options</li> <li>• The flightpath will impact negatively on the environment</li> <li>• Possibility of fuel and effluent pollution</li> </ul>
Impact on native flora and fauna	<ul style="list-style-type: none"> <li>• Concerns about impact on local wildlife, including bats, birds, lizards – and especially on coastal species</li> <li>• Specifically endangered Bar Tailed Godwits and Lesser Knots feed in the harbour, and the flight path would pass over their roost site</li> <li>• Runoff into the harbour may affect shellfish</li> </ul>
Proximity to local bush and marine reserves	<ul style="list-style-type: none"> <li>• Distance from reserves</li> <li>• The reserves and wetlands surrounding this area are protected from building developments</li> </ul>
Climate change impacts	<ul style="list-style-type: none"> <li>• Concerns that peat excavations would be required at this site, and could release excessive CO2 into the environment</li> </ul>

## Amenity

Feedback theme	Main points
Lack of disturbance to local community	<ul style="list-style-type: none"> <li>• Won't be ruining a rural community</li> <li>• Residents are already used to disturbance from the port, railway, timber plant and previous oil refinery, and an airport wouldn't have a significant impact</li> <li>• It would be less disruptive than the current airport and some of the other proposed options</li> <li>• Minimal disturbance to residents due to coastal flight path over harbour</li> <li>• Good distance from schools, minimised disturbance</li> </ul>

Negative impact on local residents

- Concerns about the noise and fuel smell for the existing residents, as well as local schools and retirement villages

## Accessibility

Feedback theme	Main points
Proximity to SH1, local towns and services	<ul style="list-style-type: none"> <li>• Close to SH1 and amenities/services – it's the closest airport option to town, and the easiest to get to</li> <li>• Accessible to a wider range of people than other options. One Tree Point is 'the gateway to Northland'</li> <li>• Closer to a residential population that will use the service more than if it were located in a rural area</li> <li>• Convenient for tourists, with both north and south access</li> <li>• A hotel/motel nearby would accommodate those that feel 30kms is too far to drive from town in a day's travel</li> <li>• Best and safest links by road, close to safe wide roads and SH1</li> <li>• Better than other locations because it is close to growing populations for whom Auckland or Kerikeri Airports are too far away</li> <li>• Good proximity to Ruakaka, Marsden Point, Bream Bay, Whangarei, Wellsford, Mangawhai, Waipu, and residential areas</li> <li>• Needs to be closer to SH1 to provide easier access from the north and south</li> <li>• Close to big developments</li> <li>• Close to existing medical centres, police &amp; fire service</li> </ul>
Easier access to transport links, now and in future	<ul style="list-style-type: none"> <li>• Close to growing areas, so shuttle, bus services or 'park n ride' options would be popular/viable</li> <li>• Central location means it could connect in with the train eventually</li> <li>• Access to ferry, and an international port to link in with cruise liners</li> <li>• People could access the airport by foot, bike or scooter</li> <li>• Easy commuter flight distance to Auckland</li> </ul>
Proximity to port & rail	<ul style="list-style-type: none"> <li>• Close to a railway and port for potential freight</li> <li>• Port, refinery and train users will benefit from the accessibility of the airport</li> </ul>
Accessibility to local boat ramp	<ul style="list-style-type: none"> <li>• Needs to be an access road built through any future airport here to get to an existing local boat ramp</li> </ul>

## Weather

Feedback theme	Main points
No fog	<ul style="list-style-type: none"> <li>• Less likely to be impacted by fog than other locations due to its proximity to the sea</li> </ul>
Wind	<ul style="list-style-type: none"> <li>• Concerns that smaller aircraft operators (Sunair, private and training) aircraft will be prevented from using this airport due to the south-west wind</li> <li>• Quite sheltered</li> </ul>

## Natural hazards

Feedback theme	Main points
Area might be vulnerable to natural hazards such as tsunamis, flooding and sea level rise	<ul style="list-style-type: none"> <li>Concerns that the land is too low-lying and might be in a tsunami zone, and at risk of flooding</li> <li>Flooding is less of an issue here than some other sites</li> <li>Future sea level rise</li> <li>Need a good evacuation plan</li> </ul>

## Sustainability

Feedback theme	Main points
Good sustainable public transport options	<ul style="list-style-type: none"> <li>Shared public transport options here would be more sustainable than some other options, as this could include residents, commuters and tourists</li> </ul>

## Future growth

Feedback theme	Main points
This is a good location for future growth	<ul style="list-style-type: none"> <li>Zoned industrial – so more potential for future growth</li> <li>Could become an export-mecca</li> <li>Area projected to grow with good infrastructure connectivity planned for the future</li> <li>Space to expand in a rapidly growing area, future proofing by having plenty of extra space</li> <li>The future expansion of port will have benefits to both</li> </ul>



## Continue to operate Whangārei Airport at Onerahi – summary of feedback and themes

### General themes

Feedback theme	Main points
It is already an established and existing airport	<ul style="list-style-type: none"> <li>• Meets current needs and has always been there</li> <li>• Minimum disruption for Northland</li> <li>• Is fit-for-purpose</li> <li>• Only requires paperwork to continue operating</li> <li>• Meets current criteria (very little development is required)</li> <li>• Existing infrastructure</li> </ul>
Reasons provided for relocation are not justified	<ul style="list-style-type: none"> <li>• Impacts of Covid-19 means an upgraded airport is not needed now (or in 10years time) or if tourism will recover</li> <li>• Greater challenges facing the District that need greater attention (including roading and three waters infrastructure)</li> <li>• An airport is a 'nice-to-have' and not a necessity</li> <li>• Future requirements are speculative, and the scope of the inquiry should have factored in meeting specific needs, not in response to industry rules that <i>may</i> change</li> <li>• No evidence to support the statement that the future of air transport is vital to support the long-term economic security of Northland</li> </ul>
Alternative options	<ul style="list-style-type: none"> <li>• Potential to develop Kerikeri</li> <li>• Recommend Mata as an option</li> <li>• Needs to meet the new standards at the current location</li> </ul>
Impacts on the local community	<ul style="list-style-type: none"> <li>• Will upset local people if it is moved</li> <li>• It is what the public are used to</li> <li>• Would take away viable land to build a new site (reducing 'food bowl')</li> <li>• Aviation businesses already operating from the site</li> <li>• Onerahi residents are familiar with the impacts living nearby an airport</li> </ul>
Tourism and international travel	<ul style="list-style-type: none"> <li>• No need for capacity to cater for international travel</li> <li>• Unlikely need for an international airport given its proximity to Auckland</li> <li>• Passenger volume does not require large jet aircraft</li> <li>• Tourists bypass Whangārei for the Bay of Islands</li> </ul>
Potential for growth at the existing site	<ul style="list-style-type: none"> <li>• Makes use of the existing industrial zones</li> <li>• Benefits the transport demands of the region, including road, rail and sea</li> <li>• Investment in rail is a better option</li> <li>• Onerahi can transition into a regional hub with minimal change to the existing site</li> <li>• If there are infrastructure upgrades to Onerahi, it will benefit Parua Bay and beyond</li> </ul>

## Aeronautical

Feedback theme	Main points
The existing site	<ul style="list-style-type: none"> <li>• Closer to water</li> <li>• Higher in altitude</li> <li>• Already established no fly zones and regulations in place</li> <li>• Infrastructure in place (including recent investments of more than \$2.52M) as well as utilities, electronic systems, buildings and carparks, public transport and emergency services</li> <li>• The CAA have to date never shut down an airport in New Zealand.</li> </ul>
Air New Zealand	<ul style="list-style-type: none"> <li>• Existing site is working for the current generation of aircraft</li> <li>• Existing aircraft will be phased out, replacement aircraft have not yet been designed/built so may be able to land at Onerahi</li> <li>• How can we plan for an airport without the knowledge of requirements for aircraft to service this route</li> <li>• If Air New Zealand isn't a long-term option, consider alternative aviation providers</li> <li>• The availability of alternative airlines to Air New Zealand, such as Sounds Air, Air Chathams and Barrier Air.</li> </ul>
Future technology	<ul style="list-style-type: none"> <li>• Future hydrogen / electric planes appear to need less runway length</li> <li>• Next generation of aircraft will not require a longer runway</li> <li>• Likely that future aircraft is capable of carrying more passengers</li> <li>• Vertical take-off and landing should be considered</li> <li>• New aircraft avionics and satellite-based navigation (GNSS, with SBAS (SouthPAN) coverage of Australasia from 2025 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.</li> <li>• Detailed new procedures have been developed. Note that existing approved procedures Air New Zealand airliners use to Onerahi involve curving onto the final approach.</li> <li>• In the timeframe, new aircraft options are likely to become available that will use shorter runways than the ATR72.</li> <li>• Provision of 90m RESAs could be made by bridging the roads at either end of the runway.</li> <li>• Arrestor systems should also be looked at urgently if this has not already been done</li> </ul>
An improved flight schedule	<ul style="list-style-type: none"> <li>• The existing flight schedule could be increased if needed (reduced from the previous system)</li> <li>• Lack of data on what percentage of residents currently use the Air NZ shuttle service between Auckland and Whangarei</li> </ul>

## Economic

Feedback theme	Main points
Impact on ratepayers and businesses	<ul style="list-style-type: none"> <li>• Less cost to ratepayers to update the existing airport, already have the land</li> <li>• An upgrade to Onerahi would cost less than a new build</li> <li>• Arrivals into Onerahi mean tourists will pass through town unlike One Tree Point which will see arrivals bypass town via SH1</li> <li>• Impacts of Covid-19 and the cost of living</li> </ul>

Investment is needed elsewhere	<ul style="list-style-type: none"> <li>• Evidence to support spending \$150M on another airport is not substantiated</li> <li>• A new hospital is needed more than a new airport</li> <li>• Improved highway system between Whangarei and Auckland</li> <li>• Investment needed for the town including improving conditions and safety for the community</li> </ul>
Alternative options	<ul style="list-style-type: none"> <li>• Redevelop Kerikeri to accommodate jet aircraft to service the tourism potential of the Bay of Islands</li> <li>• Whangarei Airport should remain a regional airport</li> </ul>

## Infrastructure

Feedback theme	Main points
Already in place	<ul style="list-style-type: none"> <li>• Works well as public transport already in place</li> <li>• Can be easily adapted to future requirements</li> <li>• Should focus on maintaining what's there</li> </ul>

## Engagement

Feedback theme	Main points
Information and timeframes were insufficient	<ul style="list-style-type: none"> <li>• Information about why Onerahi has been discounted was lacking</li> <li>• Timeframes for public consultation has not been long enough</li> <li>• Councilors should postpone the decision</li> <li>• Reports that have not been available to the ratepayers</li> <li>• information needed to understand the scale and nature of the project is missing from the consultation</li> </ul>
Lack of engagement	<ul style="list-style-type: none"> <li>• Council has not met with the local hapu and asked about their precious sites that need to be preserved</li> <li>• Flying Club was not consulted with prior to the release of the Statement of Proposal. The consultation timeframe precluded the Club Committee discussing this submission at one of its regular meetings.</li> </ul>
Information was misleading	<ul style="list-style-type: none"> <li>• Potentially misleading to the public in terms of the potential impact of alternative sites, particularly with respect to noise</li> <li>• Site cost estimates have not been presented</li> <li>• Disappointed that the Flying Club was not consulted with prior to the release of the Statement of Proposal. The short period of this Consultation has precluded the Club Committee discussing this submission at one of its regular meetings.</li> </ul>

## Ecological

Feedback theme	Main points
Disruption	<ul style="list-style-type: none"> <li>• The other sites will disrupt historical sites, native flora and fauna, in particular bird life (kiwi)</li> <li>• Does not compromise endangered species</li> </ul>

## Amenity

Feedback theme	Main points
	<ul style="list-style-type: none"> <li>Residents are already aware of the risks</li> <li>Less disruptions/distress to residents than the other proposed sites</li> </ul>

## Accessibility

Feedback theme	Main points
	<ul style="list-style-type: none"> <li>Proximity to Whangārei CBD</li> <li>Good transport links, with access to affordable and efficient transport</li> <li>Airport is on existing bus route</li> <li>Little access improvement required</li> <li>Is closer to where the population is situated</li> <li>Readily and easily accessible to the disabled community in terms of ability to get there</li> <li>Provides a connected experience from the airport to the CBD</li> </ul>

## Sustainability

Feedback theme	Main points
	<ul style="list-style-type: none"> <li>How will building and operating a brand-new airport help to reduce emissions?</li> <li>What needs of the aviation sector take precedence over the need to transition to a low carbon future?</li> <li>Whangaree should be on track to lower carbon emissions and that includes air travel</li> </ul>

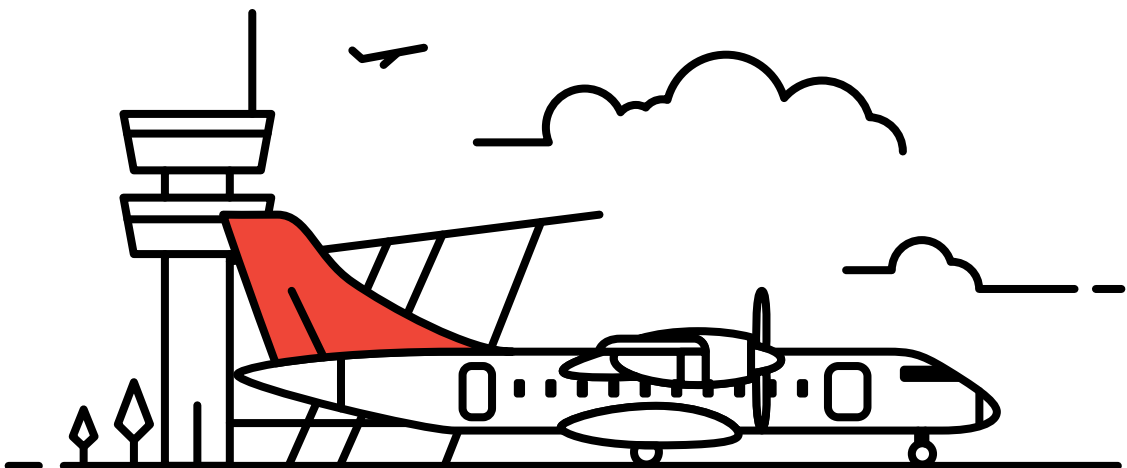
# B

## Appendix B – Statement of Proposal

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**WHANGĀREI AIRPORT  
LOCATION STUDY  
TE WAAHI RANGAHAU  
MO TE TAUNGA  
RERERANGI O  
WHANGĀREI**

**STATEMENT OF PROPOSAL  
HE TAUĀKĪ MO TE KAUPAPA**



**CONSULTATION ON AIRPORT SITES: RUATANGATA WEST • RUATANGATA •  
ONE TREE POINT WEST • CONTINUE TO OPERATE FROM ONERAHI**





# HAVE YOUR SAY

## KORERO MAI

The future of air transport is vital to support the long-term economic security of Te Tai Tokerau, Northland.

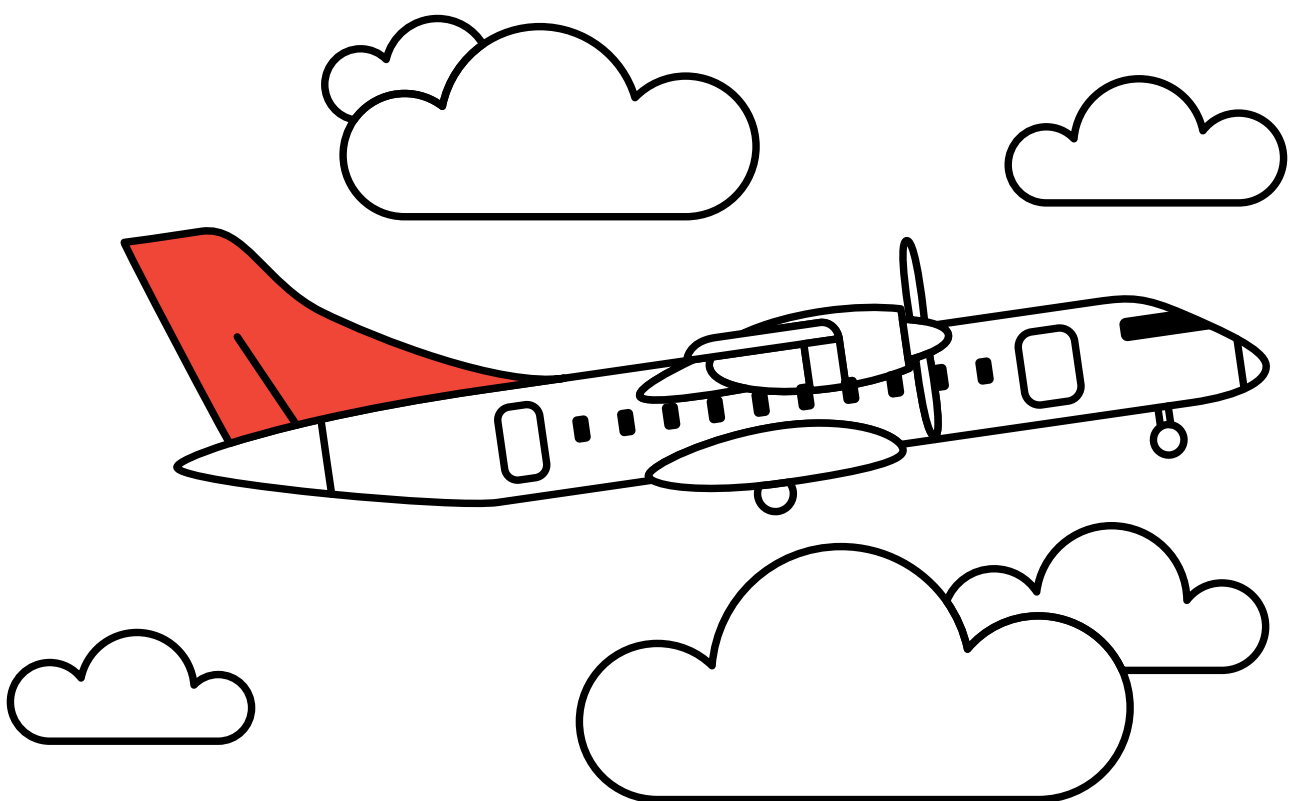
To secure the future of air transport in our District, Whangārei District Council has been investigating potential sites to replace Whangārei's Airport in Onerahi.

With changes in future aircraft types and to ensure ongoing compliance with Civil Aviation Authority (CAA) rules, the way that the Whangārei Airport operates means that while it is currently functional, in the long-term it may not be suitable because:

- it is the shortest runway that Air New Zealand currently uses
- a longer runway is likely needed for the future regional aircraft types
- possible future tightening of CAA rules.

Now we want the community to take part in planning for the future of air transport.

We want to hear what you think and what's important to you when it comes to choosing a future airport site.





# THE PURPOSE OF THIS CONSULTATION

## TE KAUPAPA O TĒNEI WHIRINGA KŌRERO

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

### **OPTION 1: *Ruatangata West (Site 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)***

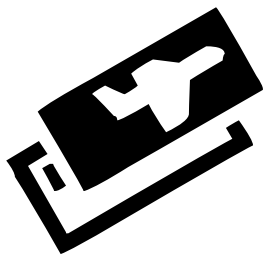
To select the Ruatangata site (see maps) as the proposed location for a potential site to be explored in depth as a future airport location.

### **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***

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.



# WHAT YOU'LL FIND INSIDE

## HE AHA KA KITEA E KOE I ROTO

<b>THE JOURNEY SO FAR</b>	<b>5</b>
Why are we looking at this now?	5
Timeline	6
Next steps	7
<b>ABOUT THE SITES</b>	<b>9</b>
Three preferred locations	9
Continue to operate from Onerahi	9
<b>MAKING A SUBMISSION</b>	<b>18</b>
<b>SUBMISSION FORM</b>	<b>19</b>

### Have your say

Submissions open 20 April 2022

Submissions close 25 May 2022

***To find out more and share your insights:***

Visit our website: [www.wdc.govt.nz/HaveYourSay](http://www.wdc.govt.nz/HaveYourSay)

Email us: [mailroom@wdc.govt.nz](mailto:mailroom@wdc.govt.nz)

Call us: 09 4304200

***Speak to the team at one of our information events:***

Monday 2 May: Ruakākā Recreation Centre – 4:30-6:30pm

Thursday 5 May: Ruatangata Hall – 4:30-6:30pm

Thursday 12 May: Forum North, Cafler Suite – 4:30-6:30pm

# THE JOURNEY SO FAR

## TE HAERENGA TĒNEI WA

The long-term future of the Whangārei Airport builds on years of intensive planning, policy and considerations from both central and local government.

### Why are we looking at this now?

We need to plan now for the future of air transport access.

A new airport for Whangārei will be Aotearoa New Zealand's first District airport in 50 years.

Infrastructure of this importance requires long-term planning to make certain any commitments we make are tailored to our region and are flexible enough to cope with the emerging needs of the aviation sector for the next 50+ years.

We are working closely with the Ministry of Transport, mana whenua and our stakeholders to coordinate our thinking, share information and make certain we deliver an outcome that supports the long-term growth of Whangārei and Northland.



# Timeline

## 2014

A study was commissioned as part of Council's long-term planning to manage the District's growth and secure future air transport access for the region.

Council investigated several options, including reclaiming land to extend the runways at Onerahi or shifting the airport across the harbour to the Port Nikau area.

Neither of these locations met the long-term aviation needs of the District, largely because of hills jutting into flight paths or because the works would have been prohibitively expensive.

A decision was made to investigate other sites for a potential airport.

## 2015 TO 2017

Council formed the Mana whenua Advisory Group of representatives, appointed by Te Huinga. It also formed a Project Advisory Group including representatives from Ministry of Transport, Waka Kotahi NZ Transport Agency, Ministry of Business, Innovation and Employment (MBIE), Northland Regional Council, Air New Zealand, Northland Inc, Chamber of Commerce and others with a particular interest in the project.

Information gathered in previous investigations, including a study from 1999, and ongoing engagement resulted in a long list of potential airport locations.

A comprehensive analysis was undertaken to identify sites that might be flat enough, large enough and have open approach paths. A list of 28 new sites was identified, each of which was assessed according to multiple criteria.

## 2018

The study of options was updated to respond to changes in government policy and ongoing engagement and analysis.

## 2020

Council purchased property in Ruatangata because it came onto the market after Council had reduced its shortlist to three preferred sites.

## 2022

Council is continuing to engage with mana whenua, partners and stakeholders, and is undertaking a consultation in accordance with the special consultative procedure to seek public submissions on three sites, with a view to selecting one proposed site for further investigation.

## Next steps

### HEARINGS

**THURSDAY 9 JUNE 2022**

After the consultation period has closed, Council will hear anyone who wants to speak in support of their submission.

### DELIBERATIONS

**TUESDAY 21 JUNE 2022**

Council will deliberate on the matters raised in the reports, submissions and hearings.

**THURSDAY 30 JUNE**

Council will select which site is to be investigated further or whether to continue using the Onerahi site.

### FORMAL PLANNING AND DESIGN

**JULY 2022 – 2030s**

If Council decides to select Options 1, 2, or 3, there will be early engagement with landowners and any other affected parties.

Further work will be undertaken to understand both broad and specific effects of an airport at the proposed site. Further statutory public consultation will take place as part of a designation process for the land, and there will be an opportunity for the public to make submissions and be heard by decision makers.

Several years of work would be needed to design ownership models for the operation, government contributions for funding and/or ownership, and if a decision is made for the project go ahead, the airport's design and construction.







# ABOUT THE SITES

## NGĀ KŌRERO MO NGĀ WAAHI

### Three preferred locations

Through the journey and the long list of 28 options, we've identified three preferred sites:

- OPTION 1: Ruatangata West (Site 6)
- OPTION 2: Ruatangata (Site 9)
- OPTION 3: One Tree Point (Site 24a)

Things we've considered for each site include:

- a site's ability to meet CAA rules and operational requirements
- if an airport and airport precinct can be safely operated from the site
- the location of sites of cultural, heritage and ecological significance
- the locations of nearby schools, community facilities, freight hubs and major infrastructure
- the infrastructure or engineering that would be needed to make the site suitable for development
- how the airport would integrate with future development and growth
- access to and from the site and how it would connect with existing and future transport networks
- alignment with government policy, including economic investment and transport

The maps on the following pages will help pinpoint considerations for each of the three preferred sites.

In addition to this information, we would like you to help identify any new strengths or weaknesses for each of the sites and tell us what's important to you when it comes to choosing a future airport location.

The project study areas in these maps have been identified through a series of desktop studies and investigations. Further technical assessments are needed before a final location, its details and land requirement can be confirmed. It is also to subject to funding for delivery over the next three decades.

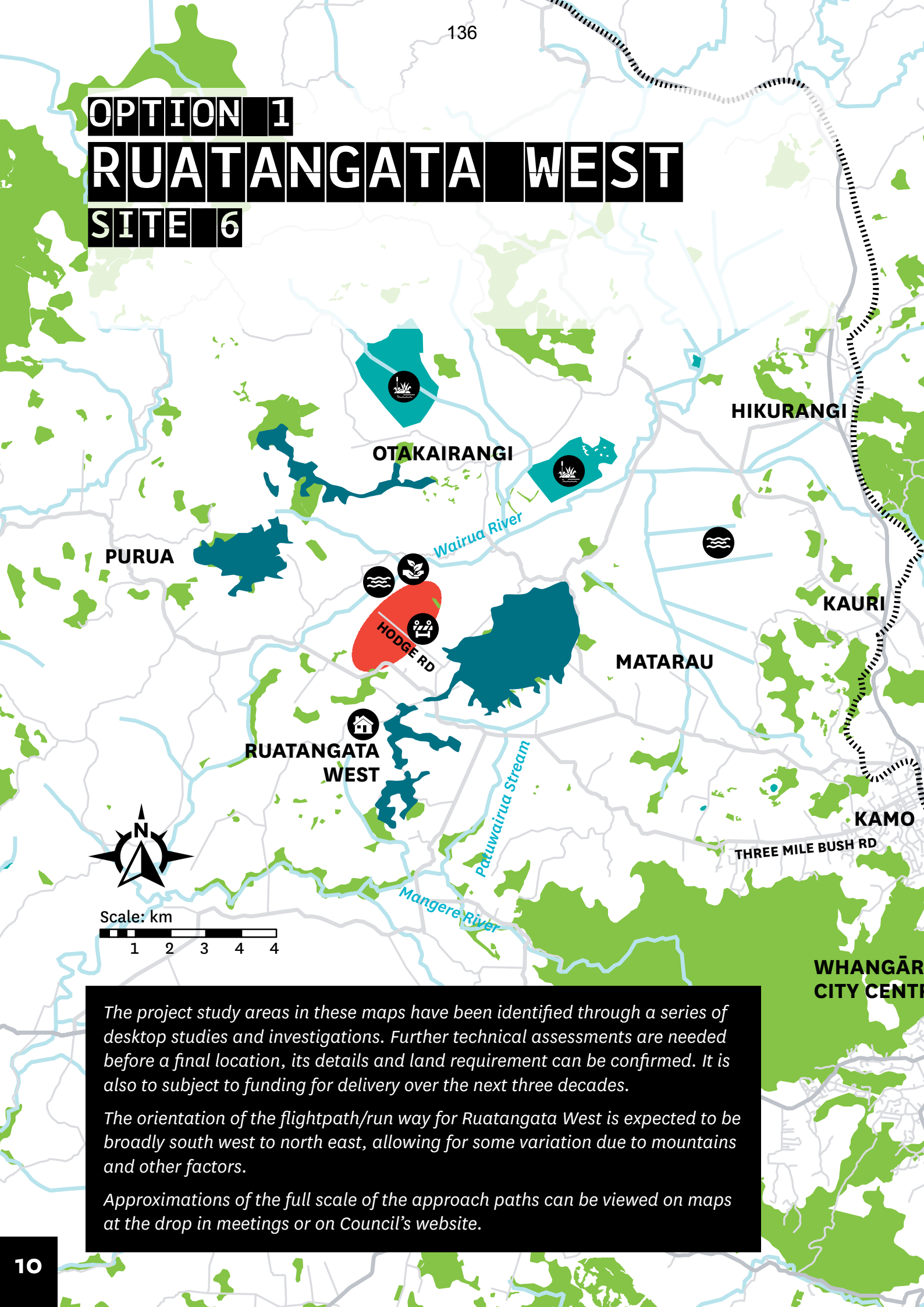
### Continue to operate from Onerahi

If we continue to operate the current airport we will work with the CAA to retain dispensations that currently allow it to operate, accepting that if these dispensations end the airport may have to cease some future commercial operations.

# OPTION 1

# RUATANGATA WEST

# SITE 6



The project study areas in these maps have been identified through a series of desktop studies and investigations. Further technical assessments are needed before a final location, its details and land requirement can be confirmed. It is also to subject to funding for delivery over the next three decades.

The orientation of the flightpath/run way for Ruatangata West is expected to be broadly south west to north east, allowing for some variation due to mountains and other factors.

Approximations of the full scale of the approach paths can be viewed on maps at the drop in meetings or on Council's website.



## MAP KEY



Current airport site



Significant topographical elevation



Wetlands/lowlands/swamps



Significant bush reserves



Potential footprint of airport

## WHAT WE KNOW



The site is about a 21km drive from the city centre



More than 64,000 people live within 30 minutes' drive of this site



The airport will be easy to travel to and from



There are no officially scheduled sites of cultural significance or heritage sites located within the location although we have been advised of the importance of the Wairua River to hapū



It has suitable geology, which means less intensive engineering will be needed to make the site suitable for development



The site is unlikely to have major impacts on existing infrastructure (things like existing major roads, power pylons, or three waters)

## WHAT WE HAVE TO CONSIDER



The potential impacts on nearby residents at Ruatangata West village, including noise (from airport operations and flight paths), lighting and traffic



Any potential impacts to local roads, such as Hodge Road



The site borders the Hikurangi flood plain and Wairua River, which may limit future development or expansion of the airport and its precinct



There are several streams and potential wetlands in the area, and freshwater mussels which would need to be managed in line with national policy



The area may be home to kiwi and may be home to native bats, lizards and other birds



The area has protected conservation areas, including the Wairua River and Hodge Road Dam, which will need to be carefully considered



ONERAHI

OPTION 2

RUATANGATA

SITE 9

MAP KEY



Current airport site



Significant topographical elevation



Wetlands/lowlands/swamps



Significant bush reserves



Scale: km

1 2 3 4 4

PURUA

HIKURANGI

KAURI

MATARAU

RUATANGATA  
WEST

KOKOPU RD

Patuwairua Stream

Mangere River

KAMO

THREE MILE BUSH RD

WHANGĀREI  
CITY CENTRE







MAUNGATAPERE

*The project study areas in these maps have been identified through a series of desktop studies and investigations. Further technical assessments are needed before a final location, its details and land requirement can be confirmed. It is also to subject to funding for delivery over the next three decades.*







*The orientation of the flightpath/run way for Ruatangata is expected to be broadly south west to north east, allowing for some variation due to mountains and other factors.*

*Approximations of the full scale of the approach paths can be viewed on maps at the drop in meetings or on Council's website.*

## WHAT WE KNOW

	The site is about a 17km drive from the city centre
	More than 64,000 people live within 30 minutes' drive of this site
	The airport will be easy to travel to and from
	There are no officially scheduled sites of cultural significance or heritage sites within the location
	It has the most suitable geology, which means less intensive engineering will be needed to make the site suitable for development
	The site is unlikely to have major impacts on existing infrastructure (things like existing major roads, power pylons, or three waters)

## WHAT WE HAVE TO CONSIDER

	The potential impacts on nearby residents, including noise from airport operations and flight paths, on the nearby Roydon Drive and Matarau lifestyle blocks, Matarau School and Comrie Park Kindergarten
	Any potential impacts to local roads, including Kokopu Road and Attwood Road
	Patuwairua stream may be home to several species such as kākahi, longfin eel, and freshwater crab
	There are a number of potential wetlands and streams in the area, including the Patuwairua stream, which would need to be managed in line with national policy
	The area may be home to native flora and fauna including bats, lizards and birds
	The area has one protected conservation area, the Mangere River



**ONERAHI**



# OPTION 3 ONE TREE POINT WEST SITE 24A










## MAP KEY

-  Current airport site
-  Significant topographical elevation
-  Wetlands/lowlands/swamps
-  Significant bush reserves
-  Protected areas/Marine Reserves
-  Potential footprint of airport

## WHAT WE KNOW

	The site is about a 33km drive from the city centre
	More than 55,000 people live within 20 to 30 minutes' drive of the site
	The airport will be easy to travel to and from
	Land nearby is already zoned 'light industrial', which could enable future industrial development of the airport
	The area is well connected to North Port and freight rail infrastructure, which both have long-term planned upgrades

## WHAT WE HAVE TO CONSIDER

	The potential impacts, including noise from airport operations and flights paths, on the residents of One Tree Point, Ruakākā and Marsden Point
	<p>Poupouwhenua (Marsden/Ruakākā) is an area of cultural significance</p> <p>There are two scheduled culturally significant sites nearby to the proposed location</p> <p>Takahiwai Marae, of Patuharekeke, is located to the west of the proposed airport site</p>
	Council's growth strategy, the Whangārei District Growth Strategy, has identified this as a high growth area for future development, including residential
	The area is susceptible to flooding
	Any potential impacts to major roads, including One Tree Point Road and Pyle Road East
	There are some watercourses in the area
	There may be potential wetlands that would need to be managed in line with national policy
	The surrounding area is home to a population of native flora and fauna including bats, birds and lizards who may visit the site
	The geology of the site may require significant engineering to make the site suitable for development

The project study areas in these maps have been identified through a series of desktop studies and investigations. Further technical assessments are needed before a final location, its details and land requirement can be confirmed. It is also to subject to funding for delivery over the next three decades.

The orientation of the flightpath/run way for One Tree Point West is expected to be broadly north west to south east, allowing for some variation due to mountains and other factors.

Approximations of the full scale of the approach paths can be viewed on maps at the drop in meetings or on Council's website.

WHANGĀREI  
CITY CENTRE

ONERAHI

PARUA BAY

PORTLAND

ONE TREE  
POINT

TAKAHIWAI

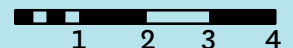
MARSDEN  
POINT

ONE TREE POINT RD RD  
PYLE RD EAST

RUAKĀKĀ



Scale: km

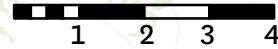


## OPTION 4

# CONTINUE TO OPERATE FROM ONERAHI



Scale: km



## MAP KEY



Wetlands/lowlands/swamps



Significant bush reserves



Protected areas/Marine Reserves



Footprint of airport

## WHAT WE KNOW

It is the shortest runway that Air New Zealand currently uses

It is currently allowed to operate because of allowance by CAA

A longer runway is likely needed for the future regional aircraft types

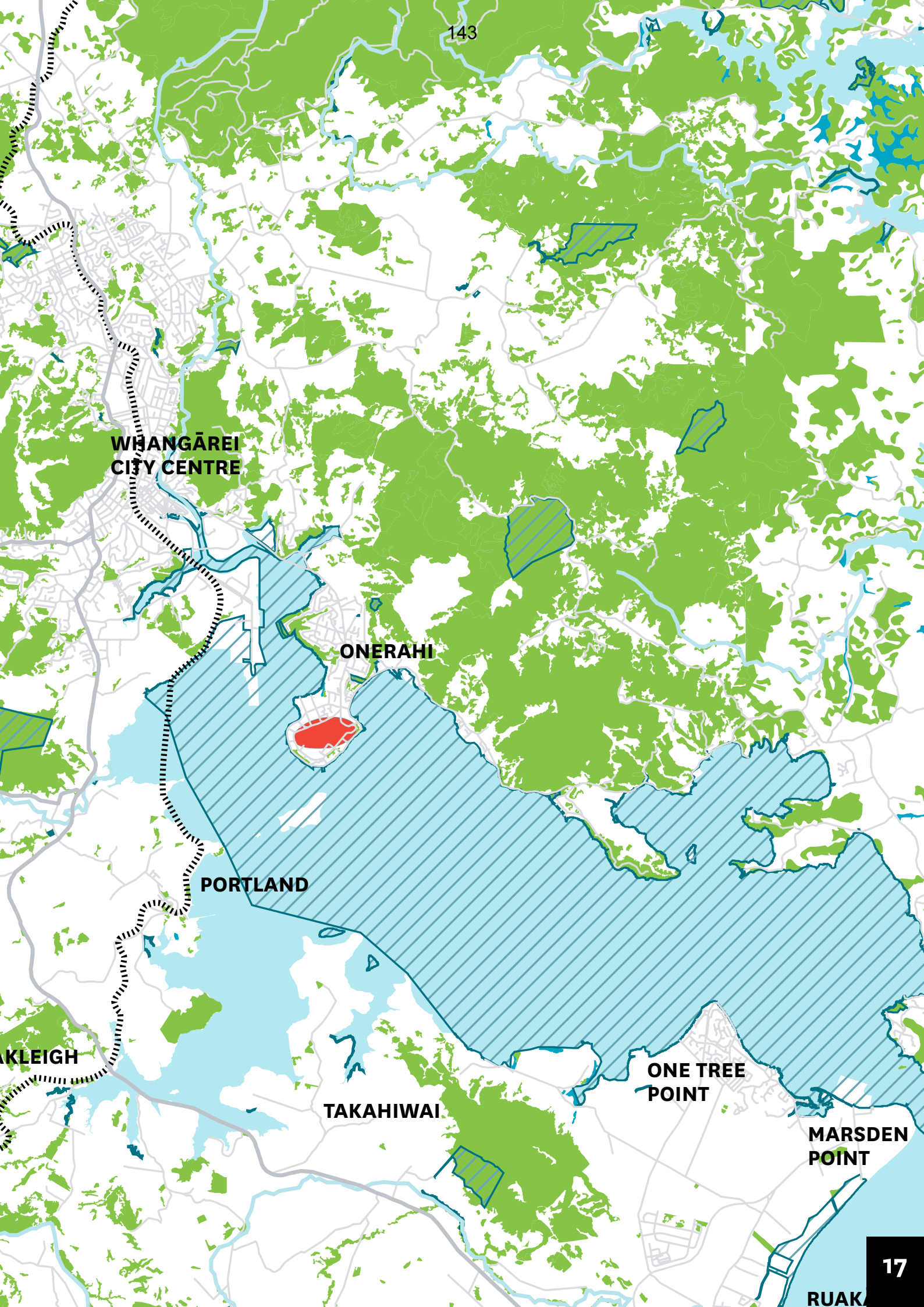
Possible future tightening of CAA Rules

## WHAT WE HAVE TO CONSIDER

The medium to long-term implications of taking no action would mean:

- the potential inability to operate the airfield for regional commercial services
- the economic and social impacts to the District, Region if Air New Zealand can't operate their fleet from the facility
- the current airport operates with several non-compliances with CAA Rules, including no minimum Runway-end Safety Area (RESA) and runway strip deficiencies. Whilst the airlines and airport continue to operate with mitigations to manage these risks, the airport is vulnerable to this situation changing as a result of a serious incident or accident at Onerahi or elsewhere in New Zealand.





143

**WHANGĀREI  
CITY CENTRE**

**ONERAHI**

**PORTLAND**

**TAKAHIWAI**

**ONE TREE  
POINT**

**MARSDEN  
POINT**

**KLEIGH**

**17**

**RUAKA**



# MAKING A

# SUBMISSION

## O WHAKAARO HOKI MAI KI A MĀTOU

### HOW TO MAKE A SUBMISSION

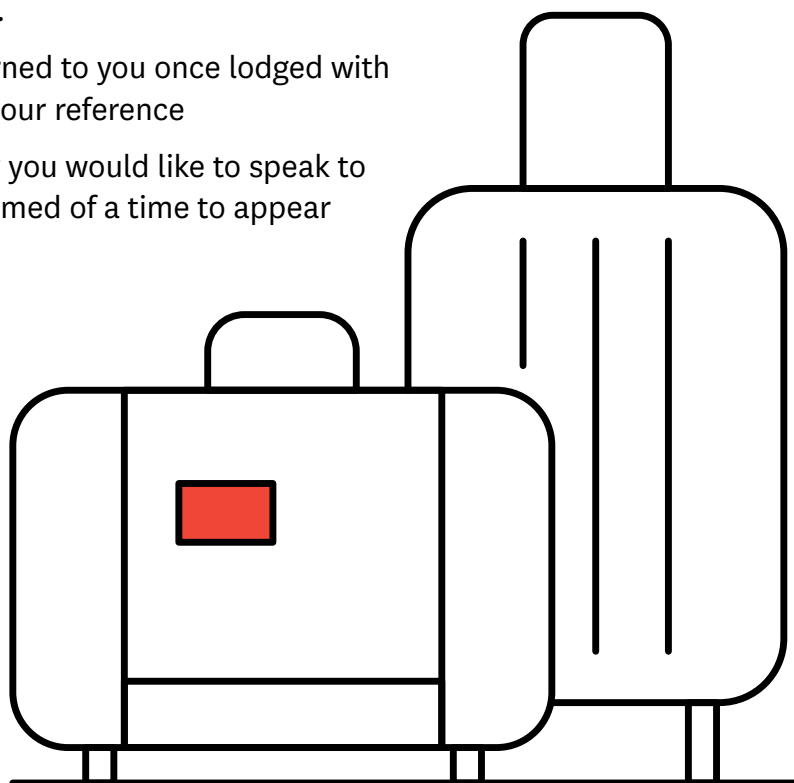
*Submissions are due on Wednesday 25 May 2022*

You can:

- Give us your submission online at [www.wdc.govt.nz/HaveYourSay](http://www.wdc.govt.nz/HaveYourSay)
- Mail this form to:  
Whangarei District Council Airport Location Consultation  
Private Bag 9023, Te Mai, Whangārei 0143
- Scan and email this submission form to [mailroom@wdc.govt.nz](mailto:mailroom@wdc.govt.nz)

Points to remember when making your submission:

- Please print clearly. Make sure it can be easily photocopied, read and understood.
- All submissions are considered public under the Local Government Official Information and Meetings Act, so they may be published and made available to elected members and the public.
- Your submission will not be returned to you once lodged with Council. Please keep a copy for your reference
- If you have ticked the box stating you would like to speak to your submission you will be informed of a time to appear on 9 June 2022.





# SUBMISSION FORM



## PUKA URUPARE

### WHANGĀREI AIRPORT LOCATION STUDY CONSULTATION

***Submissions are due on Wednesday 25 May 2022***

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

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

- Ruatangata West
- Ruatangata
- One Tree Point West

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

#### ***Your details***

Name

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

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Organisation name

---

Postal address

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Best number to contact you on

---

Email

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

☐ Yes ☐ No



**OPTION 1: Ruatangata West (Site 6)**

What do you think are the benefits of this site?

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What are your key concerns about this site?

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

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**OPTION 2: Ruatangata (Site 9)**

What do you think are the benefits of this site?

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What are your key concerns about this site?

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

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

What do you think are the benefits of this site?

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What are your key concerns about this site?

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

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#### **OPTION 4: *Continue to operate from Onerahi***

What do you think are the benefits of this site?

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What are your key concerns about this site?

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What else do we need to consider at this site?

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#### ***What is your favoured airport location***

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



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

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





## Appendix C – Summary of public engagement events

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## Events summary

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These drop-in sessions were held within communities located in close proximity to the three alternative airport locations; Ruatangata West (site 6), Ruatangata (site 9), and One Tree Point (site 24a), being at the Ruakākā Recreation Centre and Ruatangata Community Hall. In addition, one event was held at a central location in Whangārei, being at Forum North.

The sessions provided the community with an opportunity to find out more about the project, the journey to date, and an opportunity to ask technical experts questions. The sessions provided a chance for the community to share their own insights and local knowledge and express any concerns about the four preferred sites as well as learning about next steps in the process.

Information to help the community understand the project was provided at each of the drop-in sessions and included the following:

- A0 map showing the airport footprint and surrounds for each of the four sites
- A0 poster “What we Know/What we need to consider” for each of the four sites.
- A0 poster “Next steps in the process”
- A0 “General Approach Path” map
- Copies of the Statement of Proposal.

The content shown on the posters and maps were created from the Statement of Proposal and information available on the project page on the WDC website.

Feedback forms and a box to collect completed forms was available at the drop-in sessions. A book for any further technical questions and a sheet to record email addresses for the members of the community who would like to be updated on the project was available. The Council also provided refreshments for the community along with activities for any children in attendance.

The Statement of Proposal and a feedback form was available for people to take away so they could find out more information and submit feedback using other methods in their own time.

## Event 1: Monday 2nd May – Ruakākā Recreation Centre

The first drop-in session was held on Monday 2nd May at the Ruakākā Recreation Centre in Ruakākā between 4:30pm and 6:30pm. The recreation centre was chosen as it was close to Site 24a (One Tree Point West) and is one of the four site options to be explored in depth for a future airport location. The time of the drop-in session was chosen to enable people to attend after work.

More than 100 members of the community attended the drop-in session. The session was hosted by Council and attended by Council and the Project Team's technical experts (aeronautical and planning) and several Councilors.



Figure 11-1 Ruakākā drop-in session, Monday 2 May 2022

### Main themes

The main themes arising from the drop-in session were as follows:

- Property impacts - members of the community trying to understand whether their property was impacted
- Noise impacts from the aeroplanes landing and taking off.
- Project process and timeframes going forward, with a few inquiries from real estate agents.
- Runway length for jets
- Onerahi – what is wrong with continuing to operate at Onerahi.
- What will happen to the land at Onerahi if the airport moves.
- Will NEST services relocate to Onerahi?
- Will helicopters operate out of a new airport?
- Appropriate use of Council money – could it be better spent on other infrastructure ie. water system.
- Accuracy of cost estimate.
- Consideration of the previously considered site at Mata.

Specific issues raised by the community for the One Tree Point West site:

- Flooding and tsunami hazards
- Restricted road access back to SH1

The lack of promotion of the drop-in session was raised by some members of the community and this was addressed by WDC's communication and engagement team by additional promotion on social media on **3 May** (with a reach of 9k, 15 comments, 8 shares) and on **10 May** (with a reach of 3.6k, 5 comments).

## Event 2: Thursday 5th May – Ruatangata Hall, Ruatangata

The second drop-in session was held on Thursday 5<sup>th</sup> May at the Ruatangata Community Hall, between 4:30pm and 6:30pm. The community hall was chosen as it was close to Site 6 and Site 9, two of the four sites to be explored in depth for a future airport location. The time of the drop-in session was chosen to enable people to attend after work.

More than 200 members of the community attended the drop-in session, and the event was more highly charged than the Ruakākā session with some visibly upset members of the community.

The session was hosted by Council with attendance from the Project Team's technical experts (aeronautical and planning) and several Councilors.



Figure 11-2 Ruatangata Drop-in session, Thursday 5 May 2022

### Main themes

The main themes arising from the drop-in session for Sites 6 and 9 were as follows:

- Property impacts – lifestyle blocks, property prices, impact on landowner's ability to sell their property
- Fog at both Sites 6 and 9. However, more apparent at Site 6.
- Flooding at Site 6 – Hodge Road.
- Appropriate geology / soil types
- Quality of road access to airport sites – they are narrow and potholed.
- Which roads and routes will be used to access the proposed sites? Particularly from Dargaville as the airport will serve Kaipara District.
- Flight school – how many movements per day and what circling they do above the airport.
- The local community is on tank water – will the water be contaminated by aviation fuel/exhaust?
- Electric planes.
- Dams at Hodge Road, not only for water supply but also have some special ecological values.

### Event 3: Thursday 12th May – Forum North

The third drop-in session was held on Thursday 12<sup>th</sup> May at a central location (Forum North) between 4:30pm and 6:30pm. The time of the drop-in session was chosen to enable people to attend after work.

Only approximately 15 members of the community attended this session.

The session was hosted by Council and attended by Council and the Project Team's technical experts (aeronautical and planning) and several Councillors.

#### Main themes

The two new themes raised by the community at this session related to Site 9 and were as follows:

- Presence of a burial ground within Site 9
- Impact on Patuwairua Stream.

### Event 4: Wednesday 18th May – online information event

Live streamed onto Facebook and directly through MS Teams, the 1-hour online information event provided Council the opportunity to share information on the proposal to enable the public to make informed submissions.

Hosted by Council, the panel comprised of technical experts Fraser Campbell (consultant, Campbell Consulting), Rick Pemberton (consultant, Beca), Graeme Roberts (consultant, Beca), and Simon Weston (Council CEO).

To enable the public to have their specific concerns addressed, comments were monitored and answered throughout the session, and a dedicated Q&A segment was held at the end of the virtual event.

Since the event was held, the video on Facebook has been viewed more than 4,000 times and has generated more than 178 comments and 43 'reactions'. Since the video was uploaded to YouTube, more than 110 people have watched the recording.

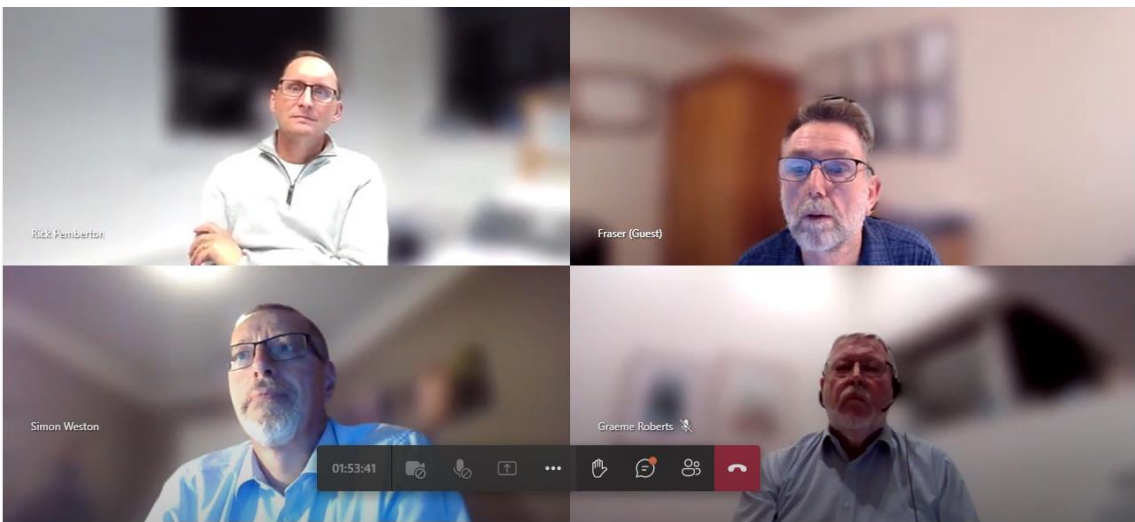


Figure 3: Screenshot of the online information event panellists

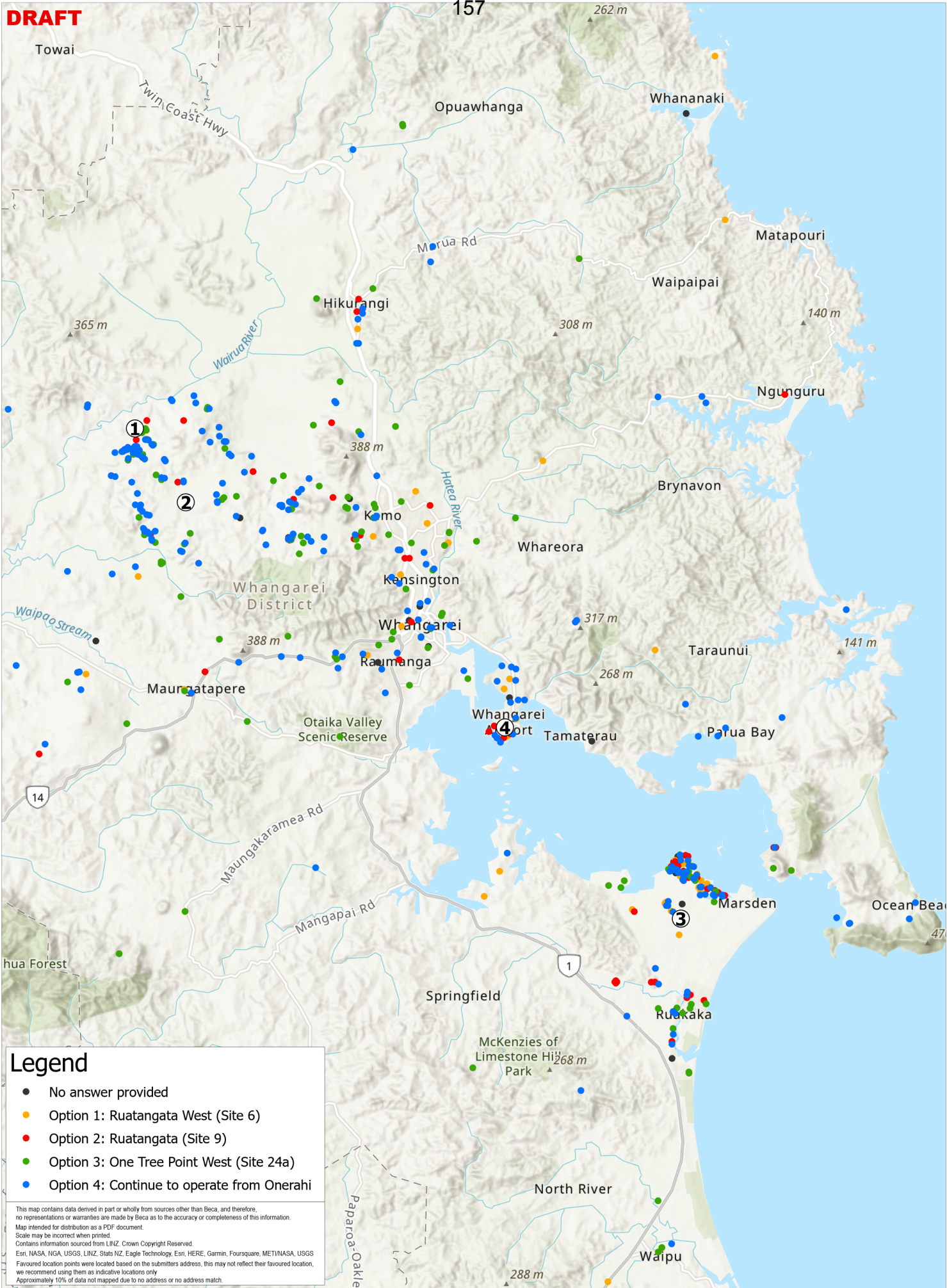


Appendix D – Map

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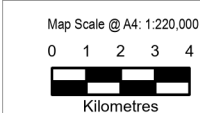
DRAFT



Legend

- No answer provided
- Option 1: Ruatangata West (Site 6)
- Option 2: Ruatangata (Site 9)
- Option 3: One Tree Point West (Site 24a)
- Option 4: Continue to operate from Onerahi

This map contains data derived in part or wholly from sources other than Beca, and therefore, no representations or warranties are made by Beca as to the accuracy or completeness of this information. Map intended for distribution as a PDF document. Scale may be incorrect when printed. Contains information sourced from LINZ, Crown Copyright Reserved. Esri, NASA, NGA, USGS, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, Foursquare, MET/NASA, USGS. Favoured location points were located based on the submitters address, this may not reflect their favoured location, we recommend using them as indicative locations only. Approximately 10% of data not mapped due to no address or no address match.



Revision	Author	Verified	Approved	Date
1	Author	DRAFT	DRAFT	dd/mm/yyyy

DRAFT

FOR INTERNAL PURPOSES ONLY.  
Favoured Airport locations  
YET TO BE VERIFIED.

Client:	Whangarei District Council
Project:	Whangarei Airport Strategy Study



Discipline:	GIS
Drawing No:	GIS-3232530-01





**RESOLUTION TO EXCLUDE THE PUBLIC**

That the public be excluded from the following parts of proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

1.	The making available of information would be likely to unreasonably prejudice the commercial position of persons who are the subject of the information. {Section 7(2)(c)}
2.	To enable the council (the committee) to carry on without prejudice or disadvantage commercial negotiations. {(Section 7(2)(i))}.
3.	To protect the privacy of natural persons. {Section 7(2)(a)}.
4.	Publicity prior to successful prosecution of the individuals named would be contrary to the laws of natural justice and may constitute contempt of court. {Section 48(1)(b)}.
5.	To protect information which is the subject to an obligation of confidence, the publication of such information would be likely to prejudice the supply of information from the same source and it is in the public interest that such information should continue to be supplied. {Section 7(2)(c)(i)}.
6.	In order to maintain legal professional privilege. {Section 2(g)}.
7.	To enable the council to carry on without prejudice or disadvantage, negotiations {Section 7(2)(i)}.

**Resolution to allow members of the public to remain**

If the council/committee wishes members of the public to remain during discussion of confidential items the following additional recommendation will need to be passed:

**Move/Second**

"That \_\_\_\_\_ be permitted to remain at this meeting, after the public has been excluded, because of his/her/their knowledge of Item \_\_\_\_\_.

This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because \_\_\_\_\_.

*Note:*

*Every resolution to exclude the public shall be put at a time when the meeting is open to the public.*