

OC220591

29 July 2022

s 9(2)(a)

Tēnā koe s 9(2)(a)

Thank you for your email of 11 July 2022, requesting the following under the Official Information Act 1982 (the Act):

“...all correspondence, communications, any reports, memorandums, letters, emails, texts or any other documents that have been sent from and to the Ministry from Auckland Council (whether employed staff, elected persons, contractors or consultants) specifically relevant to the application process referred to above, and not day to day correspondence or operational matters, that occurred after the date the submissions closed on 30 November 2020 until now. If the Ministry has any of the abovementioned documentation between the Airfield and the Ministry, limited to this request and not operational matters, then please supply that as well.”

Twelve documents fall within the scope of your request and are detailed in the document schedule (Annex 1.) The schedule outlines how the documents you requested have been treated under the Act.

A set of documents that also fall within the scope of your request have been previously released and are available on the Ministry of Transport's website at the following link:
<https://www.transport.govt.nz/assets/Uploads/NorthShoreAirfieldDocuments.pdf>

Certain information is withheld under the following sections of the Act:

9(2)(a) to protect the privacy of natural persons

Regarding the information that has been withheld under section 9 of the Act, I am satisfied that the reasons for withholding the information at this time are not outweighed by public interest considerations that would make it desirable to make the information available.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website www.ombudsman.parliament.nz

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā

A handwritten signature in blue ink, appearing to read 'Tom Forster', with a stylized flourish extending from the end.

Tom Forster

Manager Economic regulation

Annex 1 - Document Schedule

Doc#	Date	Document	Decision on release
1	24 July 2020	Email: Application for Airport Authority Status	Some information withheld under Section 9(2)(a).
2	3 August 2020	Email: North Shore Airport: Airport Authority Status Consultation	Some information withheld under Section 9(2)(a).
3	27 October 2020	Email: Public Consultation – request for your attendance	Some information withheld under Section 9(2)(a).
4	25 March 2021	Email: Question: North Shore Airport – Application for Airport Authority Status	Some information withheld under Section 9(2)(a).
5	25 March 2021	Attachment: Silverdale Structure Plan – Operative in Part	Released in full.
6	3 September 2021	Email: North Shore Airport - Airport Authority Status	Some information withheld under Section 9(2)(a).
7	3 September 2021	Attachment: North Shore Airport report extract	Released in full.
8	11 May 2022	Email: Question: North Shore Airport – Application for Airport Authority Status	Some information withheld under Section 9(2)(a).
9	25 May 2022	Email: Questions on North Shore Aerodrome	Some information withheld under Section 9(2)(a).
10	30 May 2022	Email: Question on North Shore Aerodrome	Some information withheld under Section 9(2)(a).
11	30 May 2022	Email: Question: North Shore Airport – Application for Airport Authority Status	Some information withheld under Section 9(2)(a).
12	30 May 2022	Attachment: North Shore Airport – application for Airport Authority Status	Some information withheld under Section 9(2)(a).

From: s 9(2)(a)
To: [Abi Wyatt](#)
Cc: s 9(2)(a); [Tom Forster](#); s 9(2)(a)
Subject: RE: Application for airport authority status - NSA
Date: Friday, 24 July 2020 11:19:35 am

Good morning Abi ,

Thank You for your email.

I can offer you my view as a Council Planner, but this is not a formal council position as the matter has not been formally put before the Council or its committees.

While the PAUP process commencing in 2013 provided the opportunity for submissions on the zoning and plan provisions applying to the North Shore Airfield at Dairy Flat, separate consultation should still be undertaken for the proposal for airport authority status.

There are a number of reasons for this.

Other than the Aircraft Noise Overlay Noise overlay and the Airport Approach Surface Overlay, the PAUP process did not propose zoning or provisions outside of the land directly controlled by the airport owner, the North Shore Aero club, and both of the abovementioned controls (or earlier versions thereof) were already in place when the PAUP process was started by virtue of the legacy District Plan. The Airport Authority status process however could result in requiring authority status, meaning the airport could impose new controls on land the airport body does not own, under the Notice of Requirement provisions of the Resource Management Act 1991. This would be a new and different issue from the matters that could be raised by landowners through the PAUP process.

The PAUP process in 2013 culminated in the AUP-OP in 2016. Four years have passed since then, and it is very likely that land near and around the airfield has been subdivided with new sites being created, and that some existing sites have been sold on to new owners. This means that there will be some difference in the people who now reside in the area around the airfield, from the residents who had the opportunity to make submissions in 2013/14, and who saw the plan become operative in 2016.

The area around the airfield has been zoned Future Urban Zone in the AUP-OP. As part of the process to urbanise the land the Council has prepared a non statutory structure plan for the land to the north of the airfield, which was adopted in April 2020. During the consultation process for that structure plan in 2019,, the council received feedback that showed clearly that there was community / landowner interest in what happened at the airfield. The matter is therefore a "live" one for some in the surrounding area.

The Council has dealt with a number of requests for information under the LGOIMA provisions relating to the operation of the airfield in 2019. One particular matter relating to the airfield approach surface overlay was featured in the local media and on national television with the landowner represented by legal counsel. This again demonstrates that there is ongoing interest by surrounding landowners in what happens at the North Shore Airfield.

For the abovementioned reasons I believe separate consultation on the Airport Authority status would be required and that relying on the PAUP process from 2013 to 2016 would not be a sufficient gauge of community interest in this matter, and nor would it represent the engagement with the current community.

I hope this assists in your consideration of this matter, and if you would like to discuss this further please feel free to contact me.

Thank You

s 9(2)(a)

Auckland Council, Level 24, 135 Albert Street, Auckland.

Visit our website: www.aucklandcouncil.govt.nz

From: Abi Wyatt <A.Wyatt@transport.govt.nz>

Sent: Monday, 20 July 2020 11:26 AM

To: s 9(2)(a) aucklandcouncil.govt.nz>

Cc: s 9(2)(a) @transport.govt.nz>; Tom Forster <t.forster@transport.govt.nz>

Subject: Application for airport authority status - NSA

Tēna koe s 9(2)

I hope you are well.

I am emailing as I am aware you worked with my colleague at the Ministry of Transport, s 9(2)(a), on the West Auckland Airport application for airport authority status and would appreciate your views on an application we have received from the North Shore Aeroclub Inc. (North Shore Airport) for airport authority status.

In particular, North Shore Airport is taking the view that undertaking community consultation is not necessary as it was sufficiently covered during the progression of the Auckland Unitary Operative Plan (AUP-OP). As you can understand, this raises some concerns with us around what community opposition they may have had in the past to their proposed plans, and whether the AUP-OP was an adequate and comprehensive enough process as it relates to acquiring Airport Authority Status.

We would be interested to hear from you about some of the community concerns that may have arisen through the AUP-OP process, and your thoughts on whether further consultation is beneficial as part of consultation on their airport authority application, considering many of the same matters will be discussed.

-

If you have any questions, or would like me to clarify further on anything, please do not hesitate to ask.

Ngā mihi

Abi

Abigail Wyatt

Policy Advisor, Economic Regulation

Ministry of Transport - Te Manatū Waka

| www.transport.govt.nz

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From: s 9(2)(a)
To: Abi Wyatt; s 9(2)(a)
Cc: s 9(2)(a); Tom Forster; James Macleod; s 9(2)(a)
Subject: RE: North Shore Airport: Airport Authority Status Consultation
Date: Monday, 3 August 2020 10:03:26 am

Good morning Abi,

Thanks for your email.

I suggest you check the area you have drawn against the Auckland Unitary Plan to ensure that it covers all the properties within the north shore Airfield Airport approach surface overlay and the aircraft noise overlay at least.

As this is not a Council process we will consider what assistance we can provide and respond to you shortly.

Thanks

s 9(2)(a)

Auckland Council, Level 24, 135 Albert Street, Auckland.

Visit our website: www.aucklandcouncil.govt.nz

From: Abi Wyatt <A.Wyatt@transport.govt.nz>
Sent: Monday, 3 August 2020 9:07 AM
To: s 9(2)(a) @aucklandcouncil.govt.nz; s 9(2)(a)
 s 9(2)(a) aucklandcouncil.govt.nz
Cc: s 9(2)(a) transport.govt.nz; Tom Forster <t.forster@transport.govt.nz>; James Macleod <J.Macleod@transport.govt.nz>
Subject: North Shore Airport: Airport Authority Status Consultation

Kia ora s 9(2) and s 9(2)

I am emailing as it my understanding you both had a hand in the consultation process for Parakai Airfield's application for Airport Authorisation Status. The North Shore Airport has applied for Airport Authority Status and we would be grateful for your help again.

For consultation with the community, we have decided part of this will take the form of a letter drop. It would be helpful if you, or someone else in the Council, could provide us a list of the addresses and contact details for North Shore residents. It would also be great to have some Council input into the letter before it is sent out.

The link below is rough outline of the properties we intend to consult.

<https://data.linz.govt.nz/x/P7AJM>

Let me know what you think, or if you have any questions.

Ngā mihi

Abi

Abigail Wyatt

Policy Advisor, Economic Regulation

Ministry of Transport - Te Manatū Waka

| www.transport.govt.nz

From: [Tom Forster](#)
To: s 9(2)(a)
Cc: [Abi Wyatt](#); s 9(2)(a); s 9(2)(a)
Subject: RE: Public consultation - request for your attendance
Date: Tuesday, 27 October 2020 7:02:00 pm

Hi s 9(2)(a)

I hope you are well?

Abi has forwarded your email response to me and your view that you do not see any benefit in attending the public meeting at the North Shore on Thursday. Your attendance at Parakai, last year was very helpful and all those who attended including the Ministry of Transport benefitted from your presence. We think it would be extremely beneficial if you could attend on Thursday evening. We do acknowledge your concern that there may be some off topic planning issues that arise, we will do all we can to keep the meeting on topic, now that we have some experience running community engagement. s 9(2)(a) will MC the meeting and will do all he can to ensure we remain on topic.

We do hope that you will be able to make it, and we look forward to seeing you on Thursday evening.

Kind regards
 Tom

Tom Forster
 Manager Economic Regulation
 Ministry of Transport – Te Manatū Waka

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From: s 9(2)(a) <[s 9\(2\)\(a\)@aucklandcouncil.govt.nz](mailto:s 9(2)(a)@aucklandcouncil.govt.nz)>
Sent: Thursday, 15 October 2020 3:02 PM
To: Abi Wyatt <A.Wyatt@transport.govt.nz>
Cc: s 9(2)(a) <[s 9\(2\)\(a\)@aucklandcouncil.govt.nz](mailto:s 9(2)(a)@aucklandcouncil.govt.nz)>; s 9(2)(a) <[s 9\(2\)\(a\)@aucklandcouncil.govt.nz](mailto:s 9(2)(a)@aucklandcouncil.govt.nz)>
Subject: RE: Public consultation - request for your attendance

Hi Abi,

Apologies for the delay in replying, but I have been in a series of hearings for the last two weeks. Our current view is that we do not see any benefit to the process in Councils Planning team attending the public meeting.

We have recently (April 2020) completed a Structure Plan for the area around the airfield and this sets out a future for the area immediately around the airfield. This involved extensive public consultation and a submission and decision making process. The next step will be a plan change to the Auckland Unitary Plan to rezone at least part of the structure plan area to the zones envisaged in the structure plan. The structure plan envisages Industrial zoning around the airfield

, but on a staged basis.

A number of submitters to that process raised issues around the type of zoning,(preferring residential, rather than industrial) seeking that there be no heavy industrial zoning and challenging a staging approach.

While the structure plan has been finalised, we are concerned that these issues could be raised again in your proposed meeting if the Council Planning team was present. Similarly any issue around landuse in the area could be raised, and divert attention away from your dealing with airport authority status.

At the Parakai meeting , there were a number of off topic planning questions from the floor simply because I was present, and this detracted from the focus on the proposal for airport authority status.

I am Happy to discuss further but please note that I am in a hearing at present and again on Friday 16th October.

s 9(2)(a)

Auckland Council, Level 24, 135 Albert Street, Auckland.

Visit our website: www.aucklandcouncil.govt.nz

From: Abi Wyatt <A.Wyatt@transport.govt.nz>

Sent: Thursday, 1 October 2020 3:29 PM

To: s 9(2)(a) <[s 9\(2\)\(a\)@aucklandcouncil.govt.nz](mailto:s 9(2)(a)@aucklandcouncil.govt.nz)>

Subject: Public consultation - request for your attendance

H s 9(2)

I hope you have been well.

We are holding the public meeting for North Shore Airport's application for Airport Authority Status on the 29 October at 7:00pm at the Dairy Flats Community Hall, 6 Postman Road.

I was wondering if you would be available to attend as the Council rep, and have a similar part in the public consultation as you did in the Parakai process? And if you are unable to attend, would you mind putting forward someone else in your team to attend?

Let me know what you think.

Many thanks
Abi

Abigail Wyatt

Policy Advisor, Economic Regulation

Ministry of Transport - Te Manatū Waka

s 9(2)(a)

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From: [Abi Wyatt](#)
To: [Tom Forster](#)
Subject: FW: Question: North Shore Airport - Application for Airport Authority Status
Date: Tuesday, 30 March 2021 4:27:46 pm
Attachments: [Silverdale Structure Plan - Operative in Part.pdf](#)

FYI

Abigail Wyatt

Policy Advisor, Economic Regulation

Ministry of Transport - Te Manatū Waka

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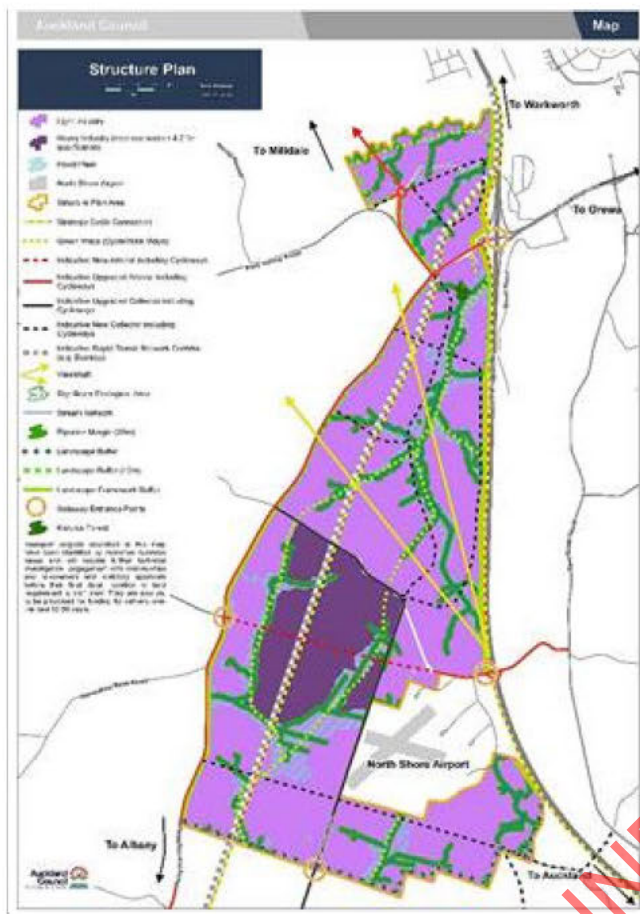
From: s 9(2)(a) @aucklandcouncil.govt.nz>
Sent: Thursday, 25 March 2021 12:29 PM
To: Abi Wyatt <A.Wyatt@transport.govt.nz>
Cc: s 9(2)(a) @aucklandcouncil.govt.nz>
Subject: FW: Question: North Shore Airport - Application for Airport Authority Status

Hi Abi,

Thanks for your email. I can provide some advice which you may find useful in responding to the Ministers questions.

The short response to the question raised is that Auckland Council's proposal for the immediate area around the North Shore Airport is to rezone the land for **Industry** (not residential use). It is currently zoned for future urban development and used for rural purposes. Below is the structure plan map which is explained further later. The purple colour denotes industry.

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This will provide much needed industrial land to supply services and employment for the wider Dairy Flat proposed urban area. Industry also helps mitigate reverse sensitivity effects on the North Shore Airport and the effects of the airport on the land use.

The land use around the airport at present is generally rural, such as pastoral farming and rural lifestyle living (Countryside living), with the exception of a residential aeropark on the eastern edge of the airport. This aeropark provides for large lot style living for aviation friendly people who use the airport to house and fly their aircraft. The aero park is not proposed to be rezoned when the surrounding area is rezoned for industry.

To put more context around this, I set out more about the AUP-OP process and the Structure plan process below.

In the former Rodney District Plan (predecessor to the Auckland Council) the immediate area around the airfield was zoned countryside living which provided for rural lifestyle living. The residential aero park was in existence and was zoned specifically for that purpose. The airfield and aeropark itself have been in existence and zoned as such for many years.

When the Auckland Council was created, the strategic context for the area around the airport changed and the Proposed Unitary Plan in 2013 proposed to rezone the area around the airport (excluding the residential aero park) to the Future Urban zone to provide areas for future growth in the northern part of Auckland.

The Proposed Unitary Plan hearing and decision making process in 2016 resulted in the extension of the Future Urban Zone in the wider Dairy Flat area to provide more land for urban

development in the future. For the land around the airport, this was predicated on the land being used for industry because of the existence of the airport and the issues that would arise if the area was to be residential. The Future Urban Zone does not allow urban development but signals the intention to use the land for urban purposes in future and restricts subdivision and activities that may compromise the ability to use the land for urban purposes. The land would need to be rezoned to a "live" urban zone before it can be used for urban purposes through a plan change process.

The Council's Future Urban Land Supply Strategy 2017 (FULSS) then provides the Council's intended timing for the Future Urban Zoned land identified in the AUP-OP to be rezoned and development ready, and the likely yield from that land. The FULSS envisaged the land immediately around the airport being used for business and sequenced it to be development ready between 2018 and 2022. The remainder of the Future Urban zoned land is anticipated to be development ready much later, beyond 2033.

The Auckland Unitary Plan Operative in Part 2106 (AUOP) requires land to be structured planned before it is rezoned from Future Urban to a live zone. The Council prepared (via an extensive public consultation process) and subsequently adopted the Silverdale West Dairy Flat Industrial Area Structure Plan in April 2020. This structure plan covers that part of the Future Urban zone around the North Shore Airport and confirms the land be industrial. The Council is currently commencing the work to rezone the stage 1 area in the structure plan to an Industrial zone in order to meet the timeline set out in the FULSS.

Attached is a plan showing the current AUP-OP zoning around the airport. The yellow colour is land zoned Future Urban zone, while the red outline shows the area covered by the Silverdale West Dairy Flat Industrial Area Structure Plan 2020. The Airport is coloured grey/mauve.

The structure plan document itself can be viewed at the link below

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/Silverdale%20West%20Dairy%20Flat%20Industrial%20Area%20Structure/silverdale-west-dairy-flat-industrial-area-structure-plan-april-2020.pdf>

Section 6.13 of the structure plan document on pages 93-96 deals with how the plan responds to the existence of the airport.

In summary in respect of the Minister's questions:

- There is no impact on future housing
- The area immediately around the airport is not proposed to be used for residential purposes so there is no housing loss.

I hope this of some assistance.

Thanks

Plans and Places

Auckland Council, Level 24, 135 Albert Street, Auckland.

Visit our website: www.aucklandcouncil.govt.nz

Sent: Tuesday, 23 March 2021 10:03 AM

To: s 9(2)(a)

Subject: Question: North Shore Airport - Application for Airport Authority Status

Importance: High

H s 9(2)

I hope this email finds you well.

We have received some questions back from the Minister about North Shore Airport's application for Airport Authority Status. I was wondering if you could please help me answer with the below question about the AUP-OP process.

"Please provide more information about the AUP-OP process. It seems strange new airport would be zoned next to an area of proposed intensification."

Many thanks

Abi

Abigail Wyatt

Policy Advisor, Economic Regulation

Ministry of Transport - Te Manatu Waka

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OUT OF SCOPE

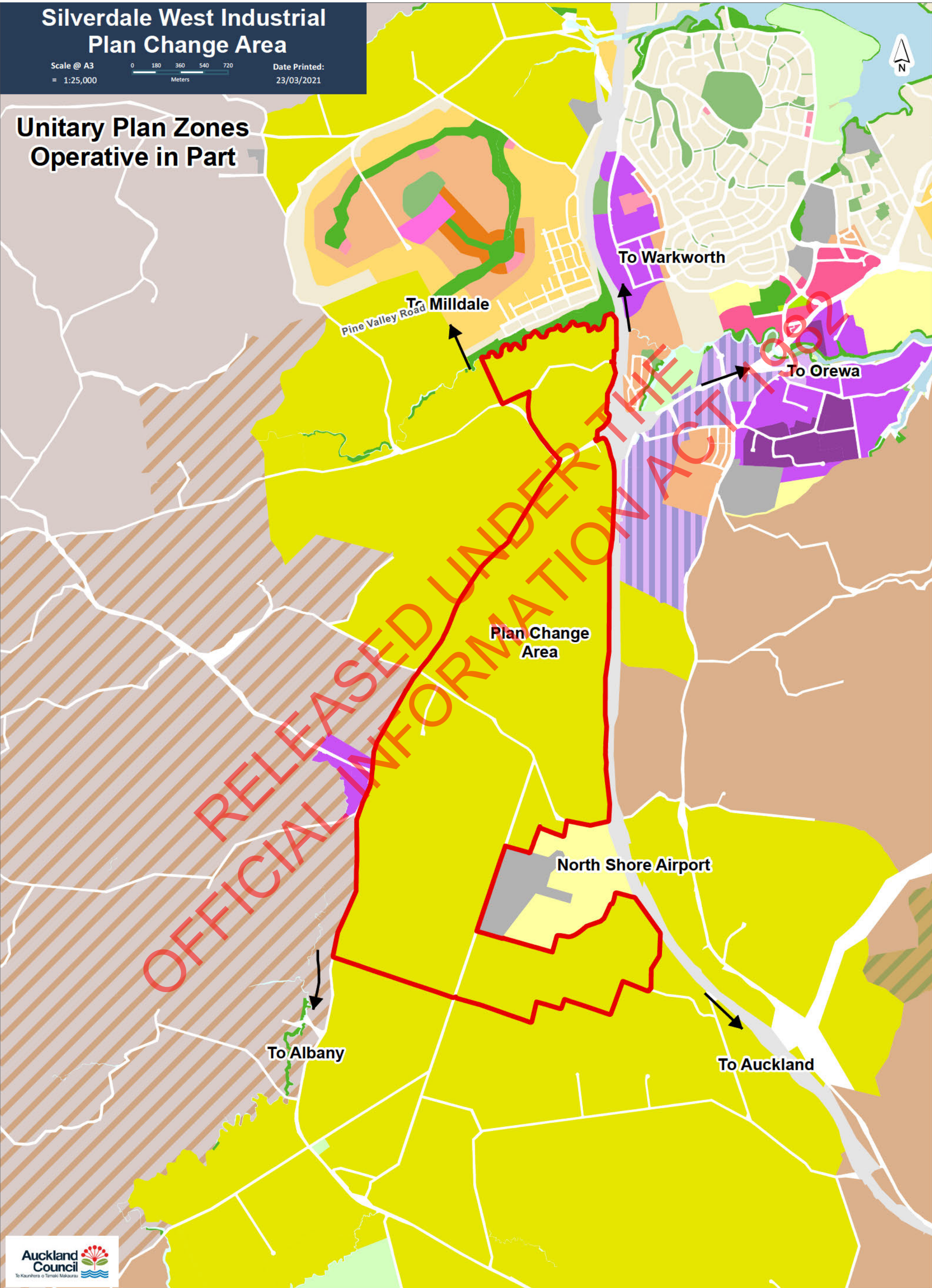
Silverdale West Industrial
Plan Change Area

Scale @ A3
= 1:25,000

0 180 360 540 720
Meters

Date Printed:
23/03/2021

Unitary Plan Zones
Operative in Part



From: [Sonya Van De Geer](#)
To: [s 9\(2\)\(a\)](#) [@aucklandcouncil.govt.nz](mailto:s.9(2)(a)@aucklandcouncil.govt.nz)
Cc: [Tom Forster](#)
Subject: North Shore Airport - Airport Authority Status
Date: Friday, 3 September 2021 4:41:43 pm
Attachments: [image001.png](#)
[North Shore Airport report extract.docx](#)

Hi [s 9\(2\)\(a\)](#)

I hope you and your bubble are keeping well.

I'm working with Tom Forster on our updated advice to the Minister of Transport on whether to grant Airport Authority Status to North Shore Airport. We hope to get the advice up to him next week.

I'd be grateful if you could fact check/provide comment on accuracy etc of the attached extracts from our report which relate directly to Auckland Council. They mostly come from the Silverdale West Dairy Flat Industrial Area Strategic Plan or other email correspondence

Thanks in advance

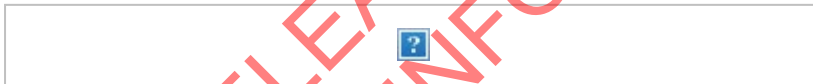
Sonya

Sonya van de Geer

Kaitohutohu Mātāmua – Whakaritenga Ohāoha | Principal Adviser – Economic Regulation

Te Manatū Waka Ministry of Transport

[s 9\(2\)\(a\)](#) | E: s.vandegeer@transport.govt.nz | transport.govt.nz



- 1 With regard to requiring authority status, we note that the Auckland Council plan already takes account of the airport in its zoning and it has already started the process to move the current zoning from future urban development and its current rural use to industry. This will provide much needed industrial land to supply services and employment for the wider Dairy Flat and mitigate reverse sensitivity effects.
- 2 Auckland Council adopted the Silverdale West Dairy Flat Industrial Area Structure Plan in April 2020. The preparation of the Plan involved extensive public consultation.
- 3 The plan notes that the Airport is an important piece of regional infrastructure and enabling its ongoing operation is important.
- 4 The Silverdale West Dairy Flat area will become the focus for future light industry growth in the urban north due to the urban growth proposed in the wider area and the imminent exhaustion of light industry zoned land supply in the North Shore, Silverdale and the Highgate Business Park. It will also be the next nearest light industry zone location to urban Auckland
- 5 Auckland Council states that this will provide much needed industrial land to supply services and employment for the wider Dairy Flat proposed urban area. Industry also helps mitigate reverse sensitivity effects on the North Shore Airport and the effects of the airport on the land use.

Housing

- 6 In response to your queries on our earlier briefing, we followed up with Auckland Council about housing development in the area. Auckland Council has specifically confirmed that there is no impact on future housing as the area immediately around the Airport is not proposed to be used for residential purposes.

Noise and other local impacts

- 7 Noise is regulated as a local issue and should it become an issue the Council may impose noise controls restricting activities at the Airport.
- 8 Any significant development that may cause adverse effects are likely to be publicly notified so that those affected by the proposal can make submissions.

From: [Tom Forster](#)
To: [s 9\(2\)\(a\)](#)
Subject: RE: Question: North Shore Airport - Application for Airport Authority Status
Date: Wednesday, 11 May 2022 9:01:00 am
Attachments: [image001.png](#)

Hi [s 9\(2\)\(a\)](#)

Thanks for the call just now. All the information highlighted below should be withheld as the information was between the Ministry and the Minister's office and does not fall within the scope of your OIA.

Cheers
 Tom

From: Tom Forster
Sent: Monday, 9 May 2022 11:27 am
To: [s 9\(2\)\(a\)](#) @aucklandcouncil.govt.nz>; [s 9\(2\)\(a\)](#) @aucklandcouncil.govt.nz>
Subject: RE: Question: North Shore Airport - Application for Airport Authority Status

Hi [s 9\(2\)\(a\)](#) and [s 9\(2\)\(a\)](#),

I hope you both are well and have navigated the COVID pandemic well?

We are still working on the NSA Airport Authority Application. The Minister of Transport has decided that he wants to meet with the community to discuss. A meeting has been scheduled for this Saturday at the North Harbour Stadium from 11 am – 12.30 pm. It may be a good thing if either one or both of you can attend, should in case the Minister needs support as I am sure the community might raise issues with the AUP. I know at the last community meeting, the Council wasn't required to speak unlike when we went to West Auckland airport a few years ago.

Please let me know whether anyone would be available to attend this?

Kind regards
 Tom

Tom Forster ([he / his / Mr](#))
 Kaiwhakahaere - Whakaritenga Ohaoha | Manager - Economic Regulation
Te Manatū Waka Ministry of Transport

[\[Redacted\]](#) | E: t.forster@transport.govt.nz | transport.govt.nz



From: [s 9\(2\)\(a\)](#) @aucklandcouncil.govt.nz>

Sent: Friday, 4 June 2021 9:11 am

To: Tom Forster <t.forster@transport.govt.nz>

Subject: FW: Question: North Shore Airport - Application for Airport Authority Status

Good morning Tom

Below is the information that s 9(2)(a) sent to Abi in March earlier this year. Particularly the link to the Silverdale West Structure Plan halfway down s 9(2)(a) email.

Any questions, let us know

Cheers

s 9(2)(a)

s 9(2)(a)

Regional, North, West & Islands
DDI: +64 9 890 8313 | EXT: (46)8313 | s 9(2)(a)
Auckland Council, Level 24, 135 Albert Street, Auckland Central
Visit our website: www.aucklandcouncil.govt.nz

From: s 9(2)(a) <[s 9\(2\)\(a\)@aucklandcouncil.govt.nz](mailto:s 9(2)(a)@aucklandcouncil.govt.nz)>

Sent: Thursday, 3 June 2021 12:31 pm

To: s 9(2)(a) <[s 9\(2\)\(a\)@aucklandcouncil.govt.nz](mailto:s 9(2)(a)@aucklandcouncil.govt.nz)>

Subject: FW: Question: North Shore Airport - Application for Airport Authority Status

This is what I sent to Abi.

Thanks

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Auckland Council, Level 24, 135 Albert Street, Auckland.

Visit our website: www.aucklandcouncil.govt.nz

From: s 9(2)(a)

Sent: Thursday, 25 March 2021 12:29 PM

To: Abi Wyatt <A.Wyatt@transport.govt.nz>

Cc: s 9(2)(a) <[s 9\(2\)\(a\)@aucklandcouncil.govt.nz](mailto:s 9(2)(a)@aucklandcouncil.govt.nz)>

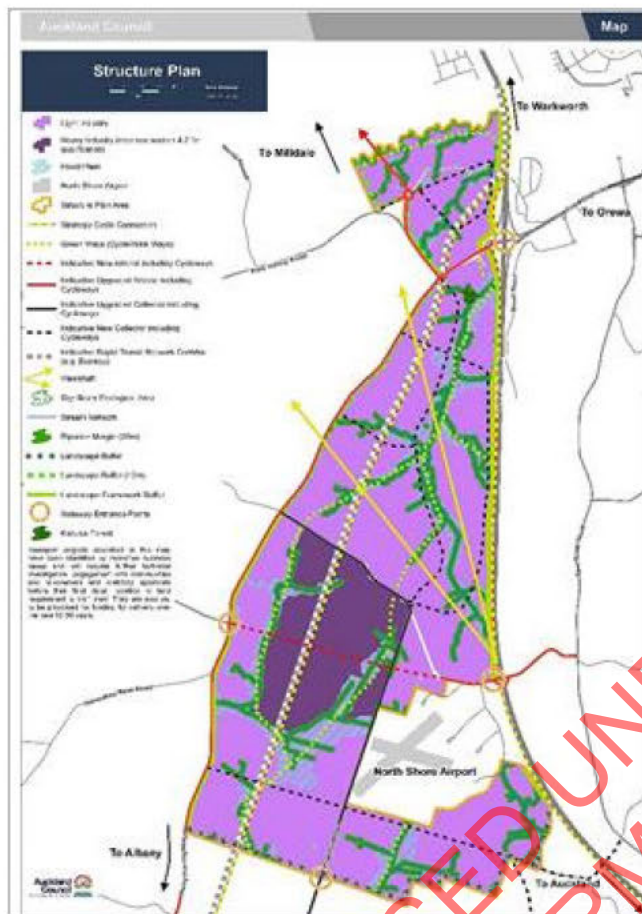
Subject: FW: Question: North Shore Airport - Application for Airport Authority Status

Hi Abi,

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area around the North Shore Airport is to rezone the land for **Industry** (not residential use). It is currently zoned for future urban development and used for rural purposes. Below is the structure plan map which is explained further later. The purple colour denotes industry.



This will provide much needed industrial land to supply services and employment for the wider Dairy Flat proposed urban area. Industry also helps mitigate reverse sensitivity effects on the North Shore Airport and the effects of the airport on the land use.

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growth in the northern part of Auckland.

The Proposed Unitary Plan hearing and decision making process in 2016 resulted in the extension of the Future Urban Zone in the wider Dairy Flat area to provide more land for urban development in the future. For the land around the airport, this was predicated on the land being used for industry because of the existence of the airport and the issues that would arise if the area was to be residential. The Future Urban Zone does not allow urban development but signals the intention to use the land for urban purposes in future and restricts subdivision and activities that may compromise the ability to use the land for urban purposes. The land would need to be rezoned to a "live" urban zone before it can be used for urban purposes through a plan change process.

The Councils Future Urban Land Supply Strategy 2017 (FULSS) then provides the Councils intended timing for the Future Urban Zoned land identified in the AUP-OP to be rezoned and development ready, and the likely yield from that land. The FULSS envisaged the land immediately around the airport being used for business and sequenced it to be development ready between 2018 and 2022. The remainder of the Future Urban zoned land is anticipated to be development ready much later, beyond 2033.

The Auckland Unitary Plan Operative in Part 2106 (AUOP) requires land to be structure planned before it is rezoned from Future Urban to a live zone. The Council prepared (via an extensive public consultation process) and subsequently adopted the Silverdale West Dairy Flat Industrial Area Structure Plan in April 2020. This structure plan covers that part of the Future Urban zone around the North Shore Airport and confirms the land be industrial. The Council is currently commencing the work to rezone the stage 1 area in the structure plan to an Industrial zone in order to meet the timeline set out in the FULSS.

Attached is a plan showing the current AUP-OP zoning around the airport. The yellow colour is land zoned Future Urban zone, while the red outline shows the area covered by the Silverdale West Dairy Flat Industrial Area Structure Plan 2020. The Airport is coloured grey/mauve.

The structure plan document itself can be viewed at the link below

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/Silverdale%20West%20Dairy%20Flat%20Industrial%20Area%20Structure/silverdale-west-dairy-flat-industrial-area-structure-plan-april-2020.pdf>

Section 6.13 of the structure plan document on pages 93-96 deals with how the plan responds to the existence of the airport.

In summary in respect of the Minister's questions:

- There is no impact on future housing
- The area immediately around the airport is not proposed to be used for residential purposes so there is no housing loss.

I hope this of some assistance.

Thanks

s 9(2)(a)

s 9(2)(a)

Auckland Council, Level 24, 135 Albert Street, Auckland.

Visit our website: www.aucklandcouncil.govt.nz

Sent: Tuesday, 23 March 2021 10:03 AM

To: s 9(2)(a) <[s 9\(2\)\(a\)@aucklandcouncil.govt.nz](mailto:s 9(2)(a)@aucklandcouncil.govt.nz)>

Subject: Question: North Shore Airport - Application for Airport Authority Status

Importance: High

Hi s 9(2)

I hope this email finds you well.

We have received some questions back from the Minister about North Shore Airport's application for Airport Authority Status. I was wondering if you could please help me answer with the below question about the AUP-OP process.

"Please provide more information about the AUP-OP process. It seems strange new airport would be zoned next to an area of proposed intensification."

Many thanks

Abi

Abigail Wyatt

Policy Advisor, Economic Regulation

Ministry of Transport - Te Manatū Waka

s 9(2)(a)

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OUT OF SCOPE

From: [Ana Clark](#)
To: [s 9\(2\)\(a\) @aucklandcouncil.govt.nz](#); [s 9\(2\)\(a\) @aucklandcouncil.govt.nz](#)
Cc: [Tom Forster](#)
Subject: Questions on North Shore Aerodrome
Date: Wednesday, 25 May 2022 2:08:14 pm
Attachments: [image001.png](#)

Hi [s 9\(2\)\(a\)](#) and [s 9\(2\)\(a\)](#),

It was great meeting you at North Harbour Stadium on the 14th. Hope you're both doing well.

Following on from the community engagement meeting, the Minister has raised some additional questions (in red below) which I would really appreciate the Auckland Council's help on.

1. "Any further information about Auckland Council's planning regime for the area, and any updated information about how development is progressing in the nearby area."
2. "A number of residents spoke about 'the fan' which I (the Minister) understood to be the area that aircraft operate in as the approach and depart the aerodrome. There was a view from some that the fan will need to be made larger, potentially requiring various infrastructure to be removed, and the hill and road to be lowered. What do we know about this? Again I suspect this is related to the Masterplan rather than the airport status per se, but it was clearly a concern so would like to understand the issue and to what degree it is likely to play out."
 - By any chance do you know what 'the fan' refers to?
 - Given your long association with the community, do you have any views on the question and a potential answer?
3. "A view was expressed that the Club does not have the 'capability' to run a potentially more complex organisation if airport authority status is granted. Is there any objective basis to this concern – issues of probity, competent management, engagement with statutory authorities etc."
 - Have there been any issues with NSA from a compliance perspective with Council requirements?

We are aiming to get this advice back to the MO by the end of the month. Could you please provide any information to the above questions by Monday 30th COP? If there are any issues with this timeframe, please do let me know

Ngā mihi | Kind regards

Ana Clark (she / her / Ms)

Kaitohutohu Pōtiki | Graduate Adviser – Economic Regulation

Te Manatū Waka Ministry of Transport

[s 9\(2\)\(a\)](#) | E: a.clark@transport.govt.nz | transport.govt.nz



From: [John Punshon](#)
To: [Ana Clark](#)
Cc: [Tom Forster](#); [§ 9\(2\)\(a\)](#)
Subject: RE: Questions on North Shore Aerodrome
Date: Monday, 30 May 2022 12:11:27 pm
Attachments: [image004.png](#)
[20200713 - Email.pdf](#)
[20201123 - Email.pdf](#)

Hi Ana,

It was very nice to meet you too.

1. In regard to consultation, I would like to clarify, we are seeking a determination on our application for Airport Authority status, not endorsement of our Master Plan. The Master Plan is just that, a long term plan and like all plans, it is subject to change from time to time. We do not consider it should have any direct bearing on the outcome of our Airport Authority application.

However, to more comprehensively answer your question, I firstly direct your attention to my email correspondence of 13th July 2020 with Abi Wyatt. A copy is attached for your reference. However, it says:

The application to become an Airport Authority has been discussed with Auckland Council via [§ 9\(2\)\(a\)](#) several of our meetings with them in regard to the AUP-OP, Structure Plan, etc. The matter has also been discussed with [§ 9\(2\)\(a\)](#) in some detail and several other senior persons at Auckland Council are well aware including [§ 9\(2\)\(a\)](#) and [§ 9\(2\)\(a\)](#). Please find attached some documents (attachments 1 to 3) evidencing this.

In regard to our immediate neighbour, consultation with them has been by proxy of the AUP-OP process and therefore we have not consulted with them directly on the matter of the Airport Authority application. The AUP-OP process first saw public engagement in 2013. Since that initial public consultation engagement, there have been many public meetings, formal opportunities for consultation, submission periods and independent hearings. NSAC has made scores of submissions over the years and those submissions detail NSAs position and future plans, all of which have been publically available and critiqued throughout this process. This is further evidenced in the North Shore Airport Topic Report produced by Auckland Council in December 2017 which says:

"It [the Topic Report] has been informed by the Future Urban Land Supply Strategy 2017(FULSS), Supporting Growth Programme 2016 (Transport for Future Urban Growth) submissions and hearing submitted by the North Shore Aero Club and other interested parties"

Following on from that, and the public consultation meeting in October 2020, we have made it clear that we are very happy to discuss and consult on our Airport Authority application with anyone that wished to. To that end, we have had numerous conversations with curious or concerned parties. Amongst these parties were [§ 9\(2\)\(a\)](#) on behalf of the Wilks Road South Land Owners Group. Unfortunately, because we did not comply with their mandate to withdraw our application, they declined further interaction. Please see the email correspondence attached.

The Master Plan was also extensively reviewed and critiqued through direct communication with other stakeholders including our own membership, tenants, resident businesses, air transport operators, Auckland Council, Supporting Growth, Auckland Transport, etc.

To summarise, the general content, concepts and principles residing within the Master Plan have been subject to review by all stakeholders, both internal and external. The Master Plan simply wraps them all in one document.

We attached a copy of the Master Plan to our Airport Authority application in the interest of transparency and for the Ministry's information purposes. The Ministry's decision to publically notify our Airport Authority application, together with the Master Plan, has resulted in the general public having also now been consulted.

Again, I would like to reiterate, it is our position that it is not the Master Plan that ought to be under review. It is purely our ability and suitability to be custodians of the Airport Authorities Act in isolation.

As we have previously advised the Ministry, any proposals to implement the Master Plan will be fully scrutinised, and go through a number of public notification steps under the Resource Management Act (RMA). The RMA is the fit-for-purpose statute which enables all relevant matters to be considered in the public interest. The RMA process under which the Master Plan would need to be promulgated also provides full rights of public participation, with rights of appeal to our independent appellate court system.

2. In regard to your second question, our point is that Airport Authority status MAY be useful in assisting us to comply with the Health and Safety at Work Act and Civil Aviation Act in the future. It is not an absolute that we need it for this purpose. However, in consideration of this, it is plausible that the provisions of Sections 4, 6 & 9 of the Act in particular, may be of use. For the sake of providing examples (and only for this purpose), this could involve redefinition of land-side / air-side boundaries. In turn, this could require modification to, or relocation of, lease hold premises (of which we have circa 100 currently). Alternatively, the Airport may benefit from the establishment of by-laws to facilitate controlling traffic on airport land. Again, I emphasise these are purely for the sake of providing examples.

I trust this satisfies your questions and I look forward to hearing further from you.

Kind Regards

John P updated



Disclaimer



From: s 9(2)(a)
To: Tom Forster
Subject: FW: Question: North Shore Airport - Application for Airport Authority Status
Date: Monday, 30 May 2022 3:50:18 pm

Sorry Tom – wrong email address earlier so you didn't receive it. Re-sending now.

Cheers

s 9(2)(a)

s 9(2)(a)

DDI: +64 9 890 8313 | EXT: (46)8313 | s 9(2)(a)
 Auckland Council, Level 24, 135 Albert Street, Auckland Central
 Visit our website: www.aucklandcouncil.govt.nz

From: s 9(2)(a)
Sent: Monday, 30 May 2022 1:42 pm
To: A.Clark@transport.govt.nz; t.forster@transport.co.nz
Cc: s 9(2)(a) @aucklandcouncil.govt.nz>
Subject: FW: Question: North Shore Airport - Application for Airport Authority Status

Hi Ana,

Thanks for your email setting out 3 questions you would like some assistance with.

In terms of Question 1, I have repeated below some information we provided earlier (2021) to Abi Wyatt setting out some context for the zoning intended around the North Shore Airport. The current situation is that most of the land around the airport is zoned Future Urban in the Auckland Unitary Plan, but the Council has (since the zoning was applied) prepared a structure plan identifying the immediate area for industrial purposes. To give effect to the structure plan, the Council is currently preparing a Plan Change to rezone the first stage of land (rezoning will take place in stages to align with infrastructure provision and anticipated demand for industrial land). This plan change is intended to be publicly notified later this year if infrastructure funding matters can be resolved. We are also aware that several major land developers - including one with OIO approval - have purchased land in the structure plan area and intend to develop the land for industrial purposes in line with the structure plan. These major developers are awaiting the plan change currently under preparation to be formally notified.

In terms of Question 2, we believe that the reference to the fan is the Airport Approach Surface Overlay shown in the Auckland Unitary Plan. The overlay is based on the current runway configuration. Because the actual technical requirements relating to the shape and angles etc for the overlay (fan) and transitional side slopes are specified by the Civil Aviation Authority, you should contact them for further information on this (the initial overlay was based on the requirements of the MOT Civil Aviation Division). Like any provision in a district plan, the overlay can be subject to submissions when the plan is being prepared or reviewed, so if it had to be changed because the runway length/ location was changed somehow then that can only occur via a plan change or review process with the attendant submission process under the RMA.

In terms of question 3 we have no view on the North Shore Aero Club's ability to be an Airport Authority, nor do we know whether the structure of the Club as an incorporated society is an appropriate one for an airport authority in terms of the Civil Aviation Act. The Club has operated as an Incorporated Society since the early 1960s and has run the Airport since then. We have no oversight of the financial or administration processes involved in that, so we cannot provide any relevant view.

I hope this assists in your further deliberations.

Cheers

s 9(2)(a)

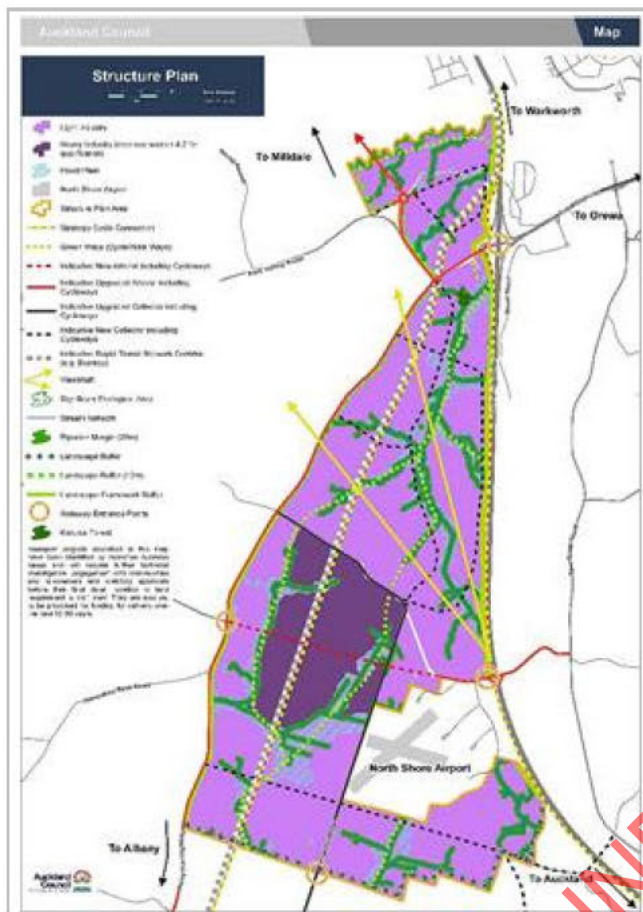
DDI: +64 9 890 8313 | EXT: (46)8313 | s 9(2)(a)
Auckland Council, Level 24, 135 Albert Street, Auckland Central
Visit our website: www.aucklandcouncil.govt.nz

Hi Abi,

Thanks for your email. I can provide some advice which you may find useful in responding to the Ministers questions.

The short response to the question raised is that Auckland Council's proposal for the immediate area around the North Shore Airport is to rezone the land for **Industry** (not residential use). It is currently zoned for future urban development and used for rural purposes. Below is the structure plan map which is explained further later. The purple colour denotes industry.

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This will provide much needed industrial land to supply services and employment for the wider Dairy Flat proposed urban area. Industry also helps mitigate reverse sensitivity effects on the North Shore Airport and the effects of the airport on the land use.

The land use around the airport at present is generally rural, such as pastoral farming and rural lifestyle living (Countryside living), with the exception of a residential aeropark on the eastern edge of the airport. This aeropark provides for large lot style living for aviation friendly people who use the airport to house and fly their aircraft. The aero park is not proposed to be rezoned when the surrounding area is rezoned for industry.

To put more context around this, I set out more about the AUP-OP process and the Structure plan process below.

In the former Rodney District Plan (predecessor to the Auckland Council) the immediate area around the airfield was zoned countryside living which provided for rural lifestyle living. The residential aero park was in existence and was zoned specifically for that purpose. The airfield and aeropark itself have been in existence and zoned as such for many years.

When the Auckland Council was created, the strategic context for the area around the airport changed and the Proposed Unitary Plan in 2013 proposed to rezone the area around the airport (excluding the residential aero park) to the Future Urban zone to provide areas for future growth in the northern part of Auckland.

The Proposed Unitary Plan hearing and decision making process in 2016 resulted in the extension of the Future Urban Zone in the wider Dairy Flat area to provide more land for urban

development in the future. For the land around the airport, this was predicated on the land being used for industry because of the existence of the airport and the issues that would arise if the area was to be residential. The Future Urban Zone does not allow urban development but signals the intention to use the land for urban purposes in future and restricts subdivision and activities that may compromise the ability to use the land for urban purposes. The land would need to be rezoned to a "live" urban zone before it can be used for urban purposes through a plan change process.

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Attached is a plan showing the current AUP-OP zoning around the airport. The yellow colour is land zoned Future Urban zone, while the red outline shows the area covered by the Silverdale West Dairy Flat Industrial Area Structure Plan 2020. The Airport is coloured grey/mauve.

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Section 6.13 of the structure plan document on pages 93-96 deals with how the plan responds to the existence of the airport.

In summary in respect of the Minister's questions:

- There is no impact on future housing
- The area immediately around the airport is not proposed to be used for residential purposes so there is no housing loss.

I hope this of some assistance.

Thanks

s 9(2)(a)

Auckland Council, Level 24, 135 Albert Street, Auckland.

Visit our website: www.aucklandcouncil.govt.nz

Sent: Tuesday, 23 March 2021 10:03 AM

To: s 9(2)(a) <[s 9\(2\)\(a\)@aucklandcouncil.govt.nz](mailto:s 9(2)(a)@aucklandcouncil.govt.nz)>

Subject: Question: North Shore Airport - Application for Airport Authority Status

Importance: High

Hi s 9(2)(a)

I hope this email finds you well.

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"Please provide more information about the AUP-OP process. It seems strange new airport would be zoned next to an area of proposed intensification."

Many thanks

Abi

Abigail Wyatt

Policy Advisor, Economic Regulation

Ministry of Transport - Te Manatu Waka

s 9(2)(a) | www.transport.govt.nz

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John Punshon

From: John Punshon
Sent: Thursday, 16 July 2020 11:42 am
To: Abi Wyatt
Subject: RE: North Shore Airport - application for Airport Authority Status

Thank you Abi,

I look forward to hearing from you further.

Kind Regards

John Punshon
 General Manager

North Shore Aero Club



T: 0800 4 WINGS T: 09 426 4273 s 9(2)(a)

E: john@nsac.co.nz W: www.nsac.co.nz

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Please consider the environment and only print this email if necessary.

From: Abi Wyatt (<mailto:A.Wyatt@transport.govt.nz>)
Sent: Thursday, 16 July 2020 10:24 am
To: John Punshon
Subject: RE: North Shore Airport - application for Airport Authority Status

Tēna koe John

Thank you for your email answering our queries.

We will get back to you shortly with the proposed next steps.

Ngā mihi
 Abi

Abigail Wyatt
 Policy Advisor, Economic Regulation
 Ministry of Transport - Te Manatū Waka

s 9(2)(a) www.transport.govt.nz

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From: John Punshon <john@nsac.co.nz>
Sent: Monday, 13 July 2020 11:46 AM
To: Abi Wyatt <A.Wyatt@transport.govt.nz>
Cc: Tom Forster <t.forster@transport.govt.nz>; s 9(2)(a) <@transport.govt.nz>
Subject: RE: North Shore Airport - application for Airport Authority Status

Dear Abi,

Thank you for your email of 7th July 2020.

Our apologies for the confusion in regard to the applicant. The applicant is North Shore Aero Club Inc. North Shore Airport is a brand of North Shore Aero Club Inc but not an independent legal entity.

The application to become an Airport Authority has been discussed with Auckland Council s 9(2)(a) and s 9(2)(a) during several of our meetings with them in regard to the AUP-OP, Structure Plan, etc. The matter has also been discussed with s 9(2)(a) in some detail and several other senior persons at Auckland Council are well aware including s 9(2)(a), s 9(2)(a) and s 9(2)(a). Please find attached some documents (attachments 1 to 3) evidencing this.

In regard to our immediate neighbours, consultation with them has been by proxy of the AUP-OP process and therefore we have not consulted with them directly on the matter of the Airport Authority application. The AUP-OP process first saw public engagement in 2013. Since that initial public consultation engagement, there have been many public meetings, formal opportunities for consultation, submission periods and independent hearings. NSAC has made scores of submissions over the years and those submissions detail NSAs position and future plans, all of which have been publically available and critiqued throughout this process. This is further evidenced in the North Shore Airport Topic Report produced by Auckland Council in December 2017 which says:

"It [the Topic Report] has been informed by the Future Urban Land Supply Strategy 2017(FULSS), Supporting Growth Programme 2016 (Transport for Future Urban Growth) submissions and hearing submitted by the North Shore Aero Club and other interested parties"

Unfortunately, it is not practical to provide a summary schedule of the submissions, as the consultation process has spanned many years through multiple layered formal and informal processes, mostly interlinked with the AUP-OP process. I have taken the opportunity to attached a letter from Haines Planning for your reference which may prove helpful.

We are aware of the impending change in legislation including the proposed shift to a licensing framework. Having read the documentation, we support the proposed intent of the changes which aligns with North Shore management thinking and further underscores the reason and timeliness of this application. We are of a view to continue with the application under the current framework regardless of any changes, particularly as the timeframes for such changes are uncertain, and we are committed to continuing to implement best practise at North Shore Airport which is particularly relevant in the current environment. We will need to comply with future legislated changes and note that there will likely be a mechanism contained within the legislation for changing over the current approvals to the proposed when that occurs. We look forward to consulting with you on the matter in due course, although the majority of our opinion will likely be conveyed on our behalf by the New Zealand Airports Association.

We would welcome the opportunity to discuss these matters further should you desire and would like to suggest we could arrange a Zoom meeting, or alternatively we could come meet with you in person in Wellington in the near future.

Kind Regards

John Punshon
General Manager

North Shore Aero Club



T: 0800 4 WINGS T: 09 426 4273 s 9(2)(a)

E: john@nsac.co.nz W: www.nsac.co.nz

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Please consider the environment and only print this email if necessary.

From: Abi Wyatt [<mailto:A.Wyatt@transport.govt.nz>]

Sent: Tuesday, 7 July 2020 2:08 pm

To: John Punshon <john@nsac.co.nz>; NSAC President <president@nsac.co.nz>

Cc: Tom Forster <t.forster@transport.govt.nz>; s 9(2)(a) <[s 9\(2\)\(a\)@transport.govt.nz](mailto:s 9(2)(a)@transport.govt.nz)>

Subject: North Shore Airport - application for Airport Authority Status

Kia ora John and s 9(2)(a)

Thank you for sending through North Shore Airport's application for Airport Authority Status to the Ministry of Transport.

We have read through the application and have a couple initial questions which have to come to mind. We don't expect a formal response to these questions and would be happy to discuss further if required.

Who is applying?

It is unclear from your application who is applying for Airport Authority Status. I assume the entity you are applying under is the North Shore Aero Club (Inc.), being the owner and operator of the Airport? Your application references North Shore Airport, is that a legal entity in its own right, a trading name, or a separate business division of the Aero Club?

What consultation have you done?

Could you please clarify whether you have discussed your application for Airport Authority Status with immediate neighbours and Auckland Council? If so, it would be appreciated if you could send us a brief outline of their feedback to you on the matter.

It has also been noted that you believe public consultation on the matter is not required as it was sufficiently covered during the progression of the AUP-OP. If at all possible, could you please attach a summary of submissions from that consultation process?

Are you aware of the impending legislation change?

The Ministry of Transport is currently working on a Bill to repeal and replace the Civil Aviation Act and Airport Authorities Act with an updated piece of legislation. As part of this project, we are currently consulting on some changes to the airport authority regime. The proposed change is a shift from the current authorisation framework to a licensing regime, which will clarify the rights, responsibilities and obligations of authorised airports. More information is contained in the attached consultation document. Although this is aimed at larger airports, we are happy to discuss the implications for smaller airports with you.

We look forward to your reply.

Ngā mihi

Abi

Abigail Wyatt

Policy Advisor, Economic Regulation

Ministry of Transport - Te Manatū Waka

s 9(2)(a)

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