



Strategic Intentions

February 2024 - Revision 1.4

Stage1:

Exploring Regional Airport Development



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

Executive Summary

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

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

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

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

1. Scope and Purpose

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

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

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

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

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

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

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

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

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

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

The COVID 19 pandemic dealt a severe blow to the aviation and tourism sectors, abruptly halting tourist and domestic travel demand overnight in an unprecedented manner. Unfortunately for WAACL, this downturn coincided with our attaining Airport Authority status.

However, WAACL, along with the aviation and tourism industries are now well advanced in a recovery phase which is expected to extend for several more years. The current political landscape, characterised by a new government and the acknowledgement of a national imperative for substantial infrastructure investment presents an opportune moment to push forward.

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

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

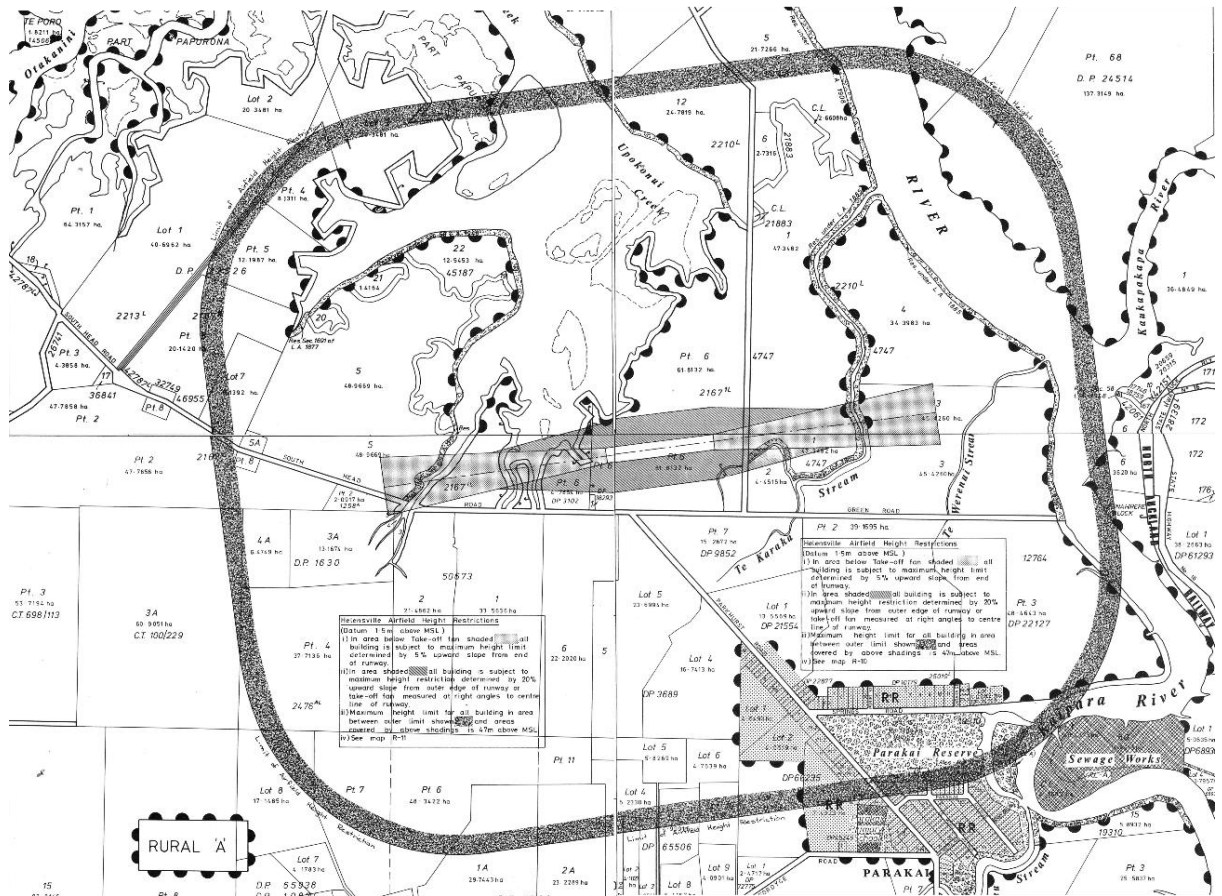
The provision of this status gives clear direction and impetus to move forward with the master planning process to outline potential for the future direction of airport growth and development and to seek the investment required for research and consultation into future options.

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

4. A Brief History of the Airport

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

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

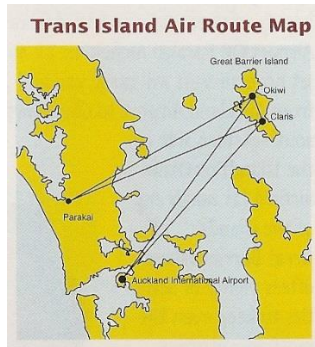


Recognising the future importance of developing the airport facility for the local area (specifically noting the benefits of recreational, tourism, search and rescue and civil defence potential), Rodney County agreed to ‘allowing the subdivision of farmland’ and ‘the establishment of an airport’.

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

5. Regular Passenger Transport Services

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



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

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

Parakai Aviation – Partenavia P68



Northern Air – GAF Nomad



Trans Island Air – Cessna Caravan



6. Constraints on Operations

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

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

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

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

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

7. Current Use of the Airport

Currently air traffic at the airport is steady at around 85% 'light commercial' in nature being made up of Skydiving and Flight Training, the remaining 15% is mostly private aviation mixed between recreational and private business travel. Traditionally the ratio has been much more slanted towards Commercial activity, however in the last 18 years WAACL has made a concerted effort to enhance facilities for recreational pilots and to promote the aerodrome as a welcoming recreational flying facility. This has been well received and currently over 30 private aircraft call this airport home, more than at any time in the past.

8. The Recognised Value of Regional Airports in New Zealand

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

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

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

9. What is a Secondary Regional Airport?

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

Globally, secondary regional airports have been shown to offer a haven for the establishment and growth of 2nd and 3rd Tier Airlines and Low-Cost Carriers (LCCs). Often these airlines have difficulty competing economically with the larger players while paying the higher rates required by a primary

regional airport. Smaller airlines and LCCs are attracted to secondary airports by the promise of faster turnaround times, more convenient time slots and lower costs. All these factors naturally find favour with travellers who prefer the lower parking costs, less busy terminals and shorter walks from parking to terminal.

10. Why Auckland needs a Secondary Regional Airport

Simple geography is the number one reason. Auckland Airport is located in the Manukau region of South Auckland. Auckland City itself is spread around an Isthmus, 3 large harbours, some substantial forests and 48 volcanoes. This topography lends itself to traffic bottlenecks that are difficult to address. These bottlenecks mean that for around a third of Auckland's residents, the existing airport is often not convenient or predictable to get to, with this compounding dramatically at peak road traffic times. A secondary airport on the opposite side of the city will help to ease peak traffic and better utilise transport networks during peak times by sending the secondary regional airport travellers in the opposite direction to regular commuters. There are also numerous employment and tourism opportunities, which are addressed later in the plan as 'Economic and Development' benefits. Secondary airports relieve primary airports by diverting road traffic which in turn provides additional capacity to the overall roading network.

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

11. West Auckland Airport, Parakai 'Catchment Area'

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

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

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

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

12. North and West Auckland Commuter Advantages

All indications are that Auckland commuter road journey times will continue to increase and long-term solutions such as the rail, light rail and improved bus services will only offset the increase. For

people in the North and West of the City there is no obvious way to shorten cross-city journey times to Auckland Airport.

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

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

With West Auckland Airport, Parakai's proximity to existing Highway and Rail infrastructure, we project journey times for much of our catchment will be under 35 minutes. Additional benefit will come from utilising the existing road networks in the direction opposite to the majority of peak traffic flow. This will result from airport passengers and various other new employment and business opportunities made possible by a regional airport facility. The airport will provide a reason for residents of the new housing areas to not only work locally, but to better utilise existing and planned transport infrastructure.

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

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

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



13. Economic and Development Benefits

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

Transport and in briefings with the Minister of Transport, local councillors and local MPs.

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

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

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

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

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

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

15. Environmental Sustainability and Incorporation of Recreational Facilities

We intend to engage with Ngāti Whātua o Kaipara to create a sustainable partnership for restoration of local ecological and traditional values. We envisage a modern and well-planned airport facility

that is not only sympathetic to the surrounding areas but enhances local amenities by providing new and additional recreational spaces such as parklands, coastal cycle and walking paths, jetties and regenerated wetland areas integrated with water management around the periphery of the airport operational areas. As we grow, strengthening relationships with local environmental groups, and assisting Ngāti Whātua o Kaipara with their objectives where possible. We hope to incorporate their ideals, vision and wisdom within the lands managed by the airport.

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

In order to fulfil this vision and have the space and resource to assist Ngāti Whātua o Kaipara in a meaningful way with kaitiakitanga, or guardianship, the airport company hopes to secure parcels of land well in excess of the operational needs of the airport. Doing so will provide space to better manage potential negative effects such as noise and light, while also allowing for significant improvements in water management and ecological enhancements such as wetlands and rehabilitated habitats for local wildlife. A comprehensive integrated approach to water management will result in a substantial investment in sea walls, flood gates and water management that will be of major benefit to river valley residents in years to come as ‘sea level change’ becomes daily reality for us all. With a substantial infrastructure investment sitting between the Parakai Township and the Kaipara Harbour, the residents will be reassured to know that water management to ensure protection of the river valley will be a high priority.

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

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

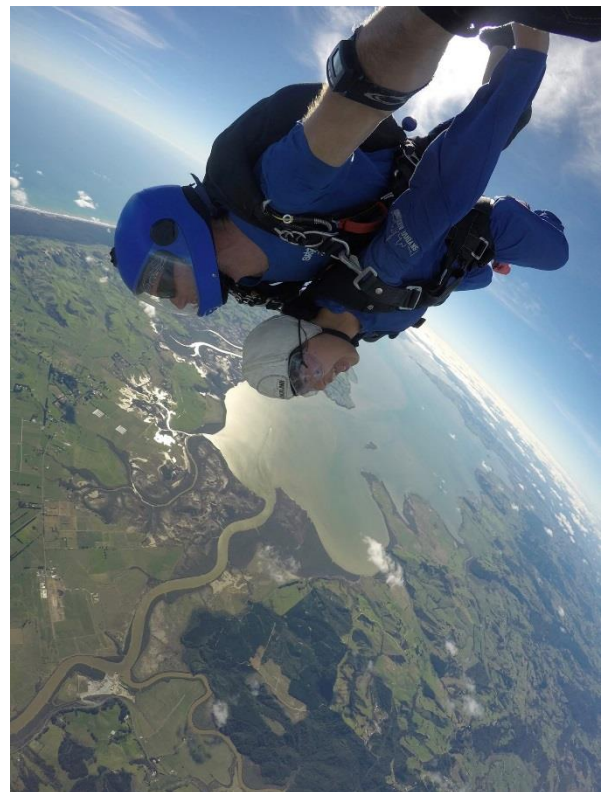
As has already been mentioned, the long term plan to set aside areas for rejuvenated wetlands and parkland areas, will not only assist in the very practical sense with our water management, but will also provide well curated recreational and nature areas that can be enjoyed by our whole community. We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

16. Tourist Attractions in the North West

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

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

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



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

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

17. Location

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

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



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

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

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

18. Development Advantages of this Site

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

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

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

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

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

19. Investment Partners

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

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

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

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

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

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

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



21. What would this new airport look like?

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

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

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

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

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

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

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

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

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

Photo: Nelson Airport and surrounds



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



Photo: Queenstown Airport and surrounds



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



22. Where to now?

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

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

23. Iwi Engagement

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

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

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

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

24. Public Consultation

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

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

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

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

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