

Reserve Management (RMP) Plan and Master Plan: background, options and next steps

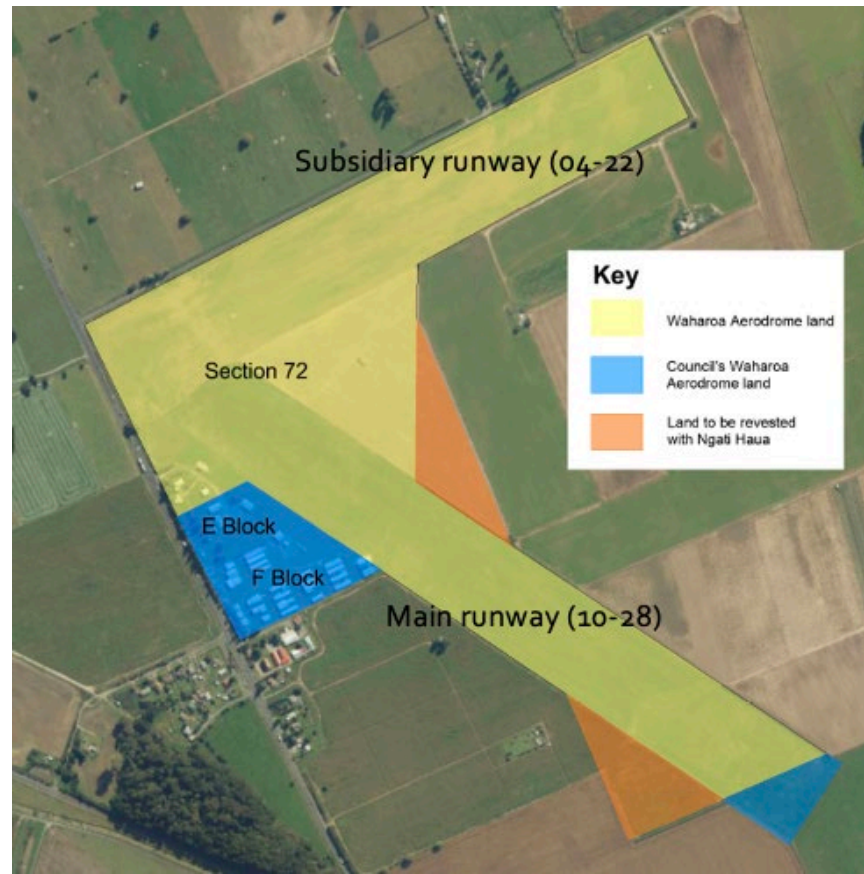
Public update on matters discussed
with Council, the Waharoa
(Matamata) Aerodrome Committee,
mana whenua and the Matamata
Aerodrome User Group in 2023
December 2023



hitori | history

TIMELINE	ACTIONS
Early 1700s - 1941	Ngāti Hauā connection to the land comprising the Matamata block through hapū Ngāti(rangi) Te Oro
1942	Crown constructed an aerodrome at Waharoa for military purposes. Majority on Ngāti Hauā owned land (Matamata North 1 and 2 blocks) but no consultation. They protested immediately and expressed concern that their urupā would be affected by the development. Ngāti Hauā understood land would be returned to them once the war was over.
1944	Crown decided that the land would not be required for Air Force or civil aviation purposes after the war. However, local bodies and aero clubs were keen to ensure that a permanent civil aerodrome was retained after the war.
1946 - 1951	Ngāti Hauā continue to protest the lack of rental and return of the land to the Native Land Court, Minister of Native Affairs, the Maori Affairs Department, the Public Works Department and Maori Land Court.
1951	Crown acquired over 115 acres under the Public Works Act against the wishes of Ngāti Hauā.
1954	Compensation paid to Ngāti Hauā based on 1942 Government valuations (12 years old).
1955 - 1965	Aerodrome development: Piako Aero Club enlarged hangar. Matamata Soaring Centre formed.
1965	Following the signing of a deed by the Piako County Council and the Minister of Civil Aviation, the Council took over the management, administration, control and maintenance of the aerodrome. The area was declared Crown land (NZ Gazette (1965) 1556) and later set aside as a reserve for aerodrome purposes by the Minister of Lands and vested in the Chairman, Councillors and inhabitants of Piako County (NZ Gazette (2003)).
1969 (tbc)	Further acquisitions of land (Matamata E and F Blocks) by Council to extend the runway.
1989	Following amalgamation of councils, Matamata Piako Council took control of the aerodrome.
2014	Ngāti Hauā Settlement Act and Crown acknowledgement
16/01/2015	First Waharoa (Matamata) Aerodrome Committee meeting

he whenua the land



land parcels

Ref. no.	Legal Description	Record of title & Area (ha)	Notes / restrictions
1	Section 72 Block XIII Wairere Survey District (SO34532)	23C/1294 46.8476 ha	Ngāti Hauā Claims Settlement Act 2014 ('Waharoa Aerodrome land') Public Works Act Gazette 1966 (aerodrome purposes) Vested in MPDC from Crown for purposes of aerodrome (only) Reserves Act NOT CLASSIFIED Aerodrome designation
2	Matamata North E Block (SO42937)	10C/459 4.9589	Ngāti Hauā Claims Settlement Act 2014 ('Council's Waharoa Aerodrome land') Public Works Act Gazette 1965 (aerodrome purposes) Aerodrome designation Not a reserve – held under LGA
3	Matamata North F Block (SO42937)		Ngāti Hauā Claims Settlement Act 2014 ('Council's Waharoa Aerodrome land') Public Works Act Gazette 1965 (aerodrome purposes) Aerodrome designation Not a reserve – held under LGA
4	Part Lot 1 DP 29064	20651 0.3629 ha	Ngāti Hauā Claims Settlement Act 2014 ('Council's Waharoa Aerodrome land') Public Works Act Gazette 1967 (aerodrome purposes) Aerodrome designation Not a reserve – held under LGA
5	Part Section 71 Block XIII Wairere Survey District		
	TOTAL	52.1694 ha	

aerodrome
land as
referred to in
settlement



ngāti hauā treaty settlement act 2014

- The Settlement Act provides for:
 - Vesting of the Waharoa Aerodrome land (approximately 46.85 hectares) to Ngāti Hauā if it is no longer required for aerodrome and ancillary aviation purposes and reverts to the Crown (section 95).
 - The establishment of WMAC to have a recommendatory role in the administration of Waharoa Aerodrome and final decision-making powers on access and parking arrangements for the Waharoa Aerodrome land and the Council's Waharoa Aerodrome land that affect Raungaiti Marae (sections 88 – 94).
- It also prevents the Crown or a local authority transferring the Waharoa Aerodrome land to an airport company (section 96(2)).
- The Settlement Act incorrectly states the land is classified local purpose (aerodrome) reserve and prohibits a change in classification or purpose of the whole or any part of the land (section 98).

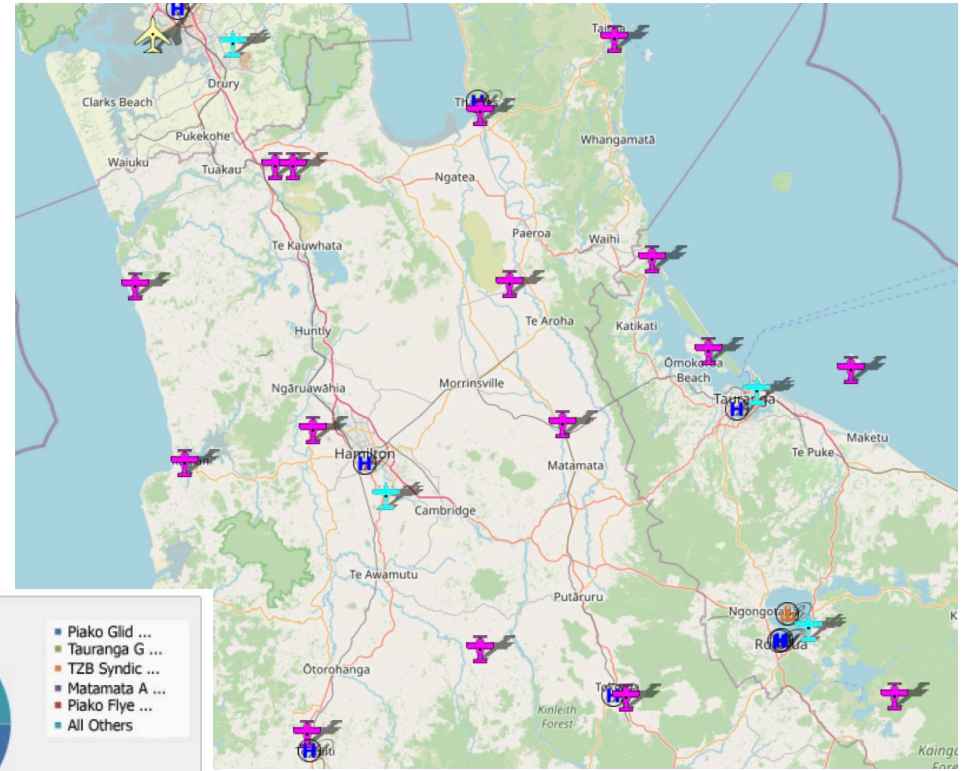
the aerodrome

- Complex history and historic injustices
- Complex mix of land status
- Multiple organisations in operation of aerodrome
- Complex legislation interaction
- Range of users
- Leases expire at different dates and lessees seeking certainty
- Pressing issues for Raungaiti Marae

aerodrome management

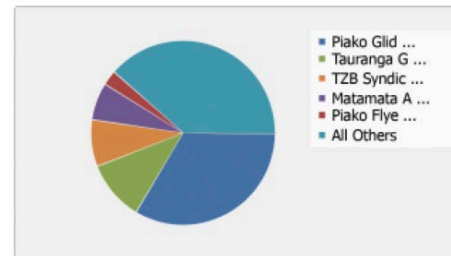
- Fixed wings, gliders, model aircrafts, parachutists, helicopters and gyrocopters.
- Day-time recreational flying from hangars, trial flights, fly-ins and events. No commercial use currently.
- Main arrival area open to public.
- MAUG/Safety Committee: MPDC, Matamata Aero Club, Piako Gliding club, Parachutists, Hanger Owners, Matamata Model Aero Club, Walsh Flying School, Sky Venture
- 3 guiding documents: Safety Management Plan, MoU, Terms and Conditions for NZMA
- 16,409 flights p.a.
- 10 events p.a. | Tom Walsh Memorial Flying School
- 39 leases and 1 rental tenancy

aerodrome



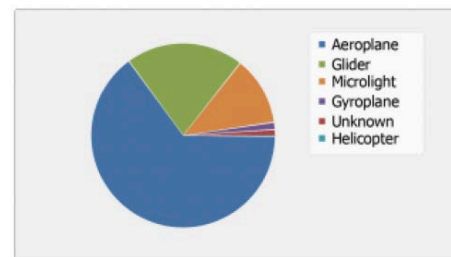
Operators: 5 most active

Operator	Movements
Piako Gliding Club (Inc)	361
Tauranga Gliding Club (Inc)	113
TZB Syndicate	88
Matamata Aero Club Inc	70
Piako Flyers Limited	27
All Other Operators	419
Total	1078



Aircraft Type Summary

Type	Movements
Aeroplane	700
Glider	222
Microlight	130
Gyroplane	13
Unknown	11
Helicopter	2



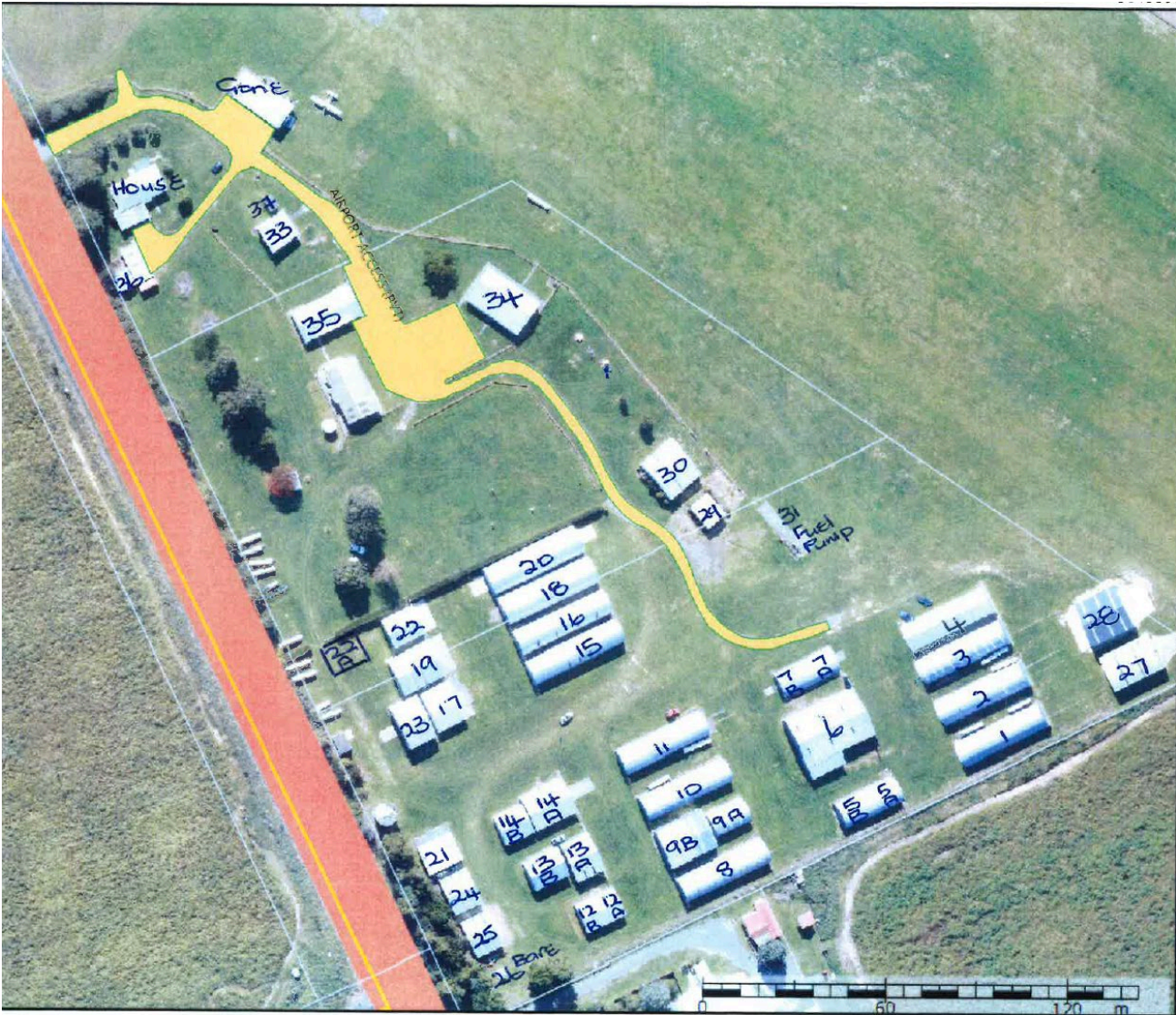
Casual Landing Fees

Type of Charge	Fees
Recreational operator – direct credit - per landing/movement (paid within the month, Maximum of \$10 per day)	\$10
Recreational operator – cash - per landing/movement (Maximum of \$20 per day)	\$20
Recreational operator – invoiced - per landing/movement (Maximum of \$40 per day)	\$40
Commercial operator – cash/ direct credit- per landing/movement (paid within the month if by direct credit, Maximum \$20 per day)	\$20
Commercial operator – invoiced - per landing/movement (Maximum of \$40 per day)	\$40
Note: The first of any of the following types of movements are charged at landing rates: landing, touch and go, approach and go	
Annual Landing/Movement Fee - recreational users (non-commercial, per year)	\$130
Aircraft parking (per day / 24 hours)	\$6

aerodrome infrastructure

- Main runway (10-28) only. Subsidiary runway (04-22) only used for model aircraft
- 2 clubrooms and office / 39 leased hangars / Matamata Soaring Centre accommodation, kitchen and ablution block
- Internal roads and parking, toilet, 2 webcams, basic play equipment, fuel station
- AIMM system enables monitoring of flight movements. No night-time flying equipment
- Public campground currently closed but used for aeronautical events
- House
- Potential contamination

aerodrome
infrastructure



drivers for review of 2010 RMP

- Need to reflect Treaty Settlement
 - acknowledge the history and historic injustices, and that land is to be returned if land is no longer required for aerodrome and ancillary purposes (s95 of NHCSA)
 - clarify the role of Council, Waharoa (Matamata) Aerodrome Committee (WMAC) and Matamata Aerodrome User Group (MAUG)
- Pre-Covid complaints about noise/ aircraft movement and commercial activities (flying school)
- Need to update development plan included in RMP
- Demand for hangar space
- Ngāti Hauā seek additional land to enable entrance improvements, expansion of the activities at Raungaiti Marae, carparking for events, and housing
- Other issues raised by Ngāti Hauā: revenue from land use, planes flying close during tangi, name change, opportunity to empower mana whenua through business and training opportunities
- Other legislative changes to be reflected (H&S 2015, drones, etc)

public suggestions

- Manage to reduce adverse effects on community and stock
- Increase and diversify use of the aerodrome
- Future development
- Funding review / transparent funding
- Clarification of role of user group
- Clarification of decision making

ngāti hauā issues & suggestions

ISSUES

- Marae access and egress dangerous and insufficient parking
- No benefits with current model and mana over the land non-existent.
- Land should be returned.
- Noise of flights during tangi
- Are users local?
- Hangar security issues with current location.

OPPORTUNITIES

- Address entrance and parking issues
- Connect to old Pā site and improve access to urupā
- Alternative uses of some of the land e.g. papakainga, accommodation, cultural centre/multi-purpose hub/aviation centre, expand health clinic, nursery to service restoration projects
- Events on aerodrome land
- Affordable training opportunities
- Job and revenue opportunities
- Empower young people and restore mana
- Funding review / transparent funding
- Clarification over decision making

proposed RMP review and masterplan scope

In scope:

All 5 parcels, land transfer intent, classification intent, aerodrome development management and maintenance, and funding intent

Out of scope:

Land transfer and classification mechanisms, use of land to be transferred, flight paths/hours/engine size, drone use, aerodrome management models, implementation plan, parcels owned by Crown that don't form part of aerodrome

proposed reserve management plan structure

- Mihi (Ngāti Haua Iwi Trust) | Foreword (Council)
- Ngā Ihirangi | Table of contents
- Wāhanga Tuatahi: Ngā Kupu Whakataki | Section 1 Introduction
- Wāhanga Tuarua: Section 2: Context
 - *The land, Settlement Act, the people, the aerodrome, current and future issues and opportunities*
- Wāhanga Tuatoru: He Moemoea, ngā mātapono, ngā whainga, me ngā kaupapa here | Section 3: Vision, outcomes, principles, policies
- Wāhanga Tuawha: Section 4: Implementation
 - *Master plan, prioritization, funding, outcomes monitoring framework*
- Glossary
- References
- Engagement summary

proposed master plan structure

- Whakatauki
- Ngā Ihirangi | Table of contents
- Introduction
- Understanding the site
- RMP Vision, Principles and Outcomes
- Master Plan
- Master Plan staging
- Guidelines – Hangar design guidelines? Signage? Landscaping and furniture?
- Attachment: Key stakeholders and engagement

draft options for discussion

- Option 1: Aerodrome doesn't continue beyond current longest lease term
- Option 2: Aerodrome significantly changes and continues – 1 runway only, Block F and remaining land transfer and other benefits
- Option 3: Aerodrome changes and continues – Jagger Road development, Block F transfer and other benefits
- Option 4: Status quo

draft option 1
aerodrome
doesn't
continue
beyond
longest lease
term

RATIONALE:

Addresses historical injustices by returning land to Ngāti Hauā.

Ma te whakaatu, ka mohio
Ma te mohio, ka marama
Ma te marama, ka matau
Ma te matau, ka ora!

From the Treaty, comes recognition
From recognition comes awareness
From awareness comes knowledge
From knowledge comes justice!



draft option 1
aerodrome
doesn't
continue
beyond
longest lease
term

DRAFT HE MOEMOE A I DRAFT VISION:

A safe aerodrome that services day time recreational aviation until such time as the land is returned to Ngāti Hauā.

OUTCOMES WITHIN TEN YEARS:

- Wahaora Aerodrome land returned to Ngāti Hauā post May 2029 under Settlement Act provisions
- Council's Waharoa Aerodrome land could be in part vested to support Marae and remaining land sold or repurposed
- No aerodrome in Waharoa beyond May 2029

draft option 1
aerodrome
doesn't
continue
beyond
longest lease
term

advantages	disadvantages
Return of 46.8476ha of land to Ngāti Hauā	Recreational flying community heavily impacted
Council could also vest some of Council's Block F to resolve marae access and parking and connect Block 72 to the marae	Loss of potential training and employment opportunities
Reduce rates impact associated with any substantial developments and maintenance and risk of managing aerodrome	Loss of economic benefits to area and potentially Ngāti Hauā
Reduce climate impact associated with recreational flying	Section 72 not physically connected to the marae
Stop noise impacts on surrounding community	Loss of aerodrome for civil defence to utilize in emergencies
	No longer have an aerodrome as an asset/attraction in our district



draft option 2
aerodrome significantly
changes and continues

draft option 2
aerodrome
significantly
changes and
continues

RATIONALE:

Addresses historical injustices through partial return of land to Ngāti Hauā while enabling benefits from the aerodrome to be continued and potentially expanded.



draft option 2
aerodrome
significantly
changes and
continues

DRAFT HE MOEMOEA | DRAFT VISION:

A compromise that results in the vesting of land to Ngāti Hauā in recognition of previous injustices and the continuation of a safe, valued and sustainable aerodrome servicing primarily day time recreational aviation.

OUTCOMES WITHIN TEN YEARS:

- Relocation of infrastructure to enable aerodrome to continue operating.
- Approximately half of Wahaora Aerodrome land returned under Settlement Act provisions plus Council land adjoining the marae vested.

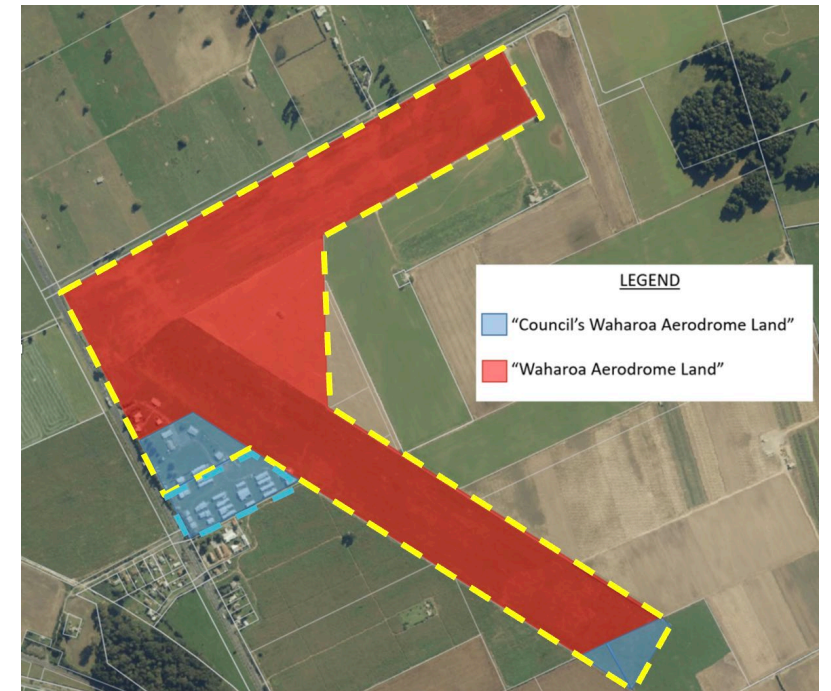
draft option 2 aerodrome significantly changes and continues

advantages	disadvantages
Return of some of the Wahaora Aerodrome land to Ngāti Hauā	Likely opposition to loss of main runway
Vesting of Council's land will resolve marae access and parking, provide access through to returned land and enable a range of options	Nature of runway may result in less use and less opportunity to grow revenue streams
Retains recreation flying opportunities and unique asset in our district	Cost of aerodrome developments
Aerodrome wider benefits: potential training, employment and commercial opportunities and economic benefits	Climate impact associated with recreational flying continues
Reduce rates impact as area to be maintained smaller and new leases could be based on cost recovery	Noise impacts on wider surrounding community continues but restrictions on flying schools could reduce impacts
Potential for noise impacts on marae and some adjoining residents to be reduced depending on the options	Council retains risk associated with aerodrome

draft option 3
aerodrome
changes and
continues

RATIONALE:

Addresses issues and supports opportunities at Raungaiti Marae while enabling benefits from the aerodrome to be continued and potentially expanded. Still provides for eventual return of all of the Aerodrome Land in the future if it is deemed no longer necessary for an aerodrome.



draft option 3 aerodrome changes and continues

DRAFT HE MOEMOEA | DRAFT VISION:

A safe, valued and sustainable aerodrome that services day time aviation and that is managed in way that recognises Ngāti Hauā as the past and future owners.

OUTCOMES WITHIN TEN YEARS:

- Development of Jagger Road to enable Block F to be vested to Ngāti Hauā.
- Block F can be developed to support marae aspirations (funding and district plan dependent)
- Settlement Act provisions still provide for land to be vested back to Ngāti Hauā in the long term if an aerodrome is no longer required.
- New lease arrangements support cost-recovery model to risk of cost to ratepayers.

draft option 3 aerodrome changes and continues

advantages	disadvantages
Vesting or leasing of Council's Block F will resolve marae access and parking and provide for other marae developments	No return of Block 72 land to Ngāti Hauā in short to medium term. Developments likely to make it more difficult to achieve in long term.
Retains recreation flying opportunities and unique asset in our district	Cost of aerodrome developments
Aerodrome wider benefits – potential training, employment and commercial opportunities and economic benefits	Climate impact associated with recreational flying continues
	Noise impacts on surrounding community continues but restrictions on flying schools could reduce impacts
	Council retains risks associated with aerodrome

draft option 4
status quo

RATIONALE: Council doesn't support or doesn't have funding to create changes to transition to an alternative arrangement.



draft option 4 status quo

DRAFT HE MOEMOEA | DRAFT VISION:

A safe, valued and sustainable aerodrome that services primarily day time recreational aviation and that is managed in way that recognises Ngāti Hauā as the past and future owners.

OUTCOMES WITHIN TEN YEARS:

- Aerodrome continues as it is today.
- Renewal of leases may allow for some better cost recovery but likely to be push back from lessees.
- No land vested to Ngāti Hauā.

OUTCOMES BEYOND TEN YEARS:

- Settlement Act provisions still provide for land to be vested back to Ngāti Hauā in the long term if an aerodrome is no longer required.

draft option 4 status quo

advantages	disadvantages
Retains recreational flying opportunities and unique asset in our district	No return of Block 72 land to Ngāti Hauā in short to medium term. Developments likely to make it more difficult to achieve in long term.
Aerodrome wider benefits – potential training, employment and commercial opportunities and economic benefits	Cost of aerodrome management and continued rates impact
Retains aerodrome for civil defence to utilize in emergencies	More difficult to resolve marae access and parking challenges.
	Climate impact associated with recreational flying continues
	Noise impacts on surrounding community continues
	Council retains risk associated with aerodrome

next steps

- Early - mid 2024 Engagement and research and drafting
- Late 2024 Publicly consult on draft plans
- Late 2024 - early 2025 Hearing
- Early 2025 Adoption of plans