



Waikato Regional Airport Ltd Submitter (741) and Further Submitter (1253)

Hearing 15 – Designations

Evidence Highlights – Kathryn Drew

WRAL Submission and Current Position

- This evidence relates to the designated Obstacle Limitation Surface (OLS).
- WRAL has requested that their existing OLS designation is rolled over, without modification, into the Proposed District Plan (PDP).
- WRAL lodged further submission opposing two submissions (submissions 712.3 and 769.2) that sought that the OLS be removed as it related to a handful of properties.
- I prepared evidence in chief on behalf of WRAL that:
 - Outlined the purpose of the OLS;
 - Outlined the effect of the OLS had on those properties; and
 - Supported Council's position to reject the two submissions that sought the OLS be removed.
- No evidence from these two submitters was lodged with Council.

Purpose of the OLS

- The purpose of the designation is explained in detail in Section E – Designations – N – Waikato Regional Airport Ltd PDP, the key points being:
 - The safe operation of aircraft using the Hamilton Airport requires that there be obstacle free air space around the airport.
 - The defined surfaces, above which there must be no obstacle, have been adopted by the Civil Aviation Authority of NZ.
 - These surfaces are known as OLSs and are defined in terms of distances from the runways and heights relative to runways.
 - In order to ensure safe and unrestricted operation of aircraft using the airport, no building, object, structure or tree is to extend through or above these surfaces.
 - The surfaces that affect land within the Waikato District are the 'Horizontal Surface', the 'Conical Surface' and the 'Main Strip Take off/Approach'.
 - The Horizontal Surface is set at a level of 95m Moturiki Datum, for a distance of 4000m from the periphery of the main strip.
 - The Conical Surface slopes outwards and upwards from the periphery of the horizontal surface at a 1:20 gradient.
 - There is a Main Strip Takeoff and Approach Surface are both end of the main strip. Each takeoff and approach surface rise upwards and outwards from the end of the main strip.

Effect of OLS on submitters properties

- Two submissions have been received that request that the designation be removed as it related to a cluster of properties on Matangi Road and Yumelody Lane and as it related to the Atawhai Assisi site on Matangi Road. Those submitters suggested the designation has been put in place in error.
- The properties to the west of Yumelody Lane are affected by the Conical Surface, whereas all other properties are affected by the Main Strip Take off and Approach Surface.
- The maximum height for buildings, as provide for by the PDP, is more restrictive than the OLS.
- For the submitters properties, the OLS sits at a level of between 80m to 106m above the existing ground level.
- As such, the OLS designation has no material effect on the use of their properties, but is still required to be maintained to comply with the Civil Aviation Authority requirements for the Hamilton Airport.

Relief sought

- That submissions 712.3 and 769.2 be rejected.
- That WRALs further submission is accepted (FS 1253.41 and .42).
- The OLS be retained in the PDP as notified.