

Good morning Commissioners.

Page 1.

I & my wife Di represent our own interests (i.e. Property No's 220 Collie Road, 213, 220 234, 246 & 252). These are separate & distinct legal entities, but with contiguous boundaries. We also represent those interests of much of the community of the 'West' – Te Kowhai in my youth was specifically signposted as Te Kowhai West.

While the residents of central Woolrich Road do not quite qualify to be Westies, they are affected parties in the potential impacts of this proposed plan & many share our concerns. Ten families have attached their signatures to our Original Submission; others have added their weight as the impacts of this proposal have (slowly) become apparent. Thus today, I will refer to our collective as '**The Westies**'.



Slide 1. Approx outline of the Westies, with the oOLS & pOLS.

My family settled on this land in 1933. Five generations of McBride's have lived in the house on 213 Collie Road. We have named this place 'Carinya' – aboriginal for 'a place of enjoyment'. Extended family return to this place because of its particular features – including tranquillity and for recreation. It is our turangawaewae.

For Di & I, it is also our business and our passion – with tens of thousands of trees planted over 40 years, some 18 lakes created to enhance the landscape & biodiversity values, & about 6 hectares of ancient native forest which we have spent 36 years revitalising; as a result we have noted 58 species of birds on our land, including some, such as kaka & bittern, & a thriving population of short-tailed bats. We have designed & built our own, award winning sustainable home.

In y2000 Di & I were awarded the New Zealand Green Ribbon Award for leadership in sustainable agriculture, I hold the NZ Order of Merit for services to the environment and agriculture, am a Winston Churchill Fellow, a Link Scholar, etc etc.

While our fellow Westies may not share Di & my long association with this land, they share a similar passion of living in this secluded enclave, nestled between the Woolrich Road hills, the Waipā River & the Hakarimata Ranges. Such is the Westies enthusiasm to live in this relatively secluded valley, that the Collie Road community recently held its 46th consecutive 'annual street party', where life-stylers & farmers celebrate our special place. To all of us, the potential noise intrusion of up to 15,000 aircraft each year is most unwelcome!

The relief sought in our collective submissions is the withdrawal of the whole OLS /Variation 1 section of the pDP.

2.

Di & I are not anti-aviation; in fact have gone to overseas airshows; at one point, I held a security clearance at Ohakea Royal NZ Air Force Base. We have had considerable dialogue with other affected parties such as Mr Metcalfe, & the representatives of the families of Stead, Sam, Davis, Ranby and to a lesser extent, Ken Anderson. These people appear to share similar concerns. We have also had many conversations with villagers, past and potential OLS-recipients, under the **bowtie**, as it is as it is referred to in some council reports, and some who will be affected by spill-over noise adjacent to the 33 square kilometres of the Inner Horizontal Surface zone (IHS). We have, in our own time kept interested Westies updated on OLS-related events by newsletter, conversation and email.

Particular matters which vex me personally within the seemingly endless technical reports includes the apparent **lack of connectivity of the proposed airfield** to the village – a ‘perhaps’ footpath is completely insufficient; I, & the Community Group have been heavily involved in initiatives such as Community Plan reviews, Blueprint, re-zoning applications such as Plan Change 17. Throughout these, I/we have advocated for *connectivity* within the rapidly expanding village. I remain unconvinced that Te Kowhai Airfield's ambitions recognise that the proposed Airpark is just an unconnected, nearby satellite enclave.

Further, ‘**future-proofing**’ is regularly alluded to in NZTE’s literature – I am unconvinced that this term has been defined; it sounds like a ‘blank cheque’ to turn this reactional facility into a fully-fledged enterprise at some underdetermined point in time. For certainty, villagers must have some specific general limits on NZTEs aspirations, rather being handed a blank cheque to develop unhindered.

The provision of a ‘**liaison group**’, as similar to what was mandated between Tamahere residents, Waipa & Waikato District Council and Hamilton Airport's extended OLS, could at least give a formal channel for dialogue & disputes. Leaving this to the vagaries of CAA & WDC is not confidence-inspiring!

The late Max Clear, of Te Kowhai airfield, was a charismatic person, with a vision of creating an airfield where amateur aircraft enthusiast could congregate and recreate. He was also a personal friend of Di & myself. His passion for the skies had a significant impact on the area; Te Kowhai Airfield attracted aircraft and pilots of all types, and in the process, the district got to be entertained. Some objected, but Max went to considerable lengths to mitigate the effects of his fun – modifying his Bantam microlight in 1995 by removing the original (noisy) two-stroke Bombadier engine & installing a much quieter four stroke-motor and muffler. He was acutely aware that the noise effects of his hobby did affect Te Kowhai-ites. He demanded of pilots that they did not upset the Te Kowhai Community – to the point of refusing to let flying be undertaken before 9.00am on a Sunday morning, in defence to church goers. Contrastingly, we were disappointed to observe repetitive circuits by a training helicopter, back on Armistice Day in November 2018, beginning at 7.45am on a Sunday morning. The noise from the pitch-change of the rotors was particularly invasive. We, on the other-hand, in deference to our many neighbours, avoid where possible the use of heavy agricultural machinery on a Sunday, & run an electric (EV) side-by-side ‘motorbike’.

3.

Max's enthusiasm & vision to adapt his property to an Airpark received considerable support from the elected officials of WDC. This Airpark concept was based on a 'mom & pop' airfield, run for the benefit of amateur aircraft enthusiasts. That us Westies could live with.

Council's application to include Te Kowhai Airfield's activities in the pDP has appeared to have *screwed the scrum* in that NZTE, in a scale and intensity never envisioned previously, has the appearance of the full 'weight' of council behind it – basically by political support & decision.

An attempt to understand this original process behind this bias in favour of NZTE has been fruitless – a request for the *minutes* regarding the decision to include NZTE's proposal in the pDP were responded to that there were no such documents in existence.

Local Government Act Section 82, Principles of Consultation state:

(f) that persons who present views to the local authority should have access to a clear record or description of relevant decisions made by the local authority and explanatory material relating to the decisions, which may include, for example, reports relating to the matter that were considered before the decisions were made.

This defies legal requirements for Local Government and has not enabled us to understand the rationale for Te Kowhai Airfield's inclusion in the pDP. Further, in attempting to gain clarity about this process, Ms Ensor stated to us that NZTE representatives *assisted* council to write the chapter 17 section of the pDP.

There is no report or explanation as to how this came about. To us, council's decision to effectively become the sponsor for NZTE's private aviation business-dreams lacks transparency. It also disadvantages one part of its constituency, in favour of another. The process behind the rationale warrants our further investigation, probably with the Commissioner of Local Government.

4.

We will now turn to specific matters of concern to the us & the Westies:

Lack of Consultation. Again the Local Government Act, s82, principles state that:

1) Consultation that a local authority undertakes in relation to any decision or other matter must be undertaken, subject to subsections (3) to (5), in accordance with the following principles (*items not included*). Such stipulated consultation in plan-development requires a commitment to communicate effectively with a large community of individuals and groups with different values and concerns; and, to take on board feedback.

The earliest of the very short list of direct correspondence from NZTE stated:

*You have been identified as a stakeholder with a potential interest in these changes because your property is beneath or in close proximity to the OLS footprint. The purpose of this letter is to initiate consultation with regards to the proposed change in OLS The owners of the aerodrome will **also** be contacting landowners individually as a means of followup consultation.*

While our definition of ‘individual’ contact may differ from NZTE’s, it is not unrealistic to expect meaningful, face-to-face interaction.

A straw poll of these Westy families over the last week has shown not one owner approached (about 75%) has had any direct, *on-site* & meaningful consultation from Council or NZTE in the last 2.5 years of this pDP process. Some have a vague recollection of correspondence from ‘Council’, some, particularly newer residents (within the last year), settling here as a result of change of ownership - at least 5 of the 16 western properties directly under the proposed OLS bowtie, claim to have had no personal contact of any sort from Council or NZTE. One ‘newby’ asked how it is that rates demands can get to his place but council has not been able to send any ‘airfield’ correspondence to him? Until last Thursday, one family had no idea that a LIM Encumbrance was potentially heading their way. Some, like Mr Maxwell and Ms Fowler, have gone from offering supporting signatures to our Original Submission to becoming active opponents to the pOLS.

WDC have not consulted adequately. Council, as the lead agency in the plan, has to our knowledge, not visited directly with any of our 16 unwilling pOLS-recipients. They appear to have relegated this to NZTE, who have displayed arrogance and complacency.

In the Section 32 reports, Evidence of Consultation Appendix 24-7’, in NZTE have published a *Table of parties they have consulted with* (‘Letter Drops’). We can state that evidence seems flawed:

A visual check of the itemised RAPID numbers from NZTE’s Table, on Woolrich Road properties, is not comparable with NZTE’s listed 6 addressees (4 are correct, 2 properties are not even shown for ‘Letter Drops’ & 2 others street addresses/properties supposedly ‘consulted’ are not even physically evident).

5.

(ctd). ... Collie Road was similar: of the 10 properties shown by NZTE, 2 potentially affected properties seem to have been ignored completely & 1 address on the list appears to not exist.

Included in this *consultation Table*, are Carinya's 5 Collie Road properties: 213, 220, 234, 246, 252. It is duplicitous for them to state they have corresponded (communicated) with the other 4 properties – we can categorically state that they have NOT addressed any direct or indirect dialogue to those separate legal entities. The **only** correspondence (i.e. a couple of pro-forma or general letters) has been *specifically* addressed to the occupants of 220 Collie Road.

Ken Anderson, under the east OLS proposal, noted that around 2018, that Te Kowhai Airfield undertook to have one-on-one meetings with all potentially affected landowners. As of yesterday, that has not happened for him.

Te Kowhai Community Group, of which I am a member, arranged a general district-wide public meeting to allow residents to understand the implications of the pDP in regard to the airfield. I believe this was immediately prior to the close of Further Submissions. The chair was instructed to undertake a letter drop to *all* residents of Te Kowhai, inviting them to attend. This he failed to do, & the result was a very small turnout. (I might also add that this precipitated his 'retirement' as chair).

Those who came to that meeting, not initiated by NZTE, to learn, were subject to an extremely complex, aviation-focused rendition of why huge extensions to the Airfield in the scope and intensity of use of Te Kowhai Airfield was going to be great for the district. Many people left confused. It was not 'consultation'; to be classed as such, it needed to be de-jargonised, de-mystified & de-polsyllabised!

We of the West therefore consider that adequate consultation has not occurred, and, to that end, request that Variation 1 /OLS extensions, be withdrawn for the proposed DP.

Other Related Aviation Effects

Our collective Westy land has been subject to negative effects and intrusion from other aerial activity on a regular basis – one from a commuter-type helicopter hanger on a nearby rural property and another from a local business in agricultural activity. Easy and congenial agreement was reached with those Blakett Road helicopters operators to avoid direct overflight of our & other local homes.



The Waikato Balloon Association has two properties in Te Kowhai West registered as Sensitive Flying zones (including ours), prompted by a number of incidents involving breeches of their own Code of Practice, resulting in injuries to animals and damaged fences on a number of occasions. Di & I have had one aircraft departing Te Kowhai Airfield crash-land, a near-deadly incident, on what is now part of our property. (*Image of crash*).

6.

Ctd ... The cumulative effects of aviation's general intrusion is tolerated in the area; an increase to 15,000 aircraft movements by NZTE per annum, on top of other aviation-related traffic, will increase risk and decrease amenity values. Compared to the balloons & the Western-based helicopters, no such accommodation to respecting our collective living spaces has been offered or reached with NZTE.

We of the West therefore consider that adequate consultation has not occurred, and, to that end, request that Variation 1 /OLS extensions, be withdrawn for the proposed DP.

Breeches of Existing Rules From Te Kowhai Airfield?

We think it can be shown that a number of take-offs & landings to the west have been in breach of CAA rules for amateur aircraft. This can be illustrated by the 'Six-Minute Cessna', as Westies call it. Over the last year, that pilot has spent many many days doing endless & repetitive 6-minute circuits, at very low heights. Noise intrusion has been significant for many homes, especially those on the Woolrich 'Ridge'. 255 Woolrich Road stated that on occasion, she thought the aeroplane was going to fly through her home.

For us at 213 & 220 Collie Road, this '6-minute Cessna' pilot undertook Simulated Engine Failures on a regular basis - departing west, just clearing Woolrich Road & our hills (at ~54 to 63m in height Mokuriti), then cutting all engine power to drift/descend some 900 lineal metres across our land, to power-up at a very low height over our home. This has been horribly intrusive noise-wise and fosters an instinctive reaction about whether to grab the First Aid kit!

We eventually resorted to attempting to clarify the legal position with CAA in regard to breeches of the amateur aircraft ceiling height and noise. Prolonged correspondence was of little help to this intrusive noise pollution; essentially CAA stated that noise was of little interest to them; aircraft safety is their focus (copies of the correspondence are available).

Similarly, our diary entries for flights from NZTE's airfield to and from the West, after the CAA's Hours of Legal Darkness or Civil Twilight, for amateur pilots, can be produced by us from over the last 18 months. Within that period, apparent evening breeches of these rules have been particularly apparent – in one case the aircraft, observable only as a silhouette, had full landing lights on as it headed over our home, towards the airfield. (*Other examples not presented*).

During Level 4 COVID Lockdown, the most restrictive lockdown we have ever seen, on April 10th 2020, another aircraft departed (climbed out) Te Kowhai Airfield and about an hour later returned. It appeared to be 'loitering' in the sky, at considerable height, over Whatawhata. However, CAA advised us that under Lockdown rules, maintenance flights could be approved on a case-by-case basis & 'that such a flight should have been authorised by CAA during Level 4'. (Ref: CAA email, 30/7/2020).

7.

This sort of potentially unauthorised behaviour shows that NZTE either cannot control its air traffic, or just ignores the rules when it suits.

Noise Nuisance. CAA suggested to us that the *council* should deal with the associated nuisance of unwanted noise. However, council's website specifically states that noise control measures will not be taken unless the event is *currently* happening; with an aircraft, the offender has often been long gone before we could have reached the phone. Further, once an aircraft goes 'wheels up', noise pollution is no longer a matter for the RMA & councils, it is a CAA function. CAA have demonstrated they have little interest in that noise issue.

Council's sponsorship of what should be a Resource Consent application by NZTE places them in a favoured spot. These examples, of likely errant pilot behaviour, appears to fall through the regulatory gaps. We in the West have little confidence in the (potentially disparate?) regularity system of WDC & CAA to protect our values.

We ask that, due to the effects of noise-nuisance, and lack of mitigation options offered, that Variation 1 be set aside.

Acoustic disruption

There appears to be no relief to Westies from aviation-induced acoustic noise in the pDP for those under the OLS bowtie; the pDP simply ignores the effects on our area; beyond upper noise limits in the Rural Zone in the Operative DP, we have no specific Noise Control Boundaries, as does some of the village. Observations suggest that noise under the approach and departure bowtie, particularity to the west, where aircraft generally prefer to climb out into the wind, is exponentially increased as the aircraft climbs away from the airfield. We believe that cone of sound precedes and follows a departing aircraft in a far more insidious manner than a taxiing aircraft on a runway.

The Section 32 Report 'Acoustic Assessment', which studied noise effects under the proposed OLS – specifically focussed on acoustic effects from taxiing aircraft; discussed within are the Ranby, Gatenby, Davis, Stead, Sam & Metcalfe properties. It is silent on effects on properties beyond the existing OLS – extending to Ken Anderson's in the east, who is a submitter, & the 15 additional properties directly under the bowtie to the west.

Council and NZTE has not addressed this specific issue. No reference has been found about noise in the climb-out zones. No one has considered the homes of 145 & 153 Woolrich Road, which have little separation between their roof-lines & the proposed lower limits of the OLS. As already noted, aircraft noise complaints are of little interest to regulators; CAA by dis-interest, & WDC by their noise-complaint process and jurisdiction obscuration.

We Westies have no confidence that our concerns have been addressed. IFR/Night flying and 'up to 18m wingspan' craft will allow the potential of residents under the new OLS little respite under NZTE's opaque 'Future Proof' plans.

Due to these omissions in the pDP, we request that the OLS section be deleted from the pDP.

8.

Trees

Our Original Submission called for the rescinding of the 'short' or y2006 1.2km OLS, approved by WDC. Di & I had **zero** knowledge of this legal process until a Drop-In session, at Te Kowhai Hall, held by WDC to introduce the pDP.

At that, the Planner had asked which was our land, & then flipped to a Planning Map. Thereon was the work 'Encumbrance'. Investigations revealed that the Woolrich Road end of our 213 Collie Road land had an OLS registered on the title. We were shocked - that was complete news to us.

So in the intervening 12 years, not one person from Council, or Te Kowhai Airfield ever discussed the OLS. No-one addressed a most likely non-compliant huge willow tree at the entrance of our Woolrich Road land. NZTE profess to be very concerned about pilot safety – yet the OLS was totally ignored by Council and the Airfield operators.

My understanding is that Mr Metcalfe will address Case Law, which indicates that Existing Use Rights are applicable to his trees & our one tree that was protruding though the lower limits of the original 2006 OLS. However, we do not know – nobody has stood on the hills & explained these matters.

**PHOTO WILLOW inside oDP on our land, intruding into oOLS?
Note scale of 12 tonne digger.**

In those ensuring 12 years, council has never *given effect* to the 2006 OLS – despite its obvious safety breaches, at least at Carinya and on Mr Metcalfe's adjoining land (n.b. tree height).

Some, with the inclusion of another 2.5 kilometres of our land in Variation 1, many of the ~300 trees which are growing on our own ridgelines, in Production Shelter-belts, may be in breach of the plan, should it become operative.

We have been left entirely to our own devices to interpret complicated, and inherently inaccurate land-evaluation data. (i.e. LIDAR data. Note current WRC expenditure on an updated LIDAR, due to its inaccuracies)

Due to the systemic failure to consult meaningfully, we request that variation 1 be withdrawn.

9.

Safety

All tree removal in the OLS appears to have been predicated on 'pilot safety'. We have been left to guess the implications of these statements.

As an example, at or near 'hill 4', the Moturiki datum height is 54.9 metres. Trees, planted by ourselves for timber, sediment and erosion control, bird fodder, bee fodder, carbon credits and amenity values, are approximately 13.1 metres in height above the ground. This, in our calculations, gives a total height of 69 metres Moturiki. (See Google map, with heights).

Adding Te Kowhai Airfield's datum height of 25.2m to the 1:40 m glide path at 'hill 4' (1,630 lineal metres from the western approach of Te Kowhai Airfield) gives a total lower surface of the OLS above our hills at **65.95 m** (40.75m + 25.2m).

Thus, according to our calculations, the existing trees near 'hill 4' are taller than the proposed OLS by just over **3 metres**. Other hill-way points have similar consequences. I have debated these specific numbers with Ms Ensor of WDC and offered them to CAA for review. So far, nobody has rebutted them.

Remarkably, the Inglis family, at 153 Woolrich Road, supporters of our Original Submission, have a tall, 3-storied home, at about 38m ASL for the land-surface level. Their (& Stratfords) home was literally 'split' in half, running north south, by the 2006 1:20 OLS bowtie. The proposed new 1:40 climb-out path's calculation suggests that the new bowtie section, has a theoretical lower 'flight buffer' of +9 m clearance – a small margin for safety and no useful buffer from noise-pollution.

CAA claim to insist on a *safety buffer*; I would suggest that the intention of the Council's proposed OLS bowtie, of ensuring **pilot safety**, that, as a principle, it is completely flawed.

In-depth discussion in the last week with Ms Ensor reveal an option for our own non-compliance trees – cut them down or, we (the owner of the hills) can apply to WDC for a Notified Resource Consent to allow our trees to 'push through' the bowtie in the pDP. This process would have unknown odds as to whether we would be successful; NZTE would have to approve this.

Further, Ms Ensor stated to me that:

Where it gets really problematical, is where CAA get involved. CAA's OLS may, or may not be compatible with WDC's OLS. Council could approve existing use rights, should they exist, only to find that CAA's overlay is different.

In this recent discussions with CAA about these actual bowtie calculations of mine, they also refer to, in s.1.2.2.c of their Advisory OLS, about aircraft performance requirements, applicable to take-off and climb, which require all aircraft to clear all obstacles by a minimum specified margin'. Again, new, unexplained terminology.

10.

.... As of last week, Ms Ensor was unaware of a 'minimum specified margin'. Where is the data about the Minimum Specified Margin? Why do westies such as the Inglis & Stratford family have no idea about *minimum specified margins* between their homes & the lower, or as CAA calls it, 'the take-off climb surface'?

So, we westies face potential competing jurisdictions, different regulators, and demonstrable total historical indifference to giving effect to the oOLS. Council has failed in its duty to address these safety issues for residents with affected parties.

We request that Variation 1/OLS section be set aside.



Looking S/SSE from 'hill 1' towards Madgwick's 89m hill & trig + trees, shown in 'poor weather'. Safety concern for IFR/night flying/students/visitors. Where are CAA's Minimum Specified Margins.

11.

Loss of Productive Capability

As part of our long-term sustainability and associated carbon-farming focus at Carinya, we have planted perhaps more than 50,000 trees on our land. 'Hill 1 & 2' noted earlier, were programmed in the winter of 2021, to be planted in fast-growing poplar, in a two-tiered agro-forestry regime. This is predicted to sequester 661 tonnes of carbon by year 28; meeting societal responsibly, aiding our farming operation's carbon-neutrality and giving a regular and sustained income.

Due to the issues of the proposed 1:40 OLS, the agro-forestry of '*hills 1 & 2*' have been put on hold while we await the decisions as to whether CAA and WDC will force us to abort our carbon-farming plan, due to the potential growth of these trees on the upper-half of the hills into the 'Minimum Specified Margins' (whatever they are).

Should Council become the enforcement authority for errant trees, no-one has explained to us who will pay the costs for removal of fences, culling of trees (some are massive; on a very steep slope it would be very difficult to trim them), the clean-up, re-instatement, re-fencing and compensation for loss of carbon sequestration benefits.

In this matter, last week, Ms Ensor said:

They (CAA) might not find the (council's) OLS is fit-for-purpose; they may not allow trees to poke through; they could penalise you, by fine or sanction. I don't know.

Subsequent correspondence with CAA by us got this reply from M Boyle, Team Leader Licencing & Standards, (17 July 2020):

Changes in district plan requirements can have 'grandfather' rights, where existing obstacles that were penetrating the surfaces prior to plan change are exempt from the obstacle limitation requirement. This is solely a council matter (&) will need to be clarified directly with them directly.

CAA's Grandfather Rights to existing obstacles in district plans? Council can exempt existing obstacles? How is it that submitters under the proposed OLS, including fellow-submitters with potentially no-compliant trees such as Metcalfe, Madgewick, Vela Holdings Ltd & G & D McBride have never heard of *exemptions*, or *grandfather rights* in the so-called consultation process?

At 'our place of enjoyment' and those of fellow Westies, both under the bowtie and in the associated zone of influence, NZTE is the beneficiary of our potential foregone amenity and income; it seems inconceivable under the RMA that they can externalise their costs onto us and the rest of Te Kowhai Community.

Due to the uncertainty of mandated tree removal, and absolutely no discussion about who will pay, we ask that Variation 1 be withdrawn.

12.

Summary

Some real & tangible *negative* affects are evident should Variation 1 be ratified. The consultation process has been exceedingly poor. We consider Council has abrogated its responsibilities to consult effectively – two general Drop In-sessions & two mail pro-forma letters to (maybe most) residents, on an extremely complicated matter, is wholly insufficient. This is compounded by the deluge of technical material and amendments to the plan.

Not one of the ‘key stakeholders’ (NZTE & WDC), nor CAA have stood in our doorway at Carinya and entered into discussion. No-one, as far as we know, has stood on Woolrich Road, where CAA’s Technical ‘Minimum Safety Margin’ has meant to be in place – presumably since 2006. Not one person has stood on our hills, beside our now-endangered trees and evaluated safety and noise impacts. So far, I am unaware of any of the other unwilling recipients of the proposed OLS having received face-to-face’ or personal visits & meaningful consultation.

We understand that the Hearing Commissioners were given/had a site orientation at Te Kowhai Airfield, along with a luncheon. In the interest of balance and understanding, the Westies would like to *extend an invitation* to the commissioners to visit the ‘Woolrich Road-ridge’. (*Note: this comment about a supposed visit to NZTE/TKA by Commissioners has subsequently found to be incorrect & formally retracted. It appears to have come about due to a misunderstanding or miss-communication from a conversation last year.*)

For this (invitation), we would request that NZTE supply aeroplanes, perhaps a Yak, a microlight, & yes, the 6-minute Cessna. We would ask that the pilots fly as close to the lower limit of the new proposed (1:40) bowtie (avoiding any trees), doing repeat circuits. This will allow a reality check for decision-makers to the significant and real impacts of those under the climb-out or bowtie zone, from the ‘15,000’ annual flights. (See attached calculation/Appendix).

The Westies cannot understand how a private, business entity can secure perceived sponsorship by Council, when many of its other ratepayers will be disadvantaged by noise, loss of amenity values, potential property-sale constraints, loss of forest productivity and the general enjoyment of life.

We see Council as having ‘screwed the scrum’ (in favour of the proprietors of the airfield). We see Variation 1 suffering from an indifference to historical enforcement, or ‘giving effect’ to the 2006 OLS, and in the future, different regulatory overlays between CAA & Council, with different standards, administration and enforcement pathways.

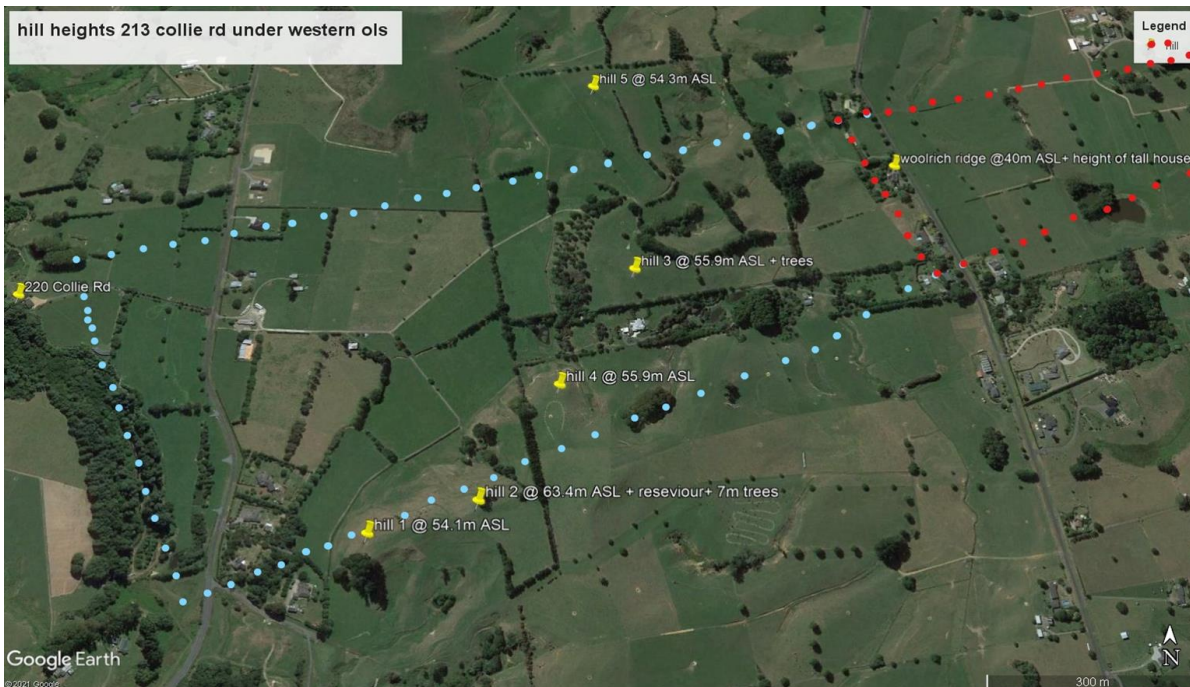
This is an exceedingly complicated subject matter, in favour of an ultimate beneficiary who appears to display an arrogance, and with unexplained consequences to the 15 families currently living directly under the proposed OLS changes.

The RMA was designed to protect affected parties, & the edict of ‘Avoid, Remedy or Mitigate’ is not clearly visible to us in the West. Because of so many uncertainties within this process we ask that Variation 1/OLS be removed from the pDP.

Notes/Appendices

Presentation notes contd...

Vertical clearance examples, without CAA's Minimum Specified Margin or any safety buffer.



1) ~
Hill
3, at

centre of pOLS, at 1,630 lineal metres from TKA.

Actual land height: 55.9 ASL (Moturiki Datum) + trees at ?13.1m = 69m total ±

Calcs: airfield 25.2 ASL. Thus, (1,630 divided by 1:40)= 40.75m vertical climbout height + TKA datum (25.2) = 65.95±

Excess tree/hill vertical clearance over pOLS = +3m

2) Woolrich Road (see 'willow' image) at Inglis 3-storied house. Note: Willow tree may have had much less vertical separation (since culled due to risk to the power lines/water pump on neighbours land).

Both were bisected north/south by the old OLS (1:20) & the pOLS (1:40 upslope gradient). Identified at top right ~under red vertical dots.

At 1,220 LM from TKA & 38m land elevation ASL plus 8m± roof line= 46m ASL

*Separation between roofline & lower pOLS **9.0 vertical metres under pOLS, (1:40)***

& 40.2m under oDP (1:20)

Comment: this highly complex issue, under the OLS & IHS, should have been addressed by council within a technical report. It has been left to lay-people like us to attempt to understand this. Submitter Kit Maxwell & I have debated considerably over these calculations, in order to *try* to understand them. In terms of those homes on Woolrich Road, any of our specific vertical separation data-discrepancy, in terms of noise intrusion on to the likes of Woolrich ridge, is neither here-nor-there: to use an old adage, 'it doesn't really matter if the pitcher (pot) hits the rock, or the rock hits the pitcher, it will still be bad for the pitcher'. Or the affected families.