

APPENDIX 7: Evidence of Consultation

Andrew McFarlane

From: Dan Readman <dan@nzte.net.nz>
Sent: Thursday, 22 February 2018 5:05 p.m.
To: Nick Jackson
Cc: Andrew McFarlane
Subject: Re: CAA Response

Thank you Nick.

I'll stay in touch.

Regards

Dan.

Dan Readman
Director

NZTE Operations Limited
Te Kowhai Airfield
[172 Limmer Road](#), RD8
Hamilton 3288, New Zealand
Mob: 021681991

On 22/02/2018, at 14:35, Nick Jackson <Nick.Jackson@caa.govt.nz> wrote:

Hi Dan,

This email is to acknowledge receipt of the plans related to the proposed aero park at Te Kowhai Aerodrome. The CAA received plans in April 2017 and February 2018.

Kind Regards,

Nick Jackson | Senior Aeronautical Services Officer – Aerodromes | Civil Aviation Authority of New Zealand

Te Mana Rererangi Tūmatanui o Aotearoa ☎ +64 (0)4 560 9550 | +64 (0)27 295 3307

✉ Level 15, Asteron Centre, 55 Featherston Street, Wellington 6011, PO Box 3555, Wellington, 6011 New Zealand

From: Dan Readman [<mailto:dan@nzte.net.nz>]
Sent: Thursday, 22 February 2018 8:40 AM
To: Nick Jackson <Nick.Jackson@caa.govt.nz>
Cc: Andrew McFarlane <amcfarlane@bbo.co.nz>
Subject: CAA Response

Hi Nick

I'm following up regarding our letter sent to CAA informing you that we would be establishing an Airpark at Te Kowhai Aerodrome and seeking changes to the Waikato District Plan to change the current OLS from 1:20 VFR to 1:40 IFR along with the other applicable changes.

We are required to demonstrate initial consultation has taken place with interested stakeholders.

CAA is the only outstanding response that needs to be passed on to Council by tomorrow.

Could we have an urgent response from you so it can be included by our Council deadline even just an acknowledgement of our letters sent back in April 2017 and February this year.

Give me a call if you need to.

Thanks for your assistance.

Kind regards

Dan.

Dan Readman
Director

NZTE Operations Limited
Te Kowhai Airfield
[172 Limmer Road](#), RD8
Hamilton 3288, New Zealand
Mob: 021681991

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Number of Aircraft on Register, excluding hang gliders, paragliders and parachutes											
Aircraft type		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
1	Large Aeroplanes	116	121	118	119	127	125	128	128	125	136
2	Medium Aeroplanes	82	81	84	78	78	80	79	78	77	69
3	Small Aeroplanes	1455	1498	1510	1520	1523	1528	1514	1497	1506	1508
4	Helicopters	698	747	760	761	767	787	795	831	840	845
5	Sport Aircraft	1726	1794	1833	1854	1895	1954	1943	1984	2038	2071
	Microlights(subset of Sport Aircraft)	887	926	950	973	999	1030	1024	1058	1097	1090
6	Agricultural Aeroplanes	116	113	110	110	109	107	103	97	93	94
	Total	5,080	5,280	5,365	5,415	5,498	5,611	5,586	5,673	5,776	5,813

Aircraft Types	Definition
Large Aeroplanes	Has a seating configuration of more than 30 seats, excluding any required crew members seat, or a payload capacity of more than 3140kg. <i>Operated under Part 121 of the Civil Aviation Rules.</i>
Medium Aeroplanes	Has a seating configuration of 10 - 30 seats, excluding any required crew member seat, or a payload capacity of 3140kg or less, or to perform a SEIFR operation. Operated under Part 125 of the Civil Aviation Rules.
Small Aeroplanes	Has a seating configuration of 9 seats or less, excluding any required crew member seat, and a MCTOW of 5700kg or less, except when they are used for SEIFR passenger operations. <i>Operated under Part 135 of the Civil Aviation Rules.</i>
Helicopters	Rotorcraft incorporating one or more power driven rotors. <i>Operated under Part 135 or 137 of the Civil Aviation Rules.</i>
Sport Aircraft	See below table.
Microlights(subset of Sport Aircraft)	a basic low performance aircraft designed to carry not more than 2 persons which meets low momentum parameters that are acceptable to the Director
Agricultural Aeroplanes	Aircraft operated under Part 137 of the Civil Aviation Rules

Sport Aircraft Categories			
Special purpose light aeroplanes	Balloon	Helicopter	Para Glider
Amateur Built Aeroplane	Glider	Jetpack	Parachute
Amateur Built Glider	Gyroplane	Microlight Class 1	Power Glider
Amateur Built Helicopter	Hang Glider	Microlight Class 2	

NZCAA Licence Holders										
Year										
Licences (Medical Certificate)	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
RPL (RPL Medical)		68	133	146	205	240	281	320	395	419
PPL (Class 1 & 2)	3,819	3,733	3,829	3,655	3,513	3,361	3,017	2,617	2,530	2,385
CPL (Class 2 only)	1,662	1,761	1,969	2,083	2,284	2,420	2,571	2,442	2,316	2,192
CPL (Class 1)	2,155	2,295	2,359	2,385	2,362	2,366	2,150	2,125	2,076	2,030
ATPL (Class 2 only)	913	991	976	981	962	993	1,052	998	1,034	1,006
ATPL (Class 1)	1,055	1,048	1,068	1,096	1,124	1,119	1,120	1,226	1,210	1,248

The number of licence holders at the end of each year who hold an active medical certificate, by licence type. Note that RPL licences only started

Aeroplane Activity Data				
Year	Quarter	Aeroplane Hours	Aeroplanes Reporting	Average Hours
2007	1	9936.1	568	17.49
2007	2	8611.3	513	16.79
2007	3	6248.8	550	11.36
2007	4	8550.5	587	14.57
2008	1	10444	585	17.85
2008	2	6275.4	546	11.49
2008	3	4912.9	473	10.39
2008	4	6991.8	501	13.96
2009	1	9044.1	567	15.95
2009	2	5766.6	489	11.79
2009	3	5177.9	493	10.50
2009	4	6489.1	535	12.13
2010	1	8329.3	532	15.66
2010	2	5300.4	521	10.17
2010	3	4394.7	500	8.79
2010	4	6798.9	444	15.31
2011	1	8756.1	417	21.00
2011	2	5464.3	403	13.56
2011	3	6046.0	355	17.03
2011	4	6236.0	404	15.44
2012	1	6186.5	156	39.66
2012	2	6734.1	353	19.08
2012	3	5958.6	242	24.62
2012	4	5316.5	156	34.08
2013	1	6871.1	317	21.68
2013	2	5125.5	299	17.14
2013	3	5210.2	302	17.25
2013	4	6182.9	384	16.10
2014	1	6821.3	624	10.93
2014	2	6463.9	665	9.72
2014	3	5935.5	649	9.15
2014	4	7185.4	671	10.71
2015	1	7444.6	579	12.86
2015	2	6394	578	11.06
2015	3	6370	599	10.63
2015	4	7531.9	616	12.23
2016	1	6842.3	511	13.39
2016	2	5272.3	508	10.38
2016	3	4968.3	467	10.64
2016	4	5209.6	445	11.71

	Average Number of Aeroplanes Reporting	Activity data for the years 2011-2013 have been estimated due to the low numbers of returns for these years. The estimation formula is: average reported hours per quarter * the average number of aeroplanes reporting for all years except 2011-2013.
1	565	
2	546	
3	528	
4	548	
Total	546	

Helicopter Activity Data				
Year	Quarter	Helicopter Hours	Helicopters Reporting	Average Hours
2007	1	4751.10	313	15.18
2007	2	3785.30	308	12.29
2007	3	3925.40	316	12.42
2007	4	4360.50	348	12.53
2008	1	5287.80	331	15.98
2008	2	3968.30	342	11.60
2008	3	3261.30	302	10.80
2008	4	4308.90	327	13.18
2009	1	4826.20	337	14.32
2009	2	3275.30	310	10.57
2009	3	2780.30	288	9.65
2009	4	3913.00	305	12.83
2010	1	4029.70	315	12.79
2010	2	3309.40	295	11.22
2010	3	2244.90	274	8.19
2010	4	3039.10	240	12.66
2011	1	3888.76	223	17.44
2011	2	3550.86	219	16.21
2011	3	3182.29	212	15.01
2011	4	4120.31	214	19.25
2012	1	2993.15	134	22.34
2012	2	2950.45	222	13.29
2012	3	2351.04	154	15.27
2012	4	2536.00	150	16.91
2013	1	3756.40	158	23.77
2013	2	3236.34	201	16.10
2013	3	2672.70	211	12.67
2013	4	3041.10	248	12.26
2014	1	3652.70	320	11.41
2014	2	3281.20	335	9.79
2014	3	3166.90	344	9.21
2014	4	3734.70	369	10.12
2015	1	4303.50	369	11.66
2015	2	3434.30	350	9.81
2015	3	3167.80	335	9.46
2015	4	3847.00	344	11.18
2016	1	3721.00	338	11.01
2016	2	2928.50	300	9.76
2016	3	2608.60	281	9.28
2016	4	2392.30	274	8.73

	Average Number of Helicopters Reporting	Activity data for the years 2011-2013 have been estimated due to the low numbers of returns for these years. The estimation formula is: average reported hours per quarter * the average number of helicopters reporting for all years except 2011-2013.
1	325	
2	314	
3	299	
4	310	
Total	312	



ENGINEERS • PLANNERS • SURVEYORS

1 February 2018

Job Number: 144310

Civil Aviation Authority
PO Box 3555
Wellington 6140
New Zealand

Dear Sir/Madam

**PROPOSED CHANGE TO THE WAIKATO DISTRICT PLAN TO ENABLE THE ESTABLISHMENT OF
AN AIRPARK ZONE AROUND TE KOWHAI AIRFIELD**

I refer to our letter of 21 April 2017.

Bloxam Burnett and Olliver has been engaged by Te Kowhai Airfield to rezone land around Te Kowhai Airfield as part of the Waikato District Plan review. If successful, the rezoning will enable the establishment of an 'airpark' adjacent to the existing airstrip.

The airpark is aimed at the commercial and recreational aviation sector, providing the ability to live and work adjacent to an airstrip. The airpark is still at a conceptual stage but is likely to comprise a number of precincts, intended to reflect future use of the site. Potential precincts include the following:

- Precinct A - runway and operations;
- Precinct B – aviation-related commercial;
- Precinct C - medium density residential; and
- Precinct D - general residential.

The bulk of the proposed airpark is intended to be residential in nature, although provision will also be made for aviation-related commercial activity and additional hangars. At the heart of the concept is the ability to taxi aircraft from runway to residence and vice versa.

If successful, rezoning of the site will enable the development of approximately 130 sections, all of which will have aircraft access to the airstrip. It is this unique association with the airstrip which separates this development from conventional residential development elsewhere in the Waikato District.

BLOXAM BURNETT & OLLIVER LTD
LEVEL 5, 18 LONDON STREET
PO BOX 9041 HAMILTON NEW ZEALAND
PHONE 64 7 838 0144 FAX 64 7 839 0431
EMAIL consultants@bbo.co.nz

The airfield site is currently zoned Rural under the Waikato District Plan. Although there are no District Plan restrictions with regards to the volume or frequency of aircraft movements, the residential and commercial components of the airpark are not permitted by right, hence the need for a Plan Change.

Te Kowhai airfield currently operates under Visual Flight Rules (VFR). Whilst addressing the rezoning as part of the District Plan review, opportunity is also being taken to futureproof the airfield such that it can operate under Instrument Flight Rules (IFR). In order to provide for that change, and contrary to our earlier correspondence dated 21 April 2017, the property owners are now seeking an amendment to the Obstacle Limitation Surface (OLS) as currently shown in the Waikato District Plan.

It is proposed to change the OLS from its current 1:20 gradient to a 1:40 gradient, with corresponding changes to the transitional side surfaces. Being an alteration to a non-certificated aerodrome, the airpark design will require approval of the CAA under CAA Rule Part 157. An "aeronautical study" (risk assessment) will follow in due course once all relevant risks are identified and where necessary, appropriately mitigated.

You have been identified as a stakeholder with a potential interest in this development. The purpose of this letter is to seek consultation feedback with regards to the Plan Change and to invite comment or feedback on any issues of concern. An indicative 'concept masterplan' was forwarded to CAA in our letter dated 21 April 2017. Attached is a follow-up plan showing the existing and proposed OLS.

We would welcome your views on the principle of the development. Feedback should be addressed to Andrew McFarlane at Bloxam Burnett and Olliver.

I look forward to hearing from you.

Yours faithfully,

BLOXAM BURNETT AND OLLIVER LTD



Andrew McFarlane

Senior Planner

Mob 027 500 3005

Email amcfarlane@bbo.co.nz

Encl.

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ENGINEERS • PLANNERS • SURVEYORS

21 April 2017

Job Number: 144310

Civil Aviation Authority
PO Box 3555
Wellington 6140
New Zealand

Dear Sir/Madam

**PROPOSED CHANGE TO THE WAIKATO DISTRICT PLAN TO ENABLE THE ESTABLISHMENT OF
AN AIRPARK ZONE AROUND TE KOWHAI AIRFIELD**

Bloxam Burnett and Olliver has been engaged by Te Kowhai Airfield to rezone land around Te Kowhai Airfield as part of the Waikato District Plan review. If successful, the rezoning will enable the establishment of an 'airpark' adjacent to the existing airstrip.

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- Precinct A - runway and operations;
- Precinct B – aviation-related commercial;
- Precinct C - medium density residential; and
- Precinct D - general residential.

The bulk of the proposed airpark is intended to be residential in nature, although provision will also be made for aviation-related commercial activity and additional hangars. At the heart of the concept is the ability to taxi aircraft from runway to residence and vice versa.

If successful, rezoning of the site will enable the development of approximately 130 sections, all of which will have aircraft access to the airstrip. It is this unique association with the airstrip which separates this development from conventional residential development elsewhere in the Waikato District.

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The airpark has the potential to give rise to increased aircraft movement although no changes are proposed to the existing Air Noise Boundary (ANB) or Obstacle Limitation Surface (OLS) as currently notated in the Waikato District Plan.

The airfield site is currently zoned Rural under the Waikato District Plan. Although there are no District Plan restrictions with regards to the volume or frequency of aircraft movements, the residential and commercial components of the airpark are not permitted by right, hence the need for a Plan Change.

You have been identified as a stakeholder with a potential interest in this development. The purpose of this letter is to initiate consultation with regards to the Plan Change and to invite comment or feedback on any issues of concern. Attached for that purpose is an indicative 'concept masterplan'. The masterplan is for discussion purposes only and is likely to be refined over time.

We would welcome your views on the principle of the development. Feedback should be addressed to either Andrew McFarlane or Daan Blokker who's contact details are provided below.

We look forward to hearing from you.

Yours faithfully,

BLOXAM BURNETT AND OLLIVER LTD

Andrew McFarlane
Senior Planner
Mob 027 500 3005
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Daan Blokker
Planner
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Andrew McFarlane

From: Tara Hills
Sent: Wednesday, 11 April 2018 8:48 a.m.
To: Emily Hunt
Cc: Andrew McFarlane
Subject: Re: Te Kowhai Airpark - Updated ITA

Hi Emily, just wanting to see if you have any feedback regarding this it's yet?
Best regards
Tara

On 28/03/2018, at 10:34 AM, Emily Hunt <Emily.Hunt@nzta.govt.nz> wrote:

Thanks Tara. I've passed this on to Sandy and will be in touch if she would like to meet to discuss.

Kind regards,
Emily

From: Tara Hills [<mailto:thills@bbo.co.nz>]
Sent: Wednesday, 28 March 2018 10:21 a.m.
To: Emily Hunt
Cc: Sharath Kotha; Andrew McFarlane
Subject: Te Kowhai Airpark - Updated ITA

Hi Emily, please find attached the updated ITA for Te Kowhai. The Agency comments and our replies are listed below, and are included in the report.

The final design of the intersection is to be approved by the NZTA.	Agreed.
The safety of all adjacent accesses is to be considered in the design.	All accessways have been considered.
Recommendation to use a traffic growth figure between 3-10%.	The growth rate has been increased from 1% (used in Revision 1 of this report) to 2% (used in Revision 2 of this report). The selection of this figure is discussed in detail in Section 8 of this report.
Maintenance of the site access to a minimum of 50 m back from the state highway.	Agreed.
Closure of all other accesses onto the state highway.	The site has no other accesses onto any state highway.
Confirmation of access sight distances.	The sight distances have been confirmed to be accurate.
Details of street lighting provision.	The street lighting design will be undertaken in the detailed design stage in accordance with <i>AS/NZS 1158 Series – Lighting for Roads and Public Spaces</i> .
All signs are to comply with the District Plan.	Agreed.
The requirement for an independent safety audit at design and post-construction stages.	Agreed.
IG-6 "no overtaking on flush median" signs are not required to be installed by the developer.	This report has been updated to reflect this comment.

Further to your email below regarding sight distances I've had a quick look at the sight distances from other adjacent accesses, and listed these below:

- 158 Limmer Road and 161 Limmer Road garage access - sight distances from accesses of approximately 200 m to the east (190 m is required)
- 176 Limmer Road – sight distance to the west from the opposite side of the road of approximately 165 m (214 m required). Improvements to this sight line would require vegetation to be removed from private property.
- 185-187 Limmer Road – sight distance to the west from the access of approximately 120 m (214 m required), however a distance of 200 m is obtained from 1 m off the edge line.

The sight distance of most concern is that from 176 Limmer Road. It is noted that this property already has access onto the Te Kowhai Airpark road, from a point 60 m off SH39 (the required separation distance for an access down a side road is 45 m in an 80 km/h zone). As there is no garage at the front of the house it is anticipated that most trips from this site will occur via the Te Kowhai Airpark road. I also note that the pavement widening and flush median proposed at this site do help mitigate potential safety concerns at adjacent accesses such as separation distances and sight distances.

As this is only an updated ITA, and not a new ITA, we are hoping that the time required for consultation with the Agency will be minimal. To facilitate progress Sharath (the report author) and myself would be very happy to come into the Agency sometime and talk to the safety engineer about the site. This may be beneficial to discuss the sight distance matter in particular, so we can better understand what, if any, mitigation the Agency would consider to be appropriate.

Best regards,

Tara Hills Senior Civil Engineer
 MSc(Hons)(Tech), BSc, CMEngNZ, CPEng
 Bloxam Burnett & Olliver Ltd
 A Level 4, 18 London Street, PO Box 9041, Hamilton 3240
 M 027 510 4953 D +64 7 834 8512 R +64 7 838 0144
 E thills@bbo.co.nz W www.bbo.co.nz

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<https://www.sendthisfile.com/f.jsp?id=ZvpHtFnfWMEbwnNYas5VPrAR>

From: Emily Hunt <Emily.Hunt@nzta.govt.nz>
Sent: Tuesday, March 20, 2018 3:55 PM
To: Tara Hills <thills@bbo.co.nz>
Subject: Te Kowhai Airpark - Response to questions

Hi Tara,

Regarding the second point, the Airfield development, both proposed and potential, will have an impact on the surrounding accessways and my understanding of this point is just for the designer to do an assessment to ensure there are adequate sightlines. If there isn't, then an appropriate solution must put forward and accepted by the Safety Engineer. To what extent you have to implement the improvement can be further discussed after the assessment has been undertaken but it's an exercise that the you will need to do.

Regarding traffic growth figures, I have discussed this with a transport planner and she has confirmed that 2% is appropriate for this location.

Kind regards,
 Emily

Emily Hunt / Consultant Planning Advisor
 Consents & Approvals / System Design & Delivery

DDI 64 7 958 7884

E emily.hunt@nzta.govt.nz / w nzta.govt.nz

Hamilton Office / Level 1, Deloitte Building

24 Anzac Parade, PO Box 973, Hamilton 3240, New Zealand

From: Tara Hills [<mailto:thills@bbo.co.nz>]

Sent: Tuesday, 13 March 2018 2:28 p.m.

To: Emily Hunt

Subject: RE: Te Kowhai Airpark - Mitigation Letter

Hi Emily, I have a few questions that I need to clarify regarding your email for the Te Kowhai job dated the 25 January 2018:

Your second point, regarding the accesses, states that the "developer may need to improve access visibility to ensure safe arrivals and departures in each direction of travel". I wanted to check if this sentence is referring to the site access, or adjacent accesses having their visibility improved? I assume you are referring to the site access, however I note that this access does meet the required NZTA sight distances. If you are referring to other accesses, then I would consider this work to be outside the scope of work required by the Applicant.

The third point about the traffic growth figures, recommending that figures between 3-10% be used, seem very high to me. I have adopted 2% as the latest Waikato Regional Transport Model (WRTM) predicted volumes for in 20 years' time on Limmer Road give growth rates of 1.7% in the AM peak period 1.93% in the PM peak period. Therefore the 2% growth rate used in the report is considered to be conservative. I also note that while growth at Te Kowhai is expected to add to the traffic volumes on Limmer Road, through traffic volumes on SH39 are expected to decrease in the near future with the opening of the Hamilton section of the Waikato Expressway in 2020, which is expected to attract many of the vehicles that are currently bypassing Hamilton to the west. Considering the WRTM data and the likely effect of the Hamilton section of the Waikato Expressway, the growth figure of 2% is considered to be the appropriate figure to use at this site. Your comment on this would be appreciated.

All your other points are pretty straightforward and will be included in the revised ITA that I hope to be able to get back to you soon.

Best regards,
Tara

From: Emily Hunt <Emily.Hunt@nzta.govt.nz>

Sent: Thursday, January 25, 2018 3:24 PM

To: Tara Hills <thills@bbo.co.nz>

Subject: Te Kowhai Airpark - Mitigation Letter

Good afternoon Tara,

Please find attached The Agency's comments regarding the Te Kowhai Airpark.

Don't hesitate to contact me if you have any further questions.

Kind regards,
Emily

Emily Hunt / Consultant Planning Advisor
Consents & Approvals / System Design & Delivery
DDI 64 7 958 7884
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ENGINEERS • PLANNERS • SURVEYORS

21 April 2017

Job Number: 144310

First Gas Ltd
42 Connect Road West
Bell Block
New Plymouth 4312

Dear Sir/Madam

**PROPOSED CHANGE TO THE WAIKATO DISTRICT PLAN TO ENABLE THE ESTABLISHMENT OF
AN AIRPARK ZONE AROUND TE KOWHAI AIRFIELD**

Bloxam Burnett and Olliver has been engaged by Te Kowhai Airfield to rezone land around Te Kowhai Airfield as part of the Waikato District Plan review. If successful, the rezoning will enable the establishment of an 'airpark' adjacent to the existing airstrip.

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- Precinct A - runway and operations;
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- Precinct D - general residential.

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If successful, rezoning of the site will enable the development of approximately 130 sections, all of which will have aircraft access to the airstrip. It is this unique association with the airstrip which separates this development from conventional residential development elsewhere in the Waikato District.

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The airfield site is currently zoned Rural under the Waikato District Plan. Although there are no District Plan restrictions with regards to the volume or frequency of aircraft movement, the residential and commercial components of the airpark are not permitted by right, hence the need for a Plan Change.

A gas pipeline runs through the existing airfield site. Therefore, you have been identified as a stakeholder with a potential interest in this development. The purpose of this letter is to initiate consultation with regards the Plan Change and to invite comment or feedback on any issues of concern. Attached for that purpose is an indicative 'concept masterplan'. The masterplan is for discussion purposes only and is likely to be refined over time.

We would welcome your views on the principle of the development. Feedback should be addressed to either Andrew McFarlane or Daan Blokker who's contact details are provided below.

We look forward to hearing from you.

Yours faithfully,

BLOXAM BURNETT AND OLLIVER LTD

Andrew McFarlane

Senior Planner

Mob 027 500 3005

Email amcfarlane@bbo.co.nz

Daan Blokker

Planner

Phone +64 7 834 7096

Email dblokker@bbo.co.nz

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Minutes of Meeting

TE KOWHAI AIRPARK

Meeting Summary: Meeting held with Marshall and Kristine Stead, the owners of 703b Te Kowhai Road to present two potential development concepts for their landholding and to discuss how the changes to Te Kowhai Aerodromes OLS would impact these concepts.

Held on 09 May 2018 at 2:30pm at Te Kowhai Aerodrome.

Present	Marshall Stead (MS)	Owner of 703b Te Kowhai Road
	Kristine Stead (KS)	Owner of 703b Te Kowhai Road
	Dan Readman (DR)	Te Kowhai Airpark
	Jonathan Broekhuysen (JB)	Adapt Studio Ltd
Distribution	All above plus	
	Tony McLauchlan	Foster Develop
	Paul Andrew	Te Kowhai Airpark
	Regan Brown	Te Kowhai Airpark
	Leonard Gardner	Foster Develop
	Andrew Mcfarlane	BBO
	Kevin Stokes	Waikato District Council

Items Discussed:

1. DR explained that they had asked Adapt Studio to undertake a concept design layout for their properties southern boundaries interface with the runway to assist with explaining the minimal impact the airparks proposed changes to the OLS would have on their development potential.
2. JB gave an overview of development concepts being drawing A1702-042 option 1 and option 2 dated 4 May 2018. These concept drawings explain how the most likely development scenario is that any aeroplane hangers would be located on the southern side of a lot to be close to the runway and that the home was more likely to be further back on the lot where the OLS does not affect the allowable height.
3. JB noted that the OLS side transitional surface does not effect the potential yield of their property and that the yield is driven by the minimum un-serviced lot size of 3,000m2.
4. MS and KS were interested in the tabled options and were further assisted by a walk over of their southern boundary to see the how far the setback distances where in reality.
5. DR and JB further discussed the potential development of their property and helped to explain the likely process.

6. MS and KS discussed with DR potential road access and agreed to discuss this further at subsequent meetings.
7. MS and KS were very keen to understand how access to the runway can be guaranteed and DR agreed that they will need to look into an agreement between the parties to ensure confidence that access will be granted for the Steads and ensure that Te Kowhai Airfield also has protection in terms of any access aligning with the Airpark rules and CAA regulation.
8. DR agreed to keep in contact with the Steads and that the aerodrome owners would be more than happy to answer any future questions they might have.

Minutes taken by Jonathan Broekhuysen



ENGINEERS • PLANNERS • SURVEYORS

21 April 2017

Job Number: 144310

Michelle White
Future Proof

Dear Michelle,

**PROPOSED CHANGE TO THE WAIKATO DISTRICT PLAN TO ENABLE THE ESTABLISHMENT OF
AN AIRPARK ZONE AROUND TE KOWHAI AIRFIELD**

Bloxam Burnett and Olliver has been engaged by Te Kowhai Airfield to rezone land around Te Kowhai Airfield as part of the Waikato District Plan review. If successful, the rezoning will enable the establishment of an 'airpark' adjacent to the existing airstrip.

The airpark is aimed at the commercial and recreational aviation sector, providing the ability to live and work adjacent to an airstrip. The airpark is still at a conceptual stage but is likely to comprise a number of precincts, intended to reflect future use of the site. Potential precincts include the following:

- Precinct A - runway and operations;
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- Precinct D - general residential.

The bulk of the proposed airpark is intended to be residential in nature, although provision will also be made for aviation-related commercial activity and additional hangars. At the heart of the concept is the ability to taxi aircraft from runway to residence and vice versa.

If successful, rezoning of the site will enable the development of approximately 130 sections, all of which will have aircraft access to the airstrip. It is this unique association with the airstrip which separates this development from conventional residential development elsewhere in the Waikato District.

The airpark has the potential to give rise to increased aircraft movement although no changes are proposed to the existing Air Noise Boundary (ANB) or Obstacle Limitation Surface (OLS) as currently notated in the Waikato District Plan.

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We look forward to hearing from you.

Yours faithfully,

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Committee	Asked a number of questions both during and after the presentation. These covered such matters as development plans both at the airport and in its immediate surrounds. And of interest was the aspect of potential rail link/corridor also the 'other' side of the airport.
WRAL & TPL	Responded to the questions and noted that they were open to discussion on development matters as well as a rail corridor option that may need to be considered and then if appropriate included in any longer term planning. Aspects of the airport servicing has changed, and future service needs will need to be factored in. Peacockes development and Southern Links were noted as matters that the submitter was considering in its planning. Site activities pertaining to industrial considerations were explained.
10.15am Chair	Called submitter #06, Te Kowhai Airfield Partnership .
A MacFarlane with T McLauchlan	Showed two images that covered the suite of development plans and the urban limits boundary that currently applied. An oral presentation went over the key submission points and focussed on reference to the former image to illustrate the basis for the development plans. Commencing with a background explanation to the airpark and its history, moving on to its role as a community airfield. Now it is moving forward to a role as an airpark, and it is being moved through some planning stages to enable it to be incorporated within the District Plan. Alignment with Future Proof was seen as an integral component of the planning process. He then explained what an airpark was with its airfield community logic, the runway and its associated features, a small commercial support feature, a residential area both medium and general density aspects. The commercial aspect is mainly hangers for plane storage, with a small amount of retail and a cafe. He gave an analogy to Hampton Downs and its associated activities to the racetrack. Reticulated service absence was a factor, but was seen as a Future Proof matter. Moving then on to the issue of the urban limits boundary, as shown, which presently splits the site. It was desired to adjust the boundary to take account of the actual runway length and the planned site features. He then gave some general overview of the site and its greater surrounds, its non similarity to Hamilton Airport, and other specific aspects of the airpark community.
10.27am Committee	Questions were asked that covered the urban limits aspect, seeking more detailed explanation of what an airpark was, who would live in the properties, what was the demand and were there any risks in that development sense. Where is the market and would there be any freight facilities.
TK Airfield	Responded to these questions, and noted some similarities to Hampton Downs where people lived and worked elsewhere but they had a unit on site whilst they were at the race park. The submitter had visited many such airparks overseas, and noted one float plane site with hundreds of planes parked. It was a lifestyle / recreational usage matter. Users would typically work in Hamilton but stay with their plane at other times. It was a North Island market, with quite a few ex Auckland fliers who would retire to the site. There would also be weekend and international fliers. New Zealand was a known destination of overseas pilots to come to base themselves at say an airpark and then tour the country by plane.

4	4.3	XXXX Name redacted	Remove sewerage from Lake Waikare.	No further changes proposed.	The guiding principles of the Strategy recognise the need to protect the natural environment (including water quality). The Strategy aims at setting the overarching direction, with more specific actions, such as this matter, being addressed by the TA.
5	5.1	Waikato Regional Airport Limited	Involve WRAL in Phase 2 discussions on industrial land allocations.	No further changes proposed.	Request is noted, and will be considered as part of Phase 2 of the Strategy update.
5	5.2	Waikato Regional Airport Limited	There is a need for Future Proof and its partners to start looking at what the land between Southern Links and the Northern Precinct will be earmarked for in the future, once the land is severed by Southern Links.	No further changes proposed.	This will be considered as part of Phase 2 of the Strategy update.
6	6.1	TK Airfield Partnership	Amend the indicative village limit for Te Kowhai to include all of the airfield site and runway.	No further changes proposed.	The urban and village limits in the document are indicative. More definitive limits for growth will be determined through evidence based TA processes such as development/infrastructure analysis and the District Plan review.
6	6.2	TK Airfield Partnership	TKA supports the vision that is 30 year the sub-region: is the place of choice for those looking for opportunities to live, work, play, invest and visit.	No further changes proposed.	Support is noted.
6	6.3	TK Airfield Partnership	TKA supports the principle of increase residential densities.	No further changes proposed.	Support is noted.
7	7.1	Ken Tremaine	Minor editorial edits, corrections and updates.	Accept.	
7	7.2	Ken Tremaine	Refer to villages and rural villages in a consistent manner. Define village.	Accept.	
7	7.3	Ken Tremaine	Consider using Maori headings in the full document.	Accept.	
7	7.4	Ken Tremaine	Consider changing the front main cover photo, given feedback and concerns around a perceived roading focus.	Accept.	The proposed change would better reflect the partnership and Strategy.
8	8.1	Ministry of Education	Amend the definition of a support agency: the support agency can be one or more organisations that will help the lead agencies plan and deliver the action. Lead agencies will consult closely with support agencies during the strategic planning and implementation actions.	Accept. See Section 7.1	Reflects the important role of support agencies at the planning stage.
8	8.2	Ministry of Education	Include the Ministry as a lead agency under Action 10.7.3.	Accept. See Section 10.7	The Ministry can and does have a lead role in delivery of the action.
8	8.3	Ministry of Education	Involve the Ministry earlier in the consultation and planning process.	No further changes proposed	Noted for implementation of the Strategy and future planning processes.



ENGINEERS • PLANNERS • SURVEYORS

21 April 2017

Job Number: 144310

Hamilton City Council Policy Department
Private Bag 3010
Hamilton 3240
New Zealand

Dear Sir/Madam

**PROPOSED CHANGE TO THE WAIKATO DISTRICT PLAN TO ENABLE THE ESTABLISHMENT OF
AN AIRPARK ZONE AROUND TE KOWHAI AIRFIELD**

Bloxam Burnett and Olliver has been engaged by Te Kowhai Airfield to rezone land around Te Kowhai Airfield as part of the Waikato District Plan review. If successful, the rezoning will enable the establishment of an 'airpark' adjacent to the existing airstrip.

The airpark is aimed at the commercial and recreational aviation sector, providing the ability to live and work adjacent to an airstrip. The airpark is still at a conceptual stage but is likely to comprise a number of precincts, intended to reflect future use of the site. Potential precincts include the following:

- Precinct A - runway and operations;
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The bulk of the proposed airpark is intended to be residential in nature, although provision will also be made for aviation-related commercial activity and additional hangars. At the heart of the concept is the ability to taxi aircraft from runway to residence and vice versa.

If successful, rezoning of the site will enable the development of approximately 130 sections, all of which will have aircraft access to the airstrip. It is this unique association with the airstrip which separates this development from conventional residential development elsewhere in the Waikato District.

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We look forward to hearing from you.

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ENGINEERS • PLANNERS • SURVEYORS

21 April 2017

Job Number: 144310

Maui Development Ltd
PO Box 1873
Wellington
New Zealand

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Meeting Notes - NZTE and Neighbour Meeting 24/11/17

Location: - TK Airfield

Time: 10:15am

Present: Regan Brown, Donald Sam, Marshall and Kristine Steed, Tony McLauchlan, Johnathan Broekhuysen

Summary:

We collectively met to discuss the coordination of our individual efforts with respect to future development activities.

Donald Sam discussed that progress was VERY slow on his front. He has had multiple points on contact with the Council and is currently waiting on any meaningful engagement from the Council.

NZTE discussed with Donald the desire to connect to the community via his property as this held out a more attractive connection option than state highway 39. NZTE discussed what this connection might look like and how this would interact with Horotiu Road and the affects on the runway and the Steed's property.

The Steeds discussed the desire to future proof any interactions by way of ensuring the entire plan fitted with their goals.

Johnathan discussed the Council's plan changes and specific reference was taken from the indicative roading drawn in the diagrams. We collectively discussed the practical implications on this indicative road and agreed that this should be drafted. Johnathan was tasked with preparing an overview diagram from which we could further discuss how this could be presented to Council.

From this plan, we agreed to re-convene when the draft was prepared. At this point we would discuss the formula for cost sharing and formation of a joint venture agreement to present a united voice to council.

Meeting closed 11:00am

DISPENSATION TO NOISE RULE IN THE OPERATIVE WAIKATO DISTRICT PLAN

Name: Andy Cudsell
Address: 98b Zimmer Rd RD 8 Te Kowhai

I (name) Andy Cudsell hereby provide Te Kowhai Airfield with written approval (dispensation) to enable the taxiing of aircraft along the perimeter of Te Kowhai aerodrome in breach of Rule 25.17.1 of the Operative Waikato District Plan. The rule is as follows:

"Rule 25.17.1

Any activity is a permitted activity if it is designed and conducted so that noise from the activity measured at any other site does not exceed:

- (a) 50dBA (L10), 7am to 7 pm any day, and*
- (b) 45dBA (L10), 7pm to 10pm any day, and*
- (c) 40dBA (L10), and 65dBA (Lmax) at all other times.*

Despite the above, construction noise, farming noise, forest harvesting noise, extractive industry noise and emergency sirens are not subject to these standards and are permitted under this rule."

Signed: 

Dated: 12/3/18

DISPENSATION TO NOISE RULE IN THE OPERATIVE WAIKATO DISTRICT PLAN

Name: Paul Andrew & Cristine Andrew

Address: 98a Limmer Road, P.O.B, Hamilton

I (name) Paul Andrew hereby provide Te Kowhai Airfield with written approval (dispensation) to enable the taxiing of aircraft along the perimeter of Te Kowhai aerodrome in breach of Rule 25.17.1 of the Operative Waikato District Plan. The rule is as follows:

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Signed:

Paul Andrew

C. Andrew

Cristine Andrew

Dated:

5/3/18

DISPENSATION TO NOISE RULE IN THE OPERATIVE WAIKATO DISTRICT PLAN

Name: Samuel Parkinson

Address: 214 Limmer Road Te Kowhai

I (name) Samuel Parkinson hereby provide Te Kowhai Airfield with written approval (dispensation) to enable the taxiing of aircraft along the perimeter of Te Kowhai aerodrome in accordance with amended Rule 25.17.1(b) of the Operative Waikato District Plan as follows:


"Rule 25.17.1

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- (a) 50dBA (L10), 7am to 7 pm any day, and*
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Despite the above, construction noise, farming noise, forest harvesting noise, extractive industry noise and emergency sirens are not subject to these standards and are permitted under this rule."

This approval relates to a dispensation between the hours of 7.00pm and 10.00pm only. That is to say, compliance is expected before the hours of 7.00pm and after 10.00pm in accordance with the above-listed rule.

Signed: 

Dated: 21-March-2018

DISPENSATION TO NOISE RULE IN THE OPERATIVE WAIKATO DISTRICT PLAN

Name: DC + WA Tutu

Address: 202 Limmer Rd RDB Hamilton 3288

I (name) Daniel + Wendy Tutu hereby provide Te Kowhai Airfield with written approval (dispensation) to enable the taxiing of aircraft along the perimeter of Te Kowhai aerodrome in breach of Rule 25.17.1(b) of the Operative Waikato District Plan. The rule is as follows:



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Signed:  

Dated: 21/3/18

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Name: Paul Andrew + Cristine Andrew

Address: 98a Limmer Road, P.O.S, Hamilton

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Signed:

Paul Andrew

C. Andrew

Cristine Andrew

Dated:

5/3/18

DISPENSATION TO NOISE RULE IN THE OPERATIVE WAIKATO DISTRICT PLAN

Name: Darby Family Trust

Address: 212 Linmer Road, RDB Te Kowhai

I (name) Stephen and Catherine Darby hereby provide Te Kowhai Airfield with written approval (dispensation) to enable the taxiing of aircraft along the perimeter of Te Kowhai aerodrome in breach of Rule 25.17.1(b) of the Operative Waikato District Plan. The rule is as follows:

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This approval relates to a dispensation between the hours of 7.00pm and 10.00pm only. That is to say, compliance is expected before the hours of 7.00am and after 10.00pm in accordance with the above-listed rule.

Signed:

Stephen Darby Catherine Darby
(As Trustees of the Darby Family Trust)

Dated:

7/3/2018

4 May 2018

Delivered via email: thills@bbo.co.nz

Dear Tara,

Proposed Te Kowhai Airpark – Rezoning and subdivision

Thank you for submitting your client's proposal to the NZ Transport Agency for comment. As you will appreciate, millions of dollars are invested in the transport network each year and the Transport Agency has an interest in ensuring this investment is not compromised, including by ensuring land use and subdivision do not impact on the safety and efficiency of the transport network.

The transport Agency understands that your client seeks to rezone land through the Waikato District Plan review around the existing Te Kowhai airfield to allow for the development of an airpark with sole access to SH39 (Limmer Road).

NZTA has previously provided comment on this proposal, which addressed the initial ITA and requested some amendments be made. An updated ITA has now been provided to NZTA which has incorporated the points made in the previous letter (attached).

Although the revised ITA has recommended a walking and cycling path connection to Te Kowhai village which is supported, the Transport Agency Safety Engineer still requires a paper road to the boundary of property 721 Horotiu Road, so that a future road connection can be built between the development and Horotiu Road (if and when 721 Horotiu Road is developed in the future). A future road connection is desirable to provide a safer route and to reduce travel need along SH39 from the proposed development to Te Kowhai village and amenities.

Subject to the conclusions and recommendations made in the ITA titled "Te Kowhai Rezoning Plan, Integrated Transport Assessment, March 2018", and the following conditions, the Transport Agency is **not opposed** to the proposed development.

Conditions

1. A finalised detailed design drawing is to be submitted to NZTA for review and approval prior to construction, and the layout is to be in general accordance with the preliminary design (Reference: Drawing number 144310/00/P/010 revision C, attached).
2. A paper road link to the boundary of 721 Horotiu Road shall be incorporated into the design to allow for a future road connection from the development to Horotiu Road.

3. No works shall be undertaken within State Highway 39 without the prior approval of the NZ Transport Agency pursuant to Section 51 of the Government Rounding Powers Act 1989. A *Traffic Management Plan* and *Consent to Work on the Highway* shall be submitted to and approved by the Transport Agency at least seven working days prior to the commencement of any works on the state highway.

To apply for any necessary approvals or for confirmation that the above conditions have been met, please contact the Transport Agency directly on hamiltonplanning@nzta.govt.nz or call 07 958 7239.

Please be aware that this response is the Transport Agency's current view of the situation. If your application changes or is put on hold for any length of time, the Transport Agency may need to review the application again. Thank you for undertaking consultation with us. Please feel free to contact me if you have any questions or require further information.

Yours sincerely



Emily Hunt

Consultant Planning Advisor

DDI: 07 958 7884

Email: emily.hunt@nzta.govt.nz

Attachment 1: Previous NZTA comments

Attachment 2: Preliminary intersection design

25 January 2018

Delivered via email: thills@bbo.co.nz

Dear Tara,

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The Transport Agency understands that your client seeks to rezone land through the Waikato District Plan review around the existing Te Kowhai airfield to allow for development of an airpark consisting of the following:

- An airfield;
- 45 apartments with adjacent hangers and apron access;
- 87 residential lots ranging from 600 m² – 2,500 m² in size;
- A commercial precinct with up to 300 m² of retail and a café of up to 225 m²; and
- A community facility of up to 300 m².

The subject site has an existing access off Limmer Road which is designated as State Highway 39 (SH39). Limmer Road intersects with Horotiu Road approximately 800 m to the west of the existing airfield access, and with Hawksgrip Road approximately 550 m to the east.

The existing airfield has a trip generation of approximately 30 vehicle movements per day (vpd). It is assumed that the apartments and residential lots will generate vehicle movements similar to other similar developments. However, due to the nature of the proposal, it is likely that the apartments will generally not be fully occupied during the week. It is predicted that a worst-case scenario would see 70 % of apartments occupied during the week, while the expected (normal) scenario would see 50 % of apartments occupied. Based on the worst-case scenario, the trip generation of the residential lots and airfield, the Te Kowhai Airpark could be expected to generate approximately 1,630 trips per weekday, and 245 trips per weekday AM and PM peak hour.

The proposed access off Limmer Road has the potential to comply with sight distances in the NZ Transport Agency's Planning and Policy Manual (the Planning Manual), however it does not comply with the minimum separation distance to adjacent accesses. The existing vehicle crossing is unsealed and has not been designed

to accommodate large volumes of traffic. As such, it is proposed that a new access road is constructed to local road standards to service the Airpark.

In principle, the Transport Agency is not opposed to the concept. In terms of progressing the proposal, the Transport Agency notes the following:

- The final design of the intersection, including the right turn bay, will need to be approved by the NZ Transport Agency prior to construction.
- There is a need to review **ALL** access ways to properties within 160m of the airpark entrance onto SH39. There will be conflicts and there is potential for additional development. Safety of these accesses needs to be accepted by NZTA Safety Engineers and the developer may need to improve access visibility to ensure safe arrivals and departures in each direction of travel.
- Design of any improvements needs to use a more appropriate and relative traffic growth figure (expect between 3% – 10%). Figure to be agreed with NZTA.
- Until the access/ road is vested in Council the developer will need to maintain a minimum of 50m back from the highway to Council's standard maintenance criteria. This length is based on ensuring all pavement markings, signs, infrastructure, drainage will be maintained approaching the highway (once vested in Council normal maintenance agreements will be in place between NZTA and Council).
- All other access ways onto SH39 from this property (if any) will need to be permanently closed.
- Sight distance at the proposed intersection is restricted by vegetation and confirmation will be required that the proposed intersection will achieve 203 m sight distance as required by the NZ Transport Agency Planning Policy Manual Table App5B/1 for 90 km/h operating speed.
- The intersection will need to have street lighting in accordance with AS/NZS 1158 Series – Lighting for Roads and Public Spaces, and is to utilise LED fixtures approved by NZTA.
- Any signs relating to the site will need to comply with the district plan.
- The developer will need to undertake an independent safety audit at design and post-construction stages for the proposed intersection with any audit recommendations and design changes agreed with the NZ Transport Agency.
- The IG-6 "no overtaking on flush median" is not required to be installed by the developer. The NZ Transport Agency will install these signs later if a problem of overtaking on the flush median arises.

Please be aware that this response is the Transport Agency's current view of the situation. If your application changes or is put on hold for any length of time, the Transport Agency may need to review the application again.

Thank you for undertaking consultation with us. Please feel free to contact me if you have any questions or require further information.

Yours sincerely



Emily Hunt
Consultant Planning Advisor
DDI: 07 958 7884
Email: emily.hunt@nzta.govt.nz

100mm
SCALE FOR VALUING SIZE OF A3 PLOT ONLY
0
N:\144310 Te Kowhai Airfield\Drawings\144310_00_010.dwg 4/24/2017 11:38 am emh



Rev	Description	By	Appr	Check	Design	Drawn	Checked
C	01.09.17	FLUSH MEDIAN UPDATED	ML	BP	ML	BP	Approved
B	13.07.17	REVISED FOR FLUSH MEDIAN	ML	BP	ML	BP	
A	07.07.17	RTM ISSUED FOR DISCUSSION	ML	BP	ML	BP	
Date Issue/revision detail							
Version 2.04 - October 2015							



Client
FOSTER CONSTRUCTION GROUP

Project
TE KOWHAI AIRFIELD

Drawing
INTERSECTION LAYOUT
OPTION 1

**DRAFT COPY
NOT APPROVED**

PRELIMINARY

Date	03.04.2017	Scale (Original Size A3)	1:1250
Drawn by	144310/00/P/010	Revised	C

© copyright



Te Kowhai Airfield
172 Limmer Road
RD8
Hamilton 3288

23 February 2018

Dear Sir/Madam

**PROPOSED CHANGE TO THE WAIKATO DISTRICT PLAN
OBSTACLE LIMITATION SURFACE FOR TE KOWHAI AERODROME**

As part of the Waikato District Plan review process, Te Kowhai aerodrome is updating the existing District Plan provisions relating to airspace protection.

Existing District Plan Provisions

Aviation activities at Te Kowhai aerodrome are currently recognised and provided for in the Operative District Plan (ODP). This includes an Obstacle Limitation Surface (OLS) which is a three-dimensional volume of airspace designed to protect aircraft approaching and leaving the aerodrome. The OLS determines the maximum permissible height for structures and objects relative to the level of the runway.

The existing OLS for Te Kowhai aerodrome includes an approach surface at both ends of the runway as well as transitional side surfaces. The existing approach surfaces rise at a gradient of 1:20 (1 vertical to 20 horizontal) and extend from both ends of the runway for a distance of 1200m. The transitional surfaces follow a 1:4 gradient (1 vertical to 4 horizontal) to a height of 28.5metres above Moturiki Datum.

The OLS dimensions are determined by Civil Aviation Authority rules, for aircraft operating under either Visual Flight Rules (VFR) or Instrument Flight Rules (IFR).

Proposed Changes to the OLS

Although the existing OLS was designed to ensure VFR compliance, aircraft technology has advanced significantly in recent years and small general aviation aircraft commonly operate as IFR flights. IFR operations improve safety for aircraft operating in poor weather or low visibility.

The owners of Te Kowhai aerodrome wish to future proof the aerodrome to accommodate IFR capabilities, in addition to VFR operations. In order to achieve IFR compliance with Civil Aviation (CAA) rules, a change will be necessary to the existing OLS.

The proposed OLS change would result in alterations to both the approach surface and the transitional surfaces. The approach surface would change from a 1:20 gradient to a 1:40 gradient, effectively lowering the obstacle free limitation height. Additionally, the length of the approach surface would extend from 1200m beyond the ends of the runway to 2500m. The transitional side surface would also change from a 1:4 gradient to a 1:5 gradient to a point 10m in height.

Implementation of the proposed OLS would change the maximum height rules provided for in the Rural Zone and the (future) Village Zone to recognise any new limitations imposed by the OLS.

Plans showing the existing and proposed OLS footprints are attached to this report. Also attached is a plan showing the extent to which properties could be affected by the new OLS, if at all.

What Does This Mean For You

The increased footprint of the approach surface OLS means that more properties are potentially subject to OLS restrictions than is the case at present.

Preliminary investigations confirm that no existing buildings or dwellings will be affected by the change in approach surface OLS. However, for a small number of properties close to the ends of the runway the OLS could impose a height restriction lower than that currently provided for in the District Plan, depending upon setback location from boundaries. The landholdings potentially affected by that change are identified blue in the attached drawings.

As the approach surface OLS moves further from the airfield the most likely impacts, if any, will be a small number of trees protruding through the OLS. Areas with the potential for tree growth into the OLS are identified in yellow.

Areas furthest from the runway will not be affected by building height limitations and are unlikely to be affected by trees protruding into the approach surface OLS. Therefore, it is possible to be located within the OLS footprint, but to be totally unaffected by any height restrictions.

The only landowners affected by the change in transitional surface are those located on the northern boundary of the runway. The setback impact on these landowners is expected to be negligible, if at all, because single storey buildings are still able to be erected within 17.5m of the existing runway strip, which is closer than that permissible under the current Operative Plan.

If you have trees which protrude into the proposed OLS, Te Kowhai aerodrome would like to work with landowners to achieve mutually acceptable outcomes to ensure CAA compliance. The aerodrome can continue to operate under VFR flight rules until such times as agreements can be reached for tree trimming or tree removal if required.

Does The Change In OLS Affect The Flight Path

The OLS is a CAA requirement designed to provide an increased margin of safety for aircraft operating under IFR rules that rely on instruments for accurate navigation. The change to the OLS will not change the aircraft flight path to the Aerodrome.

Does The Change In OLS Affect Aircraft Intensity Or The Existing Air Noise Boundary

Aircraft movement intensity is managed by the existing Air Noise Boundary (ANB) which is already provided for in the Operative District Plan. The ANB levels have been set for a number of years and any future aerodrome development will be designed to ensure compliance with those limits. The ability to operate under IFR conditions has no bearing on the ANB, which is unaffected by the Plan review.

In summary, Te Kowhai aerodrome will continue to operate as a non-certificated aerodrome. The proposed change to the OLS is driven by the need to future proof the aerodrome and improve safety while allowing pilots to take advantage of IFR technology that was not available in the past.

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 and to invite comment or feedback on any issues of concern.

For further information on these issues, please feel free to email either the airfield operator or our planning consultant, both of whom can also be contacted at the numbers below. The owners of the aerodrome will also be contacting landowners individually as a means of follow-up consultation.

I look forward to hearing from you.

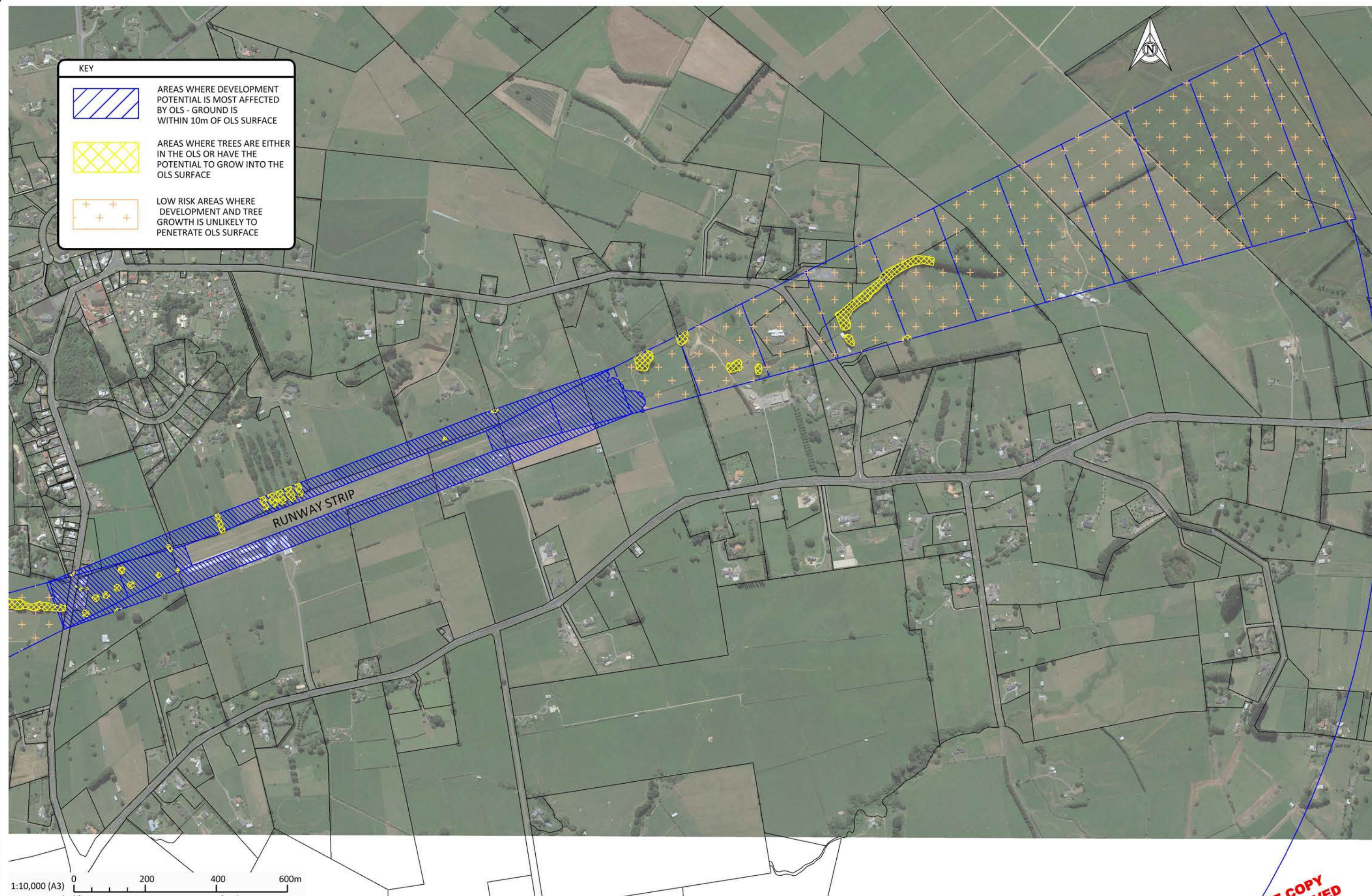
Yours faithfully,

Dan Readman (Airfield Operator / Director NZTE Operations LTD, Te Kowhai Airfield)

Aerodrome Operator
Dan Readman
dan@nzte.net.nz
021681991

Planning Consultant
Andrew McFarlane
amcfarlane@bbo.co.nz
027 5003005

Encl.

[illegible]

CLIENT
NZTE OPERATIONS LTD

PROJECT
TE KOWHAI AIRFIELD
FUTURE PROOFING

OBSTACLE LIMITATION SURFACE DISTANCE TO GROUND AND VEGETATION OBSTACLES

STATUS		PRELIMINARY	
DATE		SCALE (ORIGINAL SIZE A3)	
06.03.2018		1:10,000	
DRAWING NUMBER			REVISION
144380_08_0302			B



KEY	
	AREAS WHERE TREES ARE EITHER IN THE OLS OR HAVE THE POTENTIAL TO GROW INTO THE OLS SURFACE
	POTENTIAL IS MOST AFFECTED BY OLS - GROUND IS WITHIN 10m OF OLS SURFACE
	LOW RISK AREAS WHERE DEVELOPMENT AND TREE GROWTH IS UNLIKELY TO PENETRATE OLS SURFACE

A		DATE	12.2.18	INITIAL ISSUE	Issue/revision detail	By	JD	CHK	Aggr	ms model version:
B		DATE	6.2.18	TODAY UP		By	JD	CHK	Aggr	
C		DATE				By		CHK	Aggr	
D		DATE				By		CHK	Aggr	
E		DATE				By		CHK	Aggr	
F		DATE				By		CHK	Aggr	
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Z		DATE				By		CHK	Aggr	



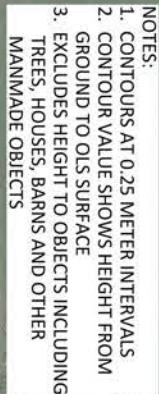
CLIENT
NZTE OPERATIONS LTD

PROJECT
TE KOWHAI AIRFIELD
FUTURE PROOFING

DRAWING
OBSTACLE LIMITATION SURFACE
DISTANCE TO GROUND
AND VEGETATION
OBSTACLES

STATUS		DATE	06.03.2018	SCALE (ORIGINAL SIZE A3)	1:10,000	REVISION	B
DRAWING NUMBER		144380_08_0301					

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NOT APPROVED**



DATE		SCALE (ORIGINAL SIZE AS)	
06.03.2018		1:2.500	
DRAWING NUMBER		REVISION	
144380_08_0203		B	

**DRAFT COPY
NOT PRELIMINARY**

06.03.2018	SCALE (ORIGINAL)
144380_08_0203	1:2
	REVIEW

Norm Hill

From: Milton Ngaruhe <miltonngar@hotmail.co.nz>
Sent: Thursday, April 12, 2018 12:57 PM
To: Norm Hill
Subject: Re: Te Kowhai Airpark Development

Tena koe Norm,

This letter is to confirm that Te Papaorotu Marae have no objections to the proposed airpark development.

We would however expect that there are protocols set in place in the event of the discovery of artefacts/taonga.

We would also desire that an ongoing relationship between Ngaati Maahanga and the developers/users of the airpark be maintained.

Any opportunities for employment during the development and ongoing into the future would be welcome.

I am making this statement as Chairman of the Te Papaorotu Marae Committee and as a member/trustee of the marae.

Please direct any enquiries to the marae committee:

PapaorotuMarae@outlook.co.nz
145 Maori Point Road
Whatawhata

Milton Ngaruhe
0210636250

From: Norm Hill <Norm.Hill@boffamiskell.co.nz>
Sent: Friday, April 6, 2018 8:55:43 AM
To: miltonngar (miltonngar@hotmail.co.nz)
Subject: BBO Te Kowhai letter.docx

Kia ora mate, as discussed.



Norm Hill | Kaiaarataki – Te Hīhiri / Strategic Advisor

email: norm.hill@boffamiskell.co.nz | ddi: +64 7 903 00 64 | tel: +64 7 960 00 06 | mob: +64 21 806652
PO BOX 1094 | LEVEL 3, SOUTHBLOC | 140 ANGLESEA STREET | HAMILTON 3204 | NEW ZEALAND
www.boffamiskell.co.nz

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ENGINEERS • PLANNERS • SURVEYORS

07 July 2017

Job Number: 144310

Te Papaorotu Marae
1 Sefton Crescent,
Chartwell,
Hamilton 3210

Attention: Marina Hope

Dear Marina

**PROPOSED CHANGE TO THE WAIKATO DISTRICT PLAN TO ENABLE THE ESTABLISHMENT OF
AN AIRPARK ZONE AROUND TE KOWHAI AIRFIELD**

Bloxam Burnett and Olliver has been engaged by Te Kowhai Airfield to rezone land around Te Kowhai Airfield as part of the Waikato District Plan review. If successful, the rezoning will enable the establishment of an 'airpark' adjacent to the existing airstrip.

The airpark is aimed at the commercial and recreational aviation sector, providing the ability to live and work adjacent to an airstrip. The airpark is still at a conceptual stage but is likely to comprise a number of precincts, intended to reflect future use of the site. Potential precincts include the following:

- Precinct A - runway and operations;
- Precinct B – aviation-related commercial;
- Precinct C - medium density residential; and
- Precinct D - general residential.

The bulk of the proposed airpark is intended to be residential in nature, although provision will also be made for aviation-related commercial activity and additional hangars. At the heart of the concept is the ability to taxi aircraft from runway to residence and vice versa.

If successful, rezoning of the site will enable the development of approximately 130 sections, all of which will have aircraft access to the airstrip. It is this unique association with the airstrip which separates this development from conventional residential development elsewhere in the Waikato District.

BLOXAM BURNETT & OLLIVER LTD
LEVEL 5, 18 LONDON STREET
PO BOX 9041 HAMILTON NEW ZEALAND
PHONE 64 7 838 0144 FAX 64 7 839 0431
EMAIL consultants@bbo.co.nz

The airpark has the potential to give rise to increased aircraft movement although no changes are proposed to the existing Air Noise Boundary (ANB) or Obstacle Limitation Surface (OLS) as currently notated in the Waikato District Plan.

The airfield site is currently zoned Rural under the Waikato District Plan. Although there are no District Plan restrictions with regards to the volume or frequency of aircraft movements, the residential and commercial components of the airpark are not permitted by right, hence the need for a Plan Change.

The Te Kowhai Airfield site is located within the boundaries of the Waikato-Tainui iwi authority. Kevin O'Shannessey from Waikato-Tainui has advised us that this project may be of interest to you, hence why we have sent this letter to you. The purpose of this letter is to initiate consultation with regards to the Plan Change and to invite comment or feedback on any issues of concern. Attached for that purpose is an indicative 'concept masterplan'. The masterplan is for discussion purposes only and is likely to be refined over time.

We would welcome your views on the principle of the development. Feedback should be addressed to either Andrew McFarlane or Daan Blokker who's contact details are provided below.

We look forward to hearing from you.

Yours faithfully,

BLOXAM BURNETT AND OLLIVER LTD



Andrew McFarlane

Senior Planner

Mob 027 500 3005

Email amcfarlane@bbo.co.nz



Daan Blokker

Planner

Phone +64 7 834 7096

Email dblokker@bbo.co.nz

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ENGINEERS • PLANNERS • SURVEYORS

21 April 2017

Job Number: 144310

Waikato-Tainui
PO Box 648,
Hamilton 3240
New Zealand

Dear Sir/Madam

**PROPOSED CHANGE TO THE WAIKATO DISTRICT PLAN TO ENABLE THE ESTABLISHMENT OF
AN AIRPARK ZONE AROUND TE KOWHAI AIRFIELD**

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The airpark is aimed at the commercial and recreational aviation sector, providing the ability to live and work adjacent to an airstrip. The airpark is still at a conceptual stage but is likely to comprise a number of precincts, intended to reflect future use of the site. Potential precincts include the following:

- Precinct A - runway and operations;
- Precinct B – aviation-related commercial;
- Precinct C - medium density residential; and
- Precinct D - general residential.

The bulk of the proposed airpark is intended to be residential in nature, although provision will also be made for aviation-related commercial activity and additional hangars. At the heart of the concept is the ability to taxi aircraft from runway to residence and vice versa.

If successful, rezoning of the site will enable the development of approximately 130 sections, all of which will have aircraft access to the airstrip. It is this unique association with the airstrip which separates this development from conventional residential development elsewhere in the Waikato District.

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The Te Kowhai Airfield site is located within the boundaries of the Waikato-Tainui iwi authority. Therefore, Waikato-Tainui has been identified as a stakeholder with a potential interest in this development. The purpose of this letter is to initiate consultation with regards to the Plan Change and to invite comment or feedback on any issues of concern. Attached for that purpose is an indicative 'concept masterplan'. The masterplan is for discussion purposes only and is likely to be refined over time.

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We look forward to hearing from you.

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Andrew McFarlane

Senior Planner

Mob 027 500 3005

Email amcfarlane@bbo.co.nz

Daan Blokker

Planner

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ENGINEERS • PLANNERS • SURVEYORS

07 July 2017

Job Number: 144310

Waikeri Marae
26 Garland Drive
Saint Andrew
Hamilton 3200

Attention: Huhana Moana

Dear Huhana

**PROPOSED CHANGE TO THE WAIKATO DISTRICT PLAN TO ENABLE THE ESTABLISHMENT OF
AN AIRPARK ZONE AROUND TE KOWHAI AIRFIELD**

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The bulk of the proposed airpark is intended to be residential in nature, although provision will also be made for aviation-related commercial activity and additional hangars. At the heart of the concept is the ability to taxi aircraft from runway to residence and vice versa.

If successful, rezoning of the site will enable the development of approximately 130 sections, all of which will have aircraft access to the airstrip. It is this unique association with the airstrip which separates this development from conventional residential development elsewhere in the Waikato District.

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We look forward to hearing from you.

Yours faithfully,

BLOXAM BURNETT AND OLLIVER LTD



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Senior Planner

Mob 027 500 3005

Email amcfarlane@bbo.co.nz



Daan Blokker

Planner

Phone +64 7 834 7096

Email dblokker@bbo.co.nz

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EMAIL consultants@bbo.co.nz



ENGINEERS • PLANNERS • SURVEYORS

21 April 2017

Job Number: 144310

Waikato Regional Council Policy Department
Private Bag 3038,
Waikato Mail Centre
Hamilton 3240
New Zealand

Dear Sir/Madam

**PROPOSED CHANGE TO THE WAIKATO DISTRICT PLAN TO ENABLE THE ESTABLISHMENT OF
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Yours faithfully,

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EMAIL consultants@bbo.co.nz

Andrew McFarlane

From: Leslie Vyfhuis <Leslie.Vyfhuis@waikatoregion.govt.nz>
Sent: Tuesday, 17 April 2018 1:51 p.m.
To: Andrew McFarlane
Cc: Ben Bunting
Subject: Te Kowhai Airpark proposal

Good afternoon Andrew

Thank you for taking time to discuss over the telephone the proposal for an Airpark at Te Kowhai, and update me on the current planning process now underway for this proposal. I would like to once again apologise for not responding to your 21 April 2017 correspondence, but hope that the following advice will still be useful.

Waikato Regional Council (WRC) has noted that since we received your letter, the airfield company has made a submission to the Future Proof Stage 1 review process, providing some additional information to that contained in your April 2017 correspondence. WRC also notes that the November 2017 Future Proof Strategy document identifies that in Waikato District, it would be preferable to prioritise one or two villages for future growth and servicing in one or two existing villages, and mentions Te Kowhai as one of these. The strategy notes that this matter will be investigated as part of Phase 2 of the Strategy Update in 2018, and that the Future Proof partnership (which includes WRC) would need to agree to this approach. It also states that future zoning for areas within the Hamilton peripheral area, such as Te Kowhai, will be done through a Structure Plan/Concept Plan process.

Given that the issue of growth at Te Kowhai is yet to be considered as part of Stage 2 of the Future Proof review, and that WRC has to date received no detailed information, including outcomes of any structure planning exercise, assessments of effects, section 32 analysis, proposed plan provisions or other supporting material, I am not in a position to indicate whether WRC supports or opposes this proposal.

I can however indicate that WRC would expect that any supporting information for the proposal include an assessment against the provisions of the WRPS, particularly the policy direction provided in Section 6 *Built Environment*, but also that found in Section 14 *Soils*. In addition to Policies 6.1 and 6.3, which seek to achieve a planned, co-ordinated approach to subdivision, use and development of land, and an integrated approach to growth and infrastructure provision, Policy 6.14 is important in relation to the proposal. This policy seeks to ensure that new development occurs in accordance with the settlement pattern established by the Future Proof strategy.

Please do not hesitate to contact me if you would like to discuss further.

Kind regards,

Leslie.

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Properties consulted over approach OLS (Letter Drops)

Physical Address	Lot Number
721 Horotiu Road	Lot 1 Deposited Plan South Auckland 15524
699 Horotiu Road	Lot 1 Deposited Plan South Auckland 9774
693 Horotiu Road	Lot 1 Deposited Plan South Auckland 2650
694A Horotiu Road	Lot 2 Deposited Plan South Auckland 73187
702 Horotiu Road	Lot 2 Deposited Plan 456538
171 Woolrich Road	Lot 2 Deposited Plan 387079
161 Woolrich Road	Lot 3 Deposited Plan 387079
155 Woolrich Road	Lot 2 Deposited Plan South Auckland 82271
145 Woolrich Road	Lot 1 Deposited Plan South Auckland 82271
	Lot 3 Deposited Plan South Auckland 82271
131 Woolrich Road	Lot 1 Deposited Plan 345258
	Lot 1 Deposited Plan South Auckland 54442
129 Woolrich Road	Lot 2 Deposited Plan 345258
	Lot 1 Deposited Plan South Auckland 83159
213 Collie Road	Pt Lot 6 Deposited Plan South Auckland 20061
	Lot 6 Deposited Plan 377974
	Lot 10 Deposited Plan South Auckland 20061
	Pt Lot 9 Deposited Plan South Auckland 20061
247 Collie Road	Lot 5 Deposited Plan 377974
253 Collie Road	Lot 3 Deposited Plan South Auckland 88261
255 Collie Road	Lot 2 Deposited Plan South Auckland 88261
257 Collie Road	Lot 1 Deposited Plan South Auckland 88261
	Pt Lot 3 Deposited Plan South Auckland 20061
220 Collie Road	Lot 4 Deposited Plan South Auckland 20061
234 Collie Road	Lot 1 Deposited Plan 479609
246 Collie Road	Lot 2 Deposited Plan 479609
252 Collie Road	Lot 3 Deposited Plan 479609
	Lot 4 Deposited Plan 479609
	Lot 2 Deposited Plan South Auckland 83516
	Allotment 211 HOROTIU Parish
293 & 295 Collie Road	Lot 3 Deposited Plan South Auckland 74831
621 Te Kowhai Road	Lot 2 Deposited Plan 316840

593 Te Kowhai Road	Section 6 Survey Office Plan 495676
14 & 24 Limmer Road	Section 5 Survey Office Plan 495676
533 Te Kowhai Road	Lot 2 Deposited Plan 384622
505 Te Kowhai Road	Lot 1 Deposited Plan South Auckland 41961
534 Te Kowhai Road	Lot 1 Deposited Plan 407728
548D Te Kowhai Road	Lot 5 Deposited Plan 386725
548C Te Kowhai Road	Lot 2 Deposited Plan 446393
520 Te Kowhai Road	Lot 4 Deposited Plan 407728
	Lot 1 Deposited Plan South Auckland 72787
	Section 1 Survey Office Plan 495676
360A & 360B Te Kowhai Road	Lot 3 Deposited Plan 359100
302 Te Kowhai Road	Lot 2 Deposited Plan 422212
320B Te Kowhai Road	Lot 3 Deposited Plan 410726
302A Te Kowhai Road	Lot 3 Deposited Plan 422212