

BEFORE an Independent Hearing Panel

IN THE MATTER of the Resource Management Act 1991 (“RMA”)

AND

IN THE MATTER of a hearing of submissions and further
submissions in respect of Designations in Section
E of the Waikato District Proposed District Plan

STATEMENT OF EVIDENCE
BY KATHRYN ANNE DREW
ON BEHALF OF WAIKATO REGIONAL AIRPORT LIMITED

INTRODUCTION

1. My full name is Kathryn Anne Drew.
2. I am a senior planner at Bloxam Burnett & Olliver Ltd (“BBO”), a firm of consulting engineers, planners and surveyors, based in Hamilton.
3. I have been employed in resource management and planning related position in local government and the private sector for 16 years, with the last 11 of those being at BBO.
4. My qualifications are a Bachelor of Resource and Environmental Planning (Hons) from Massey University. I am also a full member of the New Zealand Planning Institute.
5. My planning experience has included the preparation and processing of consent applications for both Council’s and private clients. I have also prepared and processed Plan Changes, prepared submissions on Plan Changes and on District Plan reviews.
6. In relation to this hearing I am authorised to give evidence on behalf of Waikato Regional Airport Limited (“WRAL”). I am the author of the submissions and further submissions prepared on behalf of WRAL in relation to the Waikato Proposed District Plan (“WPDP”). I have been providing planning advice to WRAL for the last 11 years. I consequently have an extensive working knowledge of Hamilton Airport, the planning provisions that currently apply to it and the planning challenges associated with the airport and its surrounds. Statements I make in this evidence fall back on that knowledge.
7. I have read the Environment Court’s ‘Code of Conduct for Expert Witnesses’ as contained in the Environment Court’s Consolidated Practice Note 2014 and agree to comply with it. I have complied with it when preparing my written statement of evidence.

EVIDENCE STRUCTURE

8. In this evidence I:
 - Set out background to the presence of the Airports designation in the Waikato District Plan;
 - Explain the purpose of the Obstacle Limitation Surface (“OLS”);
 - Confirm that the Airport would like its designation (Designation N1, being the Obstacle Limitation Surface) to be rolled over in the Proposed Waikato District Plan (“PDP”) without modification; and
 - Discuss the submissions received requesting the OLS be removed from their properties and the actual impact the OLS has on those properties.

BACKGROUND & OBSTACLE LIMITATION SURFACE PURPOSE

9. Although Hamilton Airport is located in Waipa District it is an important regional transportation hub and its influence extends into Waikato District and Hamilton City. It is defined as *Regionally*

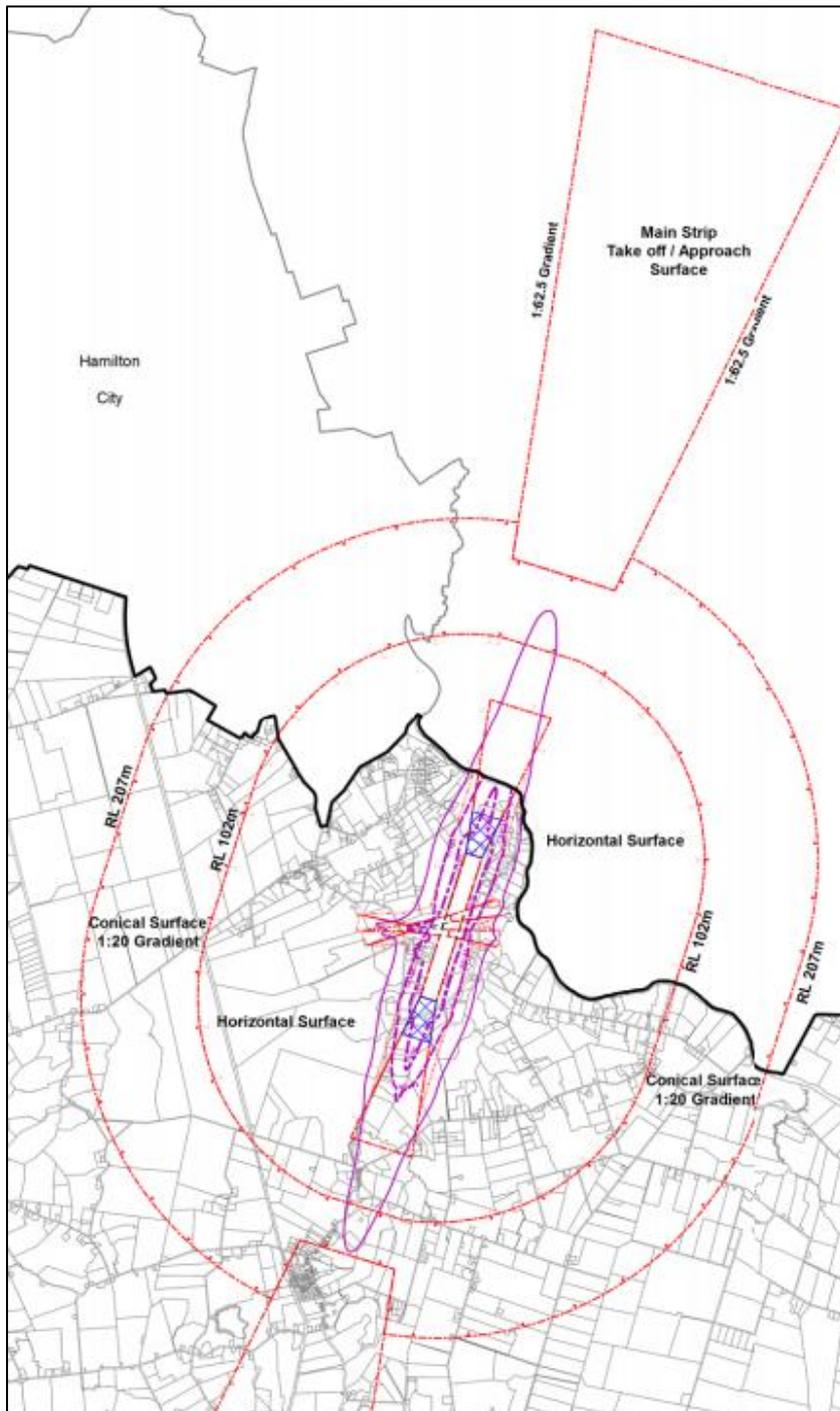
Significant Infrastructure in the Waikato Regional Policy Statement. Its influence on Waikato District is mainly in the form of aircraft noise, and safety issues associated with maintaining clearances from buildings and objects for aircraft flight paths to and from it.

10. The airport is a vital component of the Waikato Regions transport infrastructure. It has the third longest civilian runway in New Zealand, after Auckland and Christchurch, and caters for scheduled domestic services, as well as a wide range of general aviation flights. It is also home to L3 Airline Academy (CTC Aviation), a major flight training school.
11. Today Hamilton Airport is the second busiest regional Airport for certified air movements; it attracts over 140,000 aircraft movements per annum; caters for approximately 380,000 domestic passengers per annum and passenger numbers are growing at rate of around 7% per annum.
12. The Waikato District Plan has included provisions relating to the airport since 1989. The airport itself and associated facilities, is designated in the Waipa District Plan but its related noise provisions, to address reverse sensitivity effects, and the OLS are also included in the OWDP.
13. In 2010 WRAL lodged a suite of notices of requirements (“NoR”) and proposed revisions to the Waipa, Hamilton City and Proposed Waikato District Plans to provide for the runway extension. These NoRs and District Plan revisions relating to Obstacle Limitation Surfaces, noise boundaries and Runway Protection Areas. The changes to the policies and rules were implemented through a private plan change to the Waipa District Plan (Plan Change 69) and variations initiated by WDC (Variation 14) and Hamilton City Council (Variation 22) to their Plans.
14. The OLS as proposed to be rolled over, is therefore consistent with that established in 2010, that matches the OLS required for the runway extension.
15. The OLS is designated because it established legal right for the requiring authority (Waikato Regional Airport Ltd) to keep its airspace clear of obstacles.
16. The purpose of the designation is explained in detail in Section E – Designations – N – Waikato Regional Airport Ltd of the Proposed Waikato District Plan (“PDP”), the key points being:
 - The safe operation of aircraft using the Hamilton Airport requires that there be obstacle free air space around the airport.
 - The defined surfaces, above which there must be no obstacle, have been adopted by the Civil Aviation Authority of NZ.
 - These surfaces are known as OLSs and are defined in terms of distances from the runways and heights relative to runways.
 - In order to ensure safe and unrestricted operation of aircraft using the airport, no building, object, structure or tree is to extend through or above these surfaces.
 - The surfaces that affect land within the Waikato District are the ‘Horizontal Surface’, the ‘Conical Surface’ and the ‘Main Strip Take off/Approach’.
 - The Horizontal Surface is set at a level of 95m Moturiki Datum, for a distance of 4000m from the periphery of the main strip.

- The Conical Surface slopes outwards and upwards from the periphery of the horizontal surface at a 1:20 gradient.
- There is a Main Strip Takeoff and Approach Surface are both end of the main strip. Each takeoff and approach surface rise upwards and outwards from the end of the main strip.

17. Figure 1 below provides a diagrammatic representation of the relationship of the Horizontal Surface, Conical Surface and Main Strip Takeoff/Approach relative to the Airport and the land within Waikato District.

Figure 1: Extract from Map 52 of the Waipa District Plan



WRAL DESIGNATION

18. As the OLS is critical to the operation of the Airport WRAL has requested that their existing OLS designation in the Operative Waikato District Plan (“OWDP”) is rolled over, without modification, into the PDP.

SUBMISSIONS RECEIVED ON THE OLS

19. Two submissions have been received that request that the designation be removed as to relates to a cluster of properties on Matangi Road and Yumelody Lane (Submission 712.3) and as it relates to the Atawhai Assisi site on Matangi Road (Submission 769.2). The properties to the west of Yumelody Lane are affected by the Conical Surface, whereas all other properties are affected by the Main Strip Takeoff and Approach Surface. See Attachment 1 for location of the submitter’s properties relative to the OLS.
20. WRAL lodged further submissions (FS1253.41 and .42) opposing those two submissions. WRALs reasoning, in their further submissions was:
 - Designation N1 establishes an OLS that is to be complied with when determining the permitted height of buildings or structure within the affected areas.
 - The extents of Designation N1 were set based on international specifications and defines the surfaces above which there must be no obstacle to ensure the safe operation of the Hamilton Airport.
 - Designation N1 as it relates to these properties only restricts obstacles from protruding above the OLS which is likely to be very high for these properties and unlikely to impact on the activities occurring on those sites.
 - Designation N1 and the OLS protects the airport from any future activities that may occur on those sites.
 - The designation has also not been imposed on their properties in error. It is an existing designation that already applies to their properties.
21. The s42A report recommends that Submission 712.3 and 769.2 be rejected and WRALs further submission (FS1253.41 and .42) be accepted. This recommendation is supported by WRAL.
22. In terms of the actual effect on the use of these properties, the s42A report is correct that the maximum height for buildings, as provided for by the PDP provisions is more restrictive than the OLS.
23. For these properties the OLS sits at a level of between 80m to 106m above the existing ground level. The designation has therefore no material effect on the use of their properties, but is still required to be maintained to comply with the Civil Aviation Authority requirements for the Hamilton Airport.

24. Based on the above and the purpose of the OLS, WRAL requests that the submissions 712.3 and 769.2 be rejected, WRALs further submission is accepted (FS1253.41 and .42) and the OLS be retained in the PDP as notified.

Dated: 26 March 2020



Kathryn Drew
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Bloxam Burnett & Olliver

