

Kit Maxwell- speaking on behalf of M/s Madgwick Te Kowhai (Speech Notes)

The property is 17.5 HA at 265 Collie Road and Chas Barton Lane. The property is a family residential, dry stock grazing lifestyle property and has mixed steep to variable and a few flat contours. It is in the new extended inner surface zone and missed all the initial airport proposals information, and is the neighbour to Vela properties also submitters today.

Background: 25 years ago, 30% of the property was planted with a pine plantation for land stabilisation and future retirement income. The trees are nearly mature and essential for shelter, land stabilisation and retirement income. The property is the highest elevation point In the TK area. The TK trig station is on the property (Ref no. A34G) the elevation is 89 metres, which is already 18 metres below ground penetration of the NZTE proposed OLS level. The long-established living and farm buildings are near this high zone of the property.

We were advised by NZTE by email and through generic letters that the OLS proposed level (orange map zone) has limited or nil effect on the property. Only after the Section 42a report release, we found out about the red zone' of zero and even negative ground clearance. That we were misinformed of the OLS property effects is appalling, especially when this height fact has been known by NZTE all the time. A lot of legal words would better describe this as "withheld information". **Every generic letter of advice from NZTE always states nil or minimal effects.**

I, Kit Maxwell (on behalf of Mrs Madwick) firmly expressed the lack of clarity directly to NZTE in December 2020 as a response to their generic letter of 18th November 2020. A comprehensive reply was received, however, this gave no surety against having the OLS penetrating assets cut or removed in total.

At the same time as the Sec 42a report was released (4th February 2020), we had a brief email response from NZTE to M/s Madgwick that her trees and assets can be managed with minimal OLS effects. She or we all have no idea what this means, and can only be viewed as a diversion, which gave her no certainty, or maybe it was to shut her up.

Any further communication was pointless after the release of the Sec42a report where M/s Madgwick now trusts in the commissioners to protect her by adopting the WDC recommendations. (The property is excluded from the existing ODP OLS).

M/s Madgwick is extremely devastated, stressed and angry to find out the property ground already penetrates the OLS height at which she may expect the trees and farm buildings to be trimmed/or cut to ground level and her home to lose any development opportunities.

The following statement is what M/s Madgwick asks me (Kit Maxwell) to also read to the panel.

1. *I am devastated I am subjected to losing my property assets, my retirement income and emotional well being. I may also end up with a huge Carbon Tax cost for tree removals for the trees the airfield doesn't like and will demand to the council that trees are to be cut.*
2. *I can also lose my grazing land stability.*
3. *I am subjected to planes flying lower and closer due to the 1:40 approach slope change and approach surface delta spread which is close by (300m horizontally).*
4. *I am at risk of a crash and fire from night flyers who hit my unlit high elevation residence if night flights are allowed.*
5. *My animals get spoofed by close flyers*
6. *I am angry and stressed from potential continuous circuits for fly schools as these affect my residential ability to converse and socialise with my family and friends, and I have no recourse.*

It is unforgivable that I was never told of these OLS effects facts, and had to find out from the sec42a report. I am not expert and appeal to you, the commissioner's, for your decision to adopt and confirm the WDC planners recommendations for current ODP - OLS. Please!

Summary;

- a. I appeal to commissioners on behalf of M/s Madgwick to retain the OLS of ODP, as recommended by the Sec42a report. The pDP ILS/OLS is unnecessary for and does not stop the airpark residential development, and ILS is unnecessary for recreational airfields and club flying and NZTE say 'no commercial flying is planned'. I see no compelling reason for the self-proclaimed NZTE future proof which destroys the residents own pre-existing future-proofing. The airfield ILS/OLS can always be reviewed as a specific notified future application when all technical facts are properly advised to affected parties. This whole airfield change should never have been proposed via the 10-year WDCPlan process due to the ILS/OLS technical complexity. Even the airfield gets the information wrong at times.
- b. I appeal to commissioners to uphold the WDC sec42a recommendations for activity levels for the total movements. This Sec42 recommended movement volume is more than NZTE's own advised forecast of movements for 2025 (evidence provided). Commissioners' please do also recommend a more understandable, fair and open information system for recording flying movements at say 3 monthly rather than the vague 3 yearly review proposal. Please consider a community and airfield future meetings concept, as set up in the troubled Tamahere OLS scheme, where airfield and residents meet bi-annually to resolve issues. I support this concept. I appeal to commissioners to adopt the sec42a recommendations to have no fly schools and limited circuit training as notified activities. TK is a residential village. We do not seek to stop the airfield's community inputs or their recreational club flying or the airpark residential development.
- c. Finally: I appeal for your decisions commissioners, to uphold the recommendations of sec42a as this whole proposed airfield OLS affects 85% of TK residents to varying degrees. The recommendations are within the NZTE written advised activities and business levels they plan. Yours is a huge decision, and if wrong could make TK a dominated town, and a place where people do not want to live due to the Airfield's dominance and intrusion and pollution. Any questions? Thank you
M/s Madgwick, 265 Collie Road, Te Kowhai (Via K Maxwell)