

To: The Resource Consent Administration Officer

Tasman District Council  
Private Bag 4  
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**

## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:	Roger Denis William Breretopn	
Contact Person (if different):		
Address for Service:	126 Thorp Street Motueka 7120	
Postcode:		
Phone:	0274 873 158	E-mail: leeann.rogerbrereton@gmail.com

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Ruru Building Ltd

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Ruru Building Limited has applied to Tasman District Council for resource consents for an industrial activity being construction of relocatable homes on rural productive land at 54 Green Lane, Motueka, with an associated discharge of domestic wastewater to land.

The proposed industrial activity will protrude above the 1:50 Height Control (Obstacle Limitation Surface)

Tasman District Council Application Number (if known): RM

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

The proposed industrial activity will protrude above the 1:50 Height Control (Obstacle Limitation Surface)

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

\*Note: Any additional information should be submitted on a separate sheet(s).

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application       I oppose the application       I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent       To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

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**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission       I do not wish to be heard in support of my submission

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Print Full Name:

Signature\*:  Date:   
(Person making submission or authorised agent)

\*Note: A signature is not required if you make your submissions by electronic means.

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

## Reasons for Roger Denis Brereton Opposition to Application for Consent by Ruru Building Limited

### 1. Management of hazards and risks

I believe that under the Health and Safety at Work Act 2015 30(1a) & (2), Persons Conducting a Business or Undertaking (PCBU) with overlapping duties (i.e. the Tasman District Council (TDC) are required to eliminate risks to health and safety, so far as is reasonably practicable to the extent to which the PCBU has, or would reasonably be expected to have, the ability to influence and control the matter to which the risks relate. As the controlling authority, the TDC has a duty to eliminate additional risks to aviation at Motueka Aerodrome by declining the resource consent application of Ruru Building Limited.

### 2. A shortened runway equates to increased risk

A shortened runway equates to increased risk of overrun of aircraft, runway excursions, and inability to outclimb obstacles under certain performance conditions for all pilots.

### 3. Increase risk for student pilots who are learning to operate aircraft

Motueka aerodrome is home to a number of training organisations – additional obstacles in or under the flight path or a shortened runway will increase risk for student pilots who are learning to operate aircraft. In such an environment it is prudent to reduce risk rather than increase it.

### 4. Crane activity is a hazard

Ruru Building's property is in a safety critical location, approx. 200m along the extended centreline from the end of runway 20.

Crane activity (that has already been seen from Ruru Building) is a hazard to aviation which will reduce safety margins and impact business operations for a number of existing operators on the airfield. They would have to cease operating or restrict the times they are able to operate and the way in which they operate in order to mitigate risk. This could also financially impact businesses on the aerodrome.

#### 5. Increase risk for pilots in the event of emergency

Obstacles in the flight path or additional obstacles under the flight path increase risk to pilots and people under the flight path by limiting forced landing options in the event of a partial or full engine failure.

#### 6. Accountability in the event of emergency

I am concerned about who would be held accountable should an emergency such as an engine failure occur. If a pilot is forced to land on a property in a safety critical area such as a property 200m along the extended centreline of an active runway, which is occupied by both people and buildings, surely accountability would lie with the authority that allowed the buildings and people to operate there, as well as those who elected to conduct business in an environment with such high risk.

#### 7. Buildings create a mechanical turbulence hazard

Mechanical turbulence issues created by wind over buildings will present an additional hazard to aircraft at critical phase of flight (low level on short final or climb out).

#### 8. Limiting a community asset

Motueka Aerodrome is a community asset which was gifted to the region. It has over a 100-year history, but its' future use would become restricted if the runway is shortened or if the Instrument Flight Rules (IFR) or Visual Flight Rules (VFR) profiles were impinged.

“Obstacle limitation surface (OLS) means airspace defined around an aerodrome that enables operations at the aerodrome to be conducted safely and that prevents the aerodrome from becoming unusable by the growth of obstacles around the aerodrome.” Part 77 p.6. As such the Tasman Resource Management Plan outlines an Obstacle Notification Surface (1:50 slope) in line with Part 77 of the Civil Aviation Act. NAC believes that it would be short sighted to allow growth of any additional obstacles beyond the 1:50 OLS that could render the aerodrome unusable for future operations.

#### 9. Protection of a valuable training resource

Under the current chronic national and world-wide pilot shortage, a training environment such as Motueka aerodrome, is a precious community resource and should be future proofed as such. Aviation students generate income across a number of community businesses. Activity that endangers the training environment by limiting its use or increasing risk for aviation students will have a down-stream effect of reducing income brought into the Motueka community.

#### 10. Limited usage for current users with lease agreements

Shortening of the runway could restrict or prevent usage of current users with signed lease agreements – they may not be able to land their aircraft at Motueka.

Aircraft types such as King Air; Diamond light twins; Piper Seminole; Piper Seneca; Cessna Caravan which were previously able to take off and land may not be able to if the runway is shortened.

#### 11. Limiting IFR operations

Additional obstacles protruding into the 1:40 glideslope which cannot be removed will make it impossible for IFR operations in future and limit the resilience of the aerodrome as a community resource.

When conducting IFR flights with Performance Based Navigation (PBN) procedures, a technical alternate should be considered at all times. Motueka aerodrome is an important alternate - should a GPS failure occur at any time while operating in the Tasman Bay area, Motueka can offer an alternative point for landing if Nelson or Takaka has a failure and is below meteorological minima.

#### 12. Limiting Part 135 passenger operations

A shortened runway could prevent Part 135 Air Transport Operations, such as those that serviced the community during the closure of the Takaka hill road. Under Part 135 these operations require:

- i. that the take-off distance needed for the aircraft must be within 85% of the take-off run available and
- ii. a full-stop landing from 50 feet above the threshold within 85% of landing distance available.

#### 13. Preventing Motueka from accessing the services of sustainable electric aircraft

A shortened runway or no IFR approach may prevent Motueka from accessing the services of sustainable electric aircraft in future and therefore limit the usage of the aerodrome as a community resource.

Sustainable electric aircraft that are currently being researched by Sounds Air and Air New Zealand, are likely to be smaller aircraft which will service more remote communities, away from current main hubs. They are not likely to be 'high lift' wing aircraft and therefore will require increased distances to accelerate on take-off.

#### 14. Civil Defence Emergency Response

During large scale weather events or disasters such as earthquakes, aerodromes like Motueka provide access to military and civil aircraft to assist in recovery efforts. Allowing additional buildings so close to the runway threshold will reduce the aircraft loading capabilities and therefore slow any recovery efforts. Motueka was a crucial hub when Takaka hill road was closed to get people and supplies to and from Takaka.

#### 15. Ruru Building Ltd. land use is incompatible with the aviation environment

Operating in an aviation environment requires a high level of commitment to safety culture. "Safety culture is the collection of the beliefs, perceptions and values that employees share in relation to risks within an organization, such as a workplace or community." <sup>1</sup>

"A good safety culture can be promoted by senior management commitment to safety, realistic practices for handling hazards, continuous organisational learning, and care and concern for hazards shared across the workforce." <sup>1</sup>

"The safety culture of an organization cannot be created or changed overnight; it develops over time as a result of history, work environment, the workforce, health and safety practices, and management leadership." <sup>1</sup>

I am concerned that Ruru Building Limited has not demonstrated an integral safety culture that is compatible with an aviation environment.

The submission by Ruru Building Limited proposes their activity is an industrial activity and any commercial activity would be merely ancillary, however they have been actively advertising through social media for members of the general public to come onsite to view the tiny homes on display for sale.

Although not mentioned in their submission for consent, Ruru Building periodically has erected cranes on their property to carry out their activities. On at least two occasions these have been a significant hazard to aviation without the necessary determination process being issued by CAANZ under Part 77 of the Civil Aviation Act.<sup>2</sup> One such occasion was that, without any notification being issued to airmen, the crane hazard was operating on short final for the active runway. Although the necessary process was brought to the attention of Ruru Building at the time by an aerodrome user, they knowingly persisted with the operation. This type of anti-authority behaviour is not compatible with safety culture, the aviation environment, and the responsibilities of a PCBU under the Health and Safety at Work Act.

For these reasons I ask that TDC deny resource consent for this application.

<sup>1</sup> [https://en.wikipedia.org/wiki/Safety\\_culture](https://en.wikipedia.org/wiki/Safety_culture)

<sup>2</sup> “A person proposing to construct or alter a structure must notify the Director of the proposal in accordance with rule 77.13 if the proposed structure or alteration to a structure is located below the approach or take off surfaces of an aerodrome as outlined in figures A.1 and A.2 of Appendix A, and extends to a height greater than a surface, outlined in Appendix A.” Civil Aviation Act Part 77 p.6

## Lynda Cross

---

**From:** Roger Brereton <mot.autoparts@gmail.com>  
**Sent:** Friday, 19 May 2023 9:53 am  
**To:** Resource Consent Admin; Hans@hansvanderwal.co.nz  
**Subject:** Ruru Building Limited  
**Attachments:** Form for submission on resource consent application.pdf; Reasons for Roger Denis Brereton Opposition to Application for Consent by Ruru Building Limited.docx

**Categories:** Lynda to deal with



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### Submitter Details

Full Name:	Chloe Taylor	
Contact Person (if different):		
Address for Service:	63 Sanderlane Drive Motueka 7120	
Postcode:		
Phone:	0220654051	E-mail: chloe.laurataylor@gmail.com

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Ruru Building Ltd

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

RM210785 Land use to consent to undertake an industrial activity in a rural 1 zone which is the construction of relocatable homes, involving: construction of buldings which brach the airport height controls for Motueka Aerodrome.

Tasman District Council Application Number (if known): RM RM210785, RM210786, RM220974

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

Construction of buildings which breach the height controls at Motueka Aerodrome. This restricts the operations and safety margins at Motueka Aerodrome.

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

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**3) The nature of my submission is that:** (Tick one of the following three boxes):

I support the application       I oppose the application       I am neutral regarding the application

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To grant consent       To refuse/decline consent

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Print Full Name:

Signature\*: \_\_\_\_\_  
(Person making submission or authorised agent)

Date:

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**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

As a holder of a commercial pilots licence and as someone who regularly gives instruction to training pilots, safety is my number one priority. Not only of myself and the people I have in my aircraft, but the people around me on the ground. The proposed buildings and building site proposed by Ruru Buildings Ltd is going to significantly compromise the safety margin for airport users and those on the ground. The buildings infringing in the aerodrome approach path means that if a trainee pilot, or any pilot for that matter, gets their approach perspective just a little bit wrong, the results could be catastrophic. The resulting shortening of the runway length will reduce the size of the aircraft that can actually access the aerodrome. It is a short runway as it is, reducing the length even further would be a huge mistake, especially in terms of future proofing; if the length is reduced, it is ruling out the potential for the aerodrome operations to grow.

The mechanical turbulence the large buildings will produce has the potential to be severe - on operational risk for an experienced pilot, even more so for the large majority of the user aerodrome which are student pilots.

In the unfortunate event of an aircraft engine failure on take-off, there are mere seconds that pilots have to get the aircraft on the ground. This means the options of a landing area are limited. When choosing a landing area, we look for an area that will not cause a risk for people on the ground. The building site for Ruru Buildings Ltd is directly on the extended centreline for runway 02. If Ruru Buildings was to construct at this location, in the event of a low level engine failure, the proposed 60 workers in this site would be at a significant risk.

Furthermore, I think Cyclone Gita in 2018 showed just how important of an asset the airport is. We need a way to transport goods and people in the event of a road closure. Any restrictions placed on the aerodrome is going to restrict how aircraft operators are able to help in the event of an emergency.

## Lynda Cross

---

**From:** Chloe Taylor <chloe.laurataylor@gmail.com>  
**Sent:** Friday, 19 May 2023 9:53 am  
**To:** Hans@hansvanderwal.co.nz; Resource Consent Admin  
**Subject:** Submission Against Ruru Building Ltd - Industrial Activity at Green Lane Motueka  
**Attachments:** Form for submission on resource consent application.pdf; Ruru Buildings.docx

**Categories:** Lynda to deal with

Hi there,  
Please find attached my submission against Ruru Building Ltd - Industrial Activity at Green Lane Motueka.

Regards,  
Chloe Taylor

To: The Resource Consent Administration Officer  
 Tasman District Council  
 Private Bag 4  
 Richmond 7050



Email: resourceconsentadmin@tasman.govt.nz

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Contact Person (if different):

Address for Service:

Postcode:

Phone:  E-mail:

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This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details\*):

\* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details\*):

The Airport is a strategic facility for the Motueka and Tasman Area.  
Civil defence would need this Airport in the event of an earthquake closing roads to the region (Alpine Fault)  
In this event the Airport would need to be able to cater for larger aircraft delivering food and resources during an emergency.  
Search and Rescue, Air Ambulance etc all use the Airport for staging and refueling.  
The risk of placing an industrial operation with many workers under a flight path is unnessecary.  
Any risk of reduced operations at the Airport risk a much needed employment and income stream for Motueka being lost.

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3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application       I oppose the application       I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

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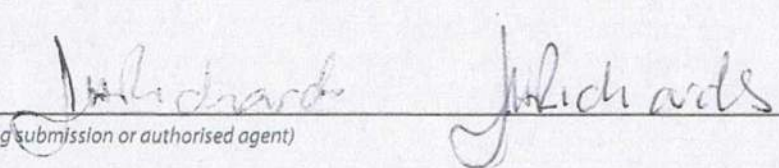
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(Person making submission or authorised agent)



Date:

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A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

**From:** John Richards <johnmargie51@gmail.com>  
**Sent:** Friday, 19 May 2023 9:59 am  
**To:** Resource Consent Admin; hello@rurutinyhomes.nz  
**Subject:** RM 210785  
**Attachments:** Mot Airport Submission 2.pdf; Mot Airport Submission 1.pdf

Submission attached

To: The Resource Consent Administration Officer  
 Tasman District Council  
 Private Bag 4  
 Richmond 7050



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### Submitter Details

Full Name:	Thomas Hutton	
Contact Person (if different):		
Address for Service:	124 Queen Victoria Street 7120	
Postcode:		
Phone:	0226235592	E-mail: tomhutton98@gmail.com

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This is a submission on an application from: (Name of Applicant): Ruru Building Ltd

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM RM210785, RM210786, RM220974

#### 1) The specific part(s) of the application that my submission relates to is/are (Give details\*):

Construction of buildings which breach the height controls at Motueka Aerodrome. This restricts the operations and safety margins at Motueka Aerodrome.

\* Note: Any additional information should be submitted on a separate sheet(s).



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Furthermore, I think Cyclone Gita in 2018 showed just how important of an asset the airport is. We need a way to transport goods and people in the event of a road closure. Any restrictions placed on the aerodrome is going to restrict how aircraft operators are able to help in the event of an emergency.

## Lynda Cross

---

**From:** Thomas Hutton <thutton@nelson-aviation.co.nz>  
**Sent:** Friday, 19 May 2023 10:01 am  
**To:** Hans@Hansvanderwal.co.nz; Resource Consent Admin  
**Subject:** Submission Against Ruru Building Ltd - Industrial Activity at Green Lane Motueka  
**Attachments:** Tom Hutton.pdf; Ruru Buildings.docx

**Categories:** Lynda to deal with

Hi there,  
Please find attached my submission against Ruru Building Ltd - Industrial Activity at Green Lane Motueka.

Cheers,  
Tom Hutton  
Flight Instructor  
Nelson Aviation College

---

### Flight Instructor

**Phone:** +64 3 528 8382

**Website:** [www.nelson-aviation.co.nz](http://www.nelson-aviation.co.nz)

### Motueka Base

Motueka Aerodrome  
124 Queen Victoria Street  
Motueka 7120

### Nelson Base

Airport House, Nelson Airport  
Trent Drive  
Nelson 7011



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### Submitter Details

Full Name: **Darryl John Payne**

Contact Person  
(if different):

Address for  
Service: **21 Red Stag Lane  
RD1  
Richmond 7081**

Postcode:

Phone: **021860228**

E-mail: **lowburn.nz@gmail.com**

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This is a submission on an application from: (Name of Applicant): **Ruru Building Ltd**

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

**RM210785 - Land use Consent to undertake an industrial activity in a Rural 1 Zone which is the construction of relocatable homes, involving:  
Construction of buildings which breach the airport height controls for Motueka Airport.**

Tasman District Council Application Number (if known): RM **210785**

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

**Section 9  
Land Use**

**Construction of buildings which  
breach the height restriction in  
TRMP Schedule 16.11A**

**Construction of buildings which  
breach the Airport height  
controls for the Motueka  
Aerodrome.**

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

REFER ATTACHED PDF FILE

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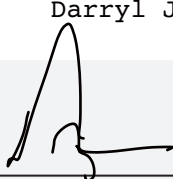
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Print Full Name: Darryl John Payne

Signature\*:



Date: 19/05/23

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Safety is at the forefront of Aviation. In allowing the Applicant to proceed as they wish, Safety WILL BE AFFECTED NEGATIVELY.

The Applicant could not have chosen a more compromised site with respect to 'Safety of Flight' for the scope of the Application with regards to Motueka (NZMK) Airport Operations.

Ruru Buildings Ltd has not demonstrated the Safety Culture that is inherent in Aviation. Previously the Applicant has on at least two occasions erected a large crane in the takeoff path of Runway 02 after being advised this was not permitted without permission from the Civil Aviation Authority (CAA), a required Notice to Airmen (NOTAM) issued by the Aerodrome Operator and consultation with the Airport Users. The Applicant decided to proceed anyway and subsequently became the subject of a CAA Investigation after the filing of Safety Occurrence Reports.

Any intrusion into the takeoff and departure airspace has the potential to limit the future scope of Airport Operations (notwithstanding the increased risk posed to aircraft and people/property on the ground). A reduction in Runway length resulting from an intrusion into the promulgated Obstacle Limitation Surface (OLS) will limit the types of aircraft able to operate from NZMK.

NZMK is an essential Airport for likely Civil Defence Emergencies. Again, reducing the airports capability will limit the type of aircraft able to respond.

With the availability of Performance Based Navigation (PBN) a suitable Instrument Approach is being discussed for NZMK which will improve the airports capability in inclement weather - an improvement in safety for suitably equipped aircraft. Obstacles in the departure and approach areas will limit the weather minima for IFR Approach and Departure operations.

More buildings and structures on the Applicant's site will increase mechanical turbulence which in certain wind conditions will increase the hazard for aircraft.

**SAFETY IS NON NEGOTIABLE.**

NZMK was gifted to the Community and has been in operation over 100 years. It is an important community resource and essential infrastructure. NZMK supports many jobs, trains pilots and provides all pilots from across the Motu with a superb Airport. It has a mix of commercial operators, a significant Flight Training College, Engineering/Maintenance Facilities, Private Operators, Hangar Owners and an Aero Club with in excess of 100 members & a thriving Young Aviators group (Young Eagles) from the local community. These operations maintain the viability for the Owners - The Community.

NZMK cannot be moved. The Applicant has chosen the wrong parcel of Rural Land adjacent to an established Airport to create an Industrial Site.

The question to be answered is whether Ruru Buildings interests usurp those of a long established Airport and its users with an exciting future that is owned, available to and operated by the Community for the Community.

**Lynda Cross**

---

**From:** Simone Boulton & Darryl Payne <lowburn.nz@gmail.com>  
**Sent:** Friday, 19 May 2023 10:11 am  
**To:** Resource Consent Admin  
**Cc:** hans@hansvanderwal.co.nz  
**Subject:** RM210785 Ruru Building Ltd Application  
**Attachments:** Form for submission on resource consent application.pdf; Ruru Buildings Ltd Submission.pdf

**Categories:** Lynda to deal with

Sent from my iPad

To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050

## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:	Alan Mellors		
Contact Person (if different):			
Address for Service:	59 Taranaki Place, Richmond.		
Postcode:	7020		
Phone:	021672475	E-mail:	alanmellors@icloud.com

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Ruru Homes

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Land use consent to undertake an industrial activity in a Rural 1 Zone which is the construction of relocatable homes

Tasman District Council Application Number (if known): RM210785, RM210786, RM220974

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

Height of building which affects runway operations at Motuela Aerodrome.

\* Note: Any additional information should be submitted on a separate sheet(s).



**2) The reasons for my submission are (Give details\*):**

If this application is accepted it will have a negative affect on operations at the Motueka Aerodrome. There are multiple businesses which will be affected including the Nelson Aviation College, Skydiving and scenic flights to name just a few. All these businesses have an economic benefit to the local area. I would also suggest that in the event of a natural disaster, the airfield would be essential resource for rescue missions and as a refuelling base for rescue aircraft.  
It just does not make sense that all this could be in jeopardy just because of one small business who wants to challenge existing rules and regulation already in place.

\*Note: Any additional information should be submitted on a separate sheet(s).

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application       I oppose the application       I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent       To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

\*Note: Any additional information should be submitted on a separate sheet(s).

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission       I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature\*: \_\_\_\_\_  
(Person making submission or authorised agent)

Date:

\*Note: A signature is not required if you make your submissions by electronic means.

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

## Lynda Cross

---

**From:** alanmellors@icloud.com  
**Sent:** Friday, 19 May 2023 10:18 am  
**To:** Resource Consent Admin  
**Cc:** Hans@hansvanderwal.co.nz  
**Subject:** Ruru Homes Consent Application  
**Attachments:** TDC Submission Form. Ruru Homes.pdf

**Categories:** Lynda to deal with

Good Morning,

Please find attached my submission on the resource consent application from Ruru Homes.

I am also sending a copy of this form to Hans van der Wal, Barrister, Walker Street Chambers, DX WX11109, Christchurch via email.

Kind regards,

Alan Mellors.

To: The Resource Consent Administration Officer  
 Tasman District Council  
 Private Bag 4  
 Richmond 7050



**tasman**  
 district council

Te Kaunihera o

**te tai o Aorere**

## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:	Olivia Eason	
Contact Person (if different):		
Address for Service:	134 King Edward Street, Motueka, 7120	
Postcode:		
Phone:	0223601744	E-mail: livi.eason13@gmail.com

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Ruru Building Ltd

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

RM210785 - Land use consent to undertake an industrial activity in a Rural 1 Zone which is the construction of relocatable homes, involving: construction of buildings which breach the airport height controls for the Motueka Aerodrome.

Tasman District Council Application Number (if known): RM210785, RM210786, RM220974

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

Construction of buildings which breach the airport height controls for the Motueka Aerodrome. This would restrict the operations and safety margins at Motueka Aerodrome.

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

As a commerical pilot that lives in Motueka, as well as a regular user of the aerodrome I have concerns about the application from Ruru homes. This proposal will impede on take off and approach paths at Motueka, causing and unnecessary risk to pilots and aircraft, as well as people and property who would be associated with Ruru homes.  
A reduction in the length of the Motueka runway would also decrease safety margins and potentially restrict future operators.

\*Note: Any additional information should be submitted on a separate sheet(s).

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application       I oppose the application       I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent       To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

\*Note: Any additional information should be submitted on a separate sheet(s).

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission       I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature\*: \_\_\_\_\_  
(Person making submission or authorised agent)

Date:

\*Note: A signature is not required if you make your submissions by electronic means.

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

**Lynda Cross**

---

**From:** Olivia Eason <oeason@nelson-aviation.co.nz>  
**Sent:** Friday, 19 May 2023 10:22 am  
**To:** Resource Consent Admin  
**Subject:** Ruru Homes  
**Attachments:** Form for submission on resource consent application (3).pdf

**Categories:** Lynda to deal with

Many thanks,  
Olivia Eason

To: The Resource Consent Administration Officer

Tasman District Council  
Private Bag 4  
Richmond 7050



## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone:  E-mail:

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details\*):

\* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details\*):

As a past student and Instructor at Nelson Aviation College I have huge concerns about this application as it would infringe on a safe approach to Motueka airfield. Motueka airfield is home to many new, and experienced pilots and it would be devastating to lose it for a business venture, as a reduction in useable runway would make the air-field unusable to most.

\*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application       I oppose the application       I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent       To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

\*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission       I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name: Rachel Sarah Mackie

Signature\*:   
(Person making submission or authorised agent)

Date: 19/5/2023

\*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

**Lynda Cross**

---

**From:** Rachel Mackie <rachelmackie13@gmail.com>  
**Sent:** Friday, 19 May 2023 10:39 am  
**To:** Resource Consent Admin  
**Subject:** Fwd: Ruru homes consent application  
**Attachments:** Ruru Homes consent application.pdf

**Categories:** Lynda to deal with

Good morning,

I have attached the consent application.

Kind regards,  
Rachel Mackie



To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050  
Email: resourceconsentadmin@tasman.govt.nz



## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:	Bruce Broady	
Contact Person (if different):		
Address for Service:	8 Hillplough Heights Richmond	
Postcode:		
Phone:	021 02279227	E-mail: bkbroady@yahoo.co.nz

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Ruru Building Limited

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

RM210785 -Land use consent to undertake an industrial activity in a rural 1 zone which is the construction of relocatable homes. Construction of buildings which breach the airport height controls for the Motueka Aerodrome.

Tasman District Council Application Number (if known): RM RM210785, RM210786 RM220974

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

Construction of buildings which breach the safety height controls for Motueka airfield , therefore reducing safety margins and limiting the use of the airfield.

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

As a pilot and tenant of Motueka Airfield I have concerns with the application from Ruru Homes as this would result in the infringement of the takeoff and approach fan for NZMK. The infringement of the flightpath ( 1:50 Rule) reduces the safety margin and increases the risk for everyone including the people in the proposed buildings due to it being directly under the flight path.  
Construction of buildings which breach the safety height controls for Motueka airfield would limit the use of the airfield by larger aircraft should the airfield be required in the event of a major catastrophe in the region , ie earthquake tsunami resulting in the closure of Nelson airport.  
The only benefactor for the consent is Ruru Buildings Ltd .  
The TDC as the airfield operator could be held accountable should there be an aircraft accident/ incident involving the proposed Ruru Buildings due to the infringement of the take off and landing fan having reduced safety margins.

\*Note: Any additional information should be submitted on a separate sheet(s).

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application       I oppose the application       I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent       To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):


\*Note: Any additional information should be submitted on a separate sheet(s).

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission       I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature\*:    
(Person making submission or authorised agent)

Date:

\*Note: A signature is not required if you make your submissions by electronic means.

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

## Lynda Cross

---

**From:** Bruce Broady <broadybk@gmail.com>  
**Sent:** Friday, 19 May 2023 11:08 am  
**To:** Hans@hansvanderwal.co.nz  
**Cc:** Resource Consent Admin  
**Subject:** Submission Ruru Buildings limited.  
**Attachments:** Submisson form .pdf

**Categories:** Lynda to deal with

To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**

## Submission on Resource Consent Application

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### Submitter Details

Full Name:

Contact Person  
(if different):

Address for  
Service:

Postcode:

Phone:

E-mail:

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: *(Name of Applicant)*:

For a resource consent to: *(details can be found on the notice in the letter from Council, newspaper, website or on-site)*

Tasman District Council Application Number (if known): RM

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application

I oppose the application

I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent

To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

*(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):*

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

*Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.*

Print Full Name:

Signature\*:

Date:

*(Person making submission or authorised agent)*

*\*Note: A signature is not required if you make your submissions by electronic means.*

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

## Lynda Cross

---

**From:** office@karameahelicharter.co.nz  
**Sent:** Friday, 19 May 2023 11:58 am  
**To:** Resource Consent Admin  
**Cc:** hello@rurutinyhomes.nz  
**Subject:** Submission on Consent Application from Ruru Building Limited  
**Attachments:** HCK Consent Submission TDC.pdf

**Categories:** Lynda to deal with

Hi TDC Consents Team,

Please find attached our submission on the consent application from Ruru Building Limited regarding activity at 54 Green Lane Motueka.

Ruru Building Limited are copied into this email, satisfying the requirement of a copy being supplied to the applicant.

Kind regards,  
Glen & Vanessa Kingan  
Helicopter Charter Karamea (2006) Limited

To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050



## Submission on Resource Consent Application

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Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:

Contact Person  
(if different):

Address for  
Service:

Postcode:

Phone:

E-mail:

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: *(Name of Applicant)*:

For a resource consent to: *(details can be found on the notice in the letter from Council, newspaper, website or on-site)*

Tasman District Council Application Number (if known): RM

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application

I oppose the application

I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent

To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

*(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):*

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

*Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.*

Print Full Name:

Signature\*:

Date:

*(Person making submission or authorised agent)*

*\*Note: A signature is not required if you make your submissions by electronic means.*

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**



## Lynda Cross

---

**From:** Karamea Aerodrome Inc <karameaaeroinc@gmail.com>  
**Sent:** Friday, 19 May 2023 12:02 pm  
**To:** Resource Consent Admin  
**Subject:** hello@rurutinyhomes.nz  
**Attachments:** TDC Submission KAI.pdf

**Categories:** Lynda to deal with

Hi TDC Consents Team,

Please find attached the Karamea Aerodrome Incorporated (KAI) submission on the consent application from Ruru Building Limited regarding activity at 54 Green Lane Motueka.

Ruru Building Limited are copied into this email, satisfying the requirement of a copy being supplied to the applicant.

Kind regards,  
Vanessa Kingan  
Chairperson - Karamea Aerodrome Incorporated

To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**

## Submission on Resource Consent Application

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Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:

Contact Person  
(if different):

Address for  
Service:

Postcode:

Phone:

E-mail:

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: *(Name of Applicant):*

For a resource consent to: *(details can be found on the notice in the letter from Council, newspaper, website or on-site)*

Tasman District Council Application Number (if known): RM

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application

I oppose the application

I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent

To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

*(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):*

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

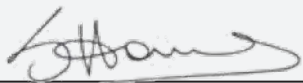
I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

*Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.*

Print Full Name:

Signature\*:



Date:

*(Person making submission or authorised agent)*

*\*Note: A signature is not required if you make your submissions by electronic means.*

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

**Lynda Cross**

---

**From:** Gavin Howse <Gavin.howse@stratospherics.co.nz>  
**Sent:** Friday, 19 May 2023 12:28 pm  
**To:** Resource Consent Admin  
**Subject:** Submission on Resource Consent Application  
**Attachments:** Form for submission on resource consent application.pdf

**Categories:** Lynda to deal with

Dear Sir / Madam,

Please find attached a Submission that opposes the consent for Ruru Building Ltd to build an industrial complex on the boundary of an operating aerodrome – being Motueka Aerodrome.

Rgds Gavin

-----  
**Gavin Howse**  
Vice-President  
Uncontrolled Aerodrome Association of New Zealand

M: +64 21-026-70668

E: gavin.howse@stratospherics.co.nz

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The information contained in this Internet Email message is intended for the addressee only and may contain privileged information. If you are not the intended recipient you must not use, disclose, copy or distribute this message or the information in it. If you have received this message in error, please Email or telephone the sender immediately.

To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050



Email: resourceconsentadmin@tasman.govt.nz

## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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### Submitter Details

Full Name:	Sport Aircraft Association New Zealand (SAANZ)	
Contact Person (if different):	Evan Wheeler- President	
Address for Service:	Sport Aircraft Association New Zealand 13 Froud St Cambridge 3432	
Postcode:		
Phone:	021 924 807	E-mail: evan.allround@xtra.co.nz

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Ruru Building Ltd

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Industrial Activity at Green Lane Motueka RM210785- Land use consent to undertake activity in a Rural 1 zone which is in breach of the airport height controls for the Motueka Aerodrome.

Tasman District Council Application Number (if known): RM210785

1) The specific part(s) of the application that my submission relates to is/are (Give details\*):

Industrial Activity at Green Lane Motueka RM210785- Land use consent to undertake activity in a Rural 1 zone which is in breach of the airport height controls for the Motueka Aerodrome.

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

1. Safety- There existing OLS (obstacle limitations surfaces) provides a safety margin for aircraft taking off or landing at Motueka airfield. Reducing the height margin at the location where the proposed resource consent application applies would create a significant hazard to aircraft pilots and crew, as well as to staff working on the site. The take-off and landing phases are the most critical stage of flight operations. This is increasingly more so when flight training operations are being performed. It is in these two phases where a high proportion of aircraft accidents occur.

2. Buildings or structures on the final approach as close to the runway threshold as proposed in the application can have serious visual effect on pilots particularly under training or low hours approaching at a higher altitude than they should and leading to heavy landings or over runs. Also in the event of wind shear and unstable weather, it again creates inherent dangers or increased risk to safe landings and take-offs.

3. An engine failure on take-off leaves little time and room for an aircraft to touch back down at this critical phase of flight. Colliding with building or structures within the landing path will generally be fatal for the aircraft occupants.

\*Note: Any additional information should be submitted on a separate sheet(s).

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application       I oppose the application       I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent       To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

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Print Full Name:

Signature\*: 

Date:

(Person making submission or authorised agent)

\*Note: A signature is not required if you make your submissions by electronic means.

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

2) THE REASONS FOR MY SUBMISSION ARE (GIVEN DETAILS\*) – ADDITIONAL INFORMATION

4 REVERSE SENSITIVITY

While this may not be evident in this application by Ruru Building Ltd, it may well become an issue in the future. This is an issue which the environment court has provided the following interpretation of.

“Some lawfully existing activities may produce adverse effects on their surrounding environments, or at least they are perceived to do so. Reactions to those effects or perceived effects by way of complaints or actions in nuisance can stifle growth or, in extreme cases, drive them elsewhere. That stifling, or that loss, may be locally, regionally, or even nationally significant. If any activity likely to emit adverse effects seeks to come into a sensitive environment, the problem should be manageable by designing appropriate standards and conditions, or by refusing consent altogether. It is when sensitive activities (usually, but not always residential activities) seek to establish within range of lawfully established but effect-emitting activity that management may become difficult. This is the concept of reverse sensitivity.

Reverse sensitivity is the legal vulnerability of an established activity to complaint from a new land use. It arises when an established use is causing adverse environmental impact to the nearby land, and a new, benign activity is proposed for the land. The sensitivity is this: if the new use is permitted, the established use may be required to restrict its operations or mitigate its effects so as to not adversely affect the new activity.

It is well settled law now that reverse sensitivity is an adverse effect, and is therefore to be avoided, remedied, or mitigated”.

The Civil aviation New Zealand also provides guidelines as outlined in document headed, “Guidance material for land use at or near aerodromes dated 2008”. This document is available on the CAA web site. Part 139.51 CAA NZ rule also outlines requirements for registered airfields. Note that Motueka is not a registered airfield at this time and is therefore not subject to strict compliance with this rule.

That concludes the submission of Sport Aircraft Association New Zealand (SAANZ).



Evan Wheeler

President

SAANZ

## Lynda Cross

---

**From:** Evan Wheeler <evan@countiesscaff.co.nz>  
**Sent:** Friday, 19 May 2023 1:14 pm  
**To:** Resource Consent Admin  
**Subject:** Ruru building Ltd application for resource consent 210785  
**Attachments:** Submission on resource consent application RM210785 motueka.pdf

**Categories:** Lynda to deal with

To whom it concerns,

Please find attached submission with regard to this application.

Evan Wheeler  
President  
Sport Aircraft Association New Zealand



To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**

## Submission on Resource Consent Application

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Full Name:

Contact Person  
(if different):

Address for  
Service:

Postcode:

Phone:

E-mail:

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This is a submission on an application from: *(Name of Applicant)*:

For a resource consent to: *(details can be found on the notice in the letter from Council, newspaper, website or on-site)*

Tasman District Council Application Number (if known): RM

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Signature\*:

Date:

*(Person making submission or authorised agent)*

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**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

Golden Bay Air is a Part 135 Fixed-wing operator based in Takaka that operates from Motueka Aerodrome with reasonable frequency. We object to Ruru Building Limited proposal if this has any negative impact on the take-off or landing distance available RWY02/20 as a result of penetration of the existing or proposed TRMP obstacle limitation surface gradient.

- \* Part 135 operations are subject to additional 'correction factors' when assessing take-off and landing distance which are more constraining than for private operators
- \* CAR 135.209: Holders of an AOC must ensure that ... the take-off run required does not exceed 85% of take-off run available
- \* CAR 135.223: A holder of an must ensure that a full-stop landing [can be made] from 50 feet above the threshold within 85% of landing distance available
- \* Limiting this further than existing would limit the current and future aircraft types that could potentially operate at Motueka
- \* This could also be significant if the airfield is needed for emergency airlift in times of civil defence emergency
- \* Additionally, the aerodrome should be future-proofed for potential IFR operations, as either planned flights or as nominated weather or technical alternates under PBN

## Lynda Cross

---

**From:** Richard Molloy <richard.molloy@goldenbayair.co.nz>  
**Sent:** Friday, 19 May 2023 1:45 pm  
**To:** Resource Consent Admin  
**Cc:** Hans@Hansvanderwal.co.nz  
**Subject:** Submission on resource consent application Ruru Building Limited  
**Attachments:** Form for submission on resource consent application Ruru Building Limited.pdf

**Categories:** Lynda to deal with

Please find attached.

Kind regards  
Richard Molloy

Golden Bay Air Limited  
PO Box 256  
Takaka 7142  
New Zealand

Web: [www.goldenbayair.co.nz](http://www.goldenbayair.co.nz)  
Free: 0800 588 885  
Tel: +64 3 525 8725

Agent: Golden Bay Rental Cars

To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**

## Submission on Resource Consent Application

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Signature\*:

Date:

*(Person making submission or authorised agent)*

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**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**



**Nelson Aviation College**  
Queen Victoria Street  
Motueka 7120  
[www.nelson-aviation.co.nz](http://www.nelson-aviation.co.nz)

18<sup>th</sup> May 2023

## **Reasons for Nelson Aviation College's Opposition to Application for Consent by Ruru Building Limited**

### **1. Management of hazards and risks**

Nelson Aviation College (NAC) believes that under the Health and Safety at Work Act 2015 30(1a) & (2), Persons Conducting a Business or Undertaking (PCBU) with overlapping duties i.e. the Tasman District Council (TDC) are required to eliminate risks to health and safety, so far as is reasonably practicable to the extent to which the PCBU has, or would reasonably be expected to have, the ability to influence and control the matter to which the risks relate. As the controlling authority, the TDC has a duty to eliminate additional risks to aviation at Motueka Aerodrome by not allowing further penetration of the Obstacle Limitation Surface (OLS).

### **2. A shortened runway equates to increased risk**

A shortened runway equates to increased risk of aircraft over-run, runway excursions, and the inability to outclimb obstacles under certain performance conditions.

### **3. Increased risk for student pilots who are learning to operate aircraft**

Motueka Aerodrome is home to several training organisations. Additional obstacles impeding on the flight path or shortening the runway will increase the risk to student pilots who are learning to operate aircraft, and as such make decisions and respond slower than a proficient pilot. In such an environment it is prudent to reduce risk rather than increase it.

### **4. Crane activity is a hazard**

Ruru Building Limited's property is in a safety critical location, approximately 200m north of the extended centreline from the end of runway 02. Crane activity, already seen from Ruru Building Limited, is a hazard to aviation, reducing safety margins and impacting business operations for many existing aerodrome operators. Existing operators would have to cease operating or restrict the times they are able to operate and the way in which they operate to mitigate risk. This can also significantly financially impact businesses operating at Motueka Aerodrome.

### **5. Increase risk for pilots in the event of an emergency**

Any obstacles that impede the flight path, up to the 1:50 OLS, increases the risk to pilots by limiting forced landing options in the event of an engine failure.

#### 6. Accountability in the event of emergency

In the event a pilot is forced to land in an emergency on a property that is in a safety critical area, such as one 200m north of the extended centreline of runway 02, which is occupied by both people and buildings, would liability be with the authority that allowed the buildings and people to operate there, and/or with those who elected to conduct the business and expose the public to existing risk?

#### 7. Buildings create a mechanical turbulence hazard

Mechanical turbulence issues created by wind over buildings will present an additional hazard to aircraft at a critical phase of flight (low level on short final or climb out).

#### 8. Limiting a community asset

Motueka Aerodrome is a community asset which was gifted to the region and officially opened on Easter Saturday 31<sup>st</sup> March 1934. Its' future use would become restricted if the runway is shortened or if the Instrument Flight Rules (IFR) or Visual Flight Rules (VFR) profiles were impinged. "Obstacle limitation surface (OLS) means airspace defined around an aerodrome that enables operations at the aerodrome to be conducted safely and that prevents the aerodrome from becoming unusable by the growth of obstacles around the aerodrome." Civil Aviation Act 1990, Part 77, pg.6. As such the Tasman Resource Management Plan (TRMP) outlines an Obstacle Notification Surface (1:50 slope) in line with Part 77 of the Civil Aviation Act 1990. Any additional impediment into the 1:50 OLS could render the aerodrome unusable for future operations.

#### 9. Protection of a valuable training resource

Under the current prolonged domestic and global pilot shortage, a training environment such as Motueka Aerodrome is a precious community resource and should be future proofed. Aviation students generate income across multiple community businesses. Activity that endangers the training environment by limiting its use, or increasing risk for aviation students, will have a downstream effect of reducing income brought into the Motueka community.

#### 10. Limited usage for current users with lease agreements

Shortening of the runway could restrict or prevent usage of existing users with lease agreements i.e. they may no longer be able to use their aircraft at Motueka Aerodrome. Aircraft types such as King Air; Diamond; Piper Seminole; Piper Seneca; Cessna Caravan; PAC 750 which were previously able to take off and land in certain conditions may not be able to if the runway is shortened.



### 11. Limiting IFR operations

Additional obstacles protruding into the 1:40 glideslope which cannot be removed will make it impossible for IFR operations in the future and limit the resilience of the aerodrome as a community resource. When conducting IFR flights with Performance Based Navigation (PBN) procedures, a technical alternate should be always considered. Motueka Aerodrome is an important alternate. Should a GPS failure occur at any time while operating in the Tasman Bay area, Motueka can offer an alternative landing option if Nelson or Takaka has a failure, and is below meteorological minima.

### 12. Limiting Part 135 passenger operations

A shortened runway could also prevent Part 135 Air Transport Operations, such as those that serviced the community during the closure of the Takaka Hill Highway. Under Part 135 these operations require:

- i) that the take-off distance needed for the aircraft must be within 85% of the take-off run available and
- ii) a full-stop landing from 50 feet above the threshold within 85% of landing distance available.

### 13. Preventing Motueka from accessing the services of sustainable electric aircraft

A shortened runway or no IFR approach may prevent Motueka from accessing the services of sustainable electric aircraft in the future and therefore limit the usage of the aerodrome as a community resource. Sustainable electric aircraft that are currently being researched by Sounds Air and Air New Zealand, are likely to be smaller aircraft which will service more remote communities, away from current main hubs. They are not likely to be 'high lift' wing aircraft and therefore will require increased distances to accelerate on take-off.

### 14. Civil Defence Emergency Response

During large scale weather events or disasters such as earthquakes, aerodromes like Motueka provide access to military and civil aircraft to assist in recovery efforts. Allowing additional buildings so close to the runway threshold will reduce the aircraft loading capabilities and therefore, slow or suspend any recovery efforts. Motueka was a crucial hub when the Takaka Hill Highway was closed, to get people and supplies to and from Takaka.

### 15. Ruru Building Limited's land use is incompatible with the aviation environment

Operating in an aviation environment requires a high level of integrity and commitment to safety culture. Safety Culture is "the set of enduring values, behaviours, and attitudes regarding safety, shared by every member at every level of the organisation." <sup>1</sup> "Senior management provides the leadership to promote the safety culture throughout the organisation"<sup>2</sup> through proper practices for handling hazards, continuous organisational learning, and care and concern for hazards shared across the workforce.

NAC is concerned that Ruru Building Limited has not demonstrated an integral safety culture that is compatible with an aviation environment. Although not mentioned in their submission for consent, Ruru Building Limited has periodically erected cranes on their property to carry out their activities. On at least two occasions these have been a significant hazard to aviation without the necessary determination process being issued by

CAANZ under Part 77 of the Civil Aviation Act 1990<sup>3</sup>. On one occasion, without any notification being issued to airmen (NOTAM), a crane was operating on short final for the active runway. Although the necessary process was brought to the attention of Ruru Building Limited at the time by an aerodrome user, they knowingly persisted with the operation. This type of behaviour is not compatible with an aviation environment and the responsibilities of a PCBU under the Health and Safety at Work Act 2015.

The submission by Ruru Building Limited proposes their activity is an industrial activity and any commercial activity would be merely ancillary, however, they have been actively advertising through social media for members of the general public to come onsite to view the tiny homes on display for sale.

For these reasons stated above NAC asks that TDC deny resource consent for this application.

### **Recommendation**

In view of the many safety hazards that we have outlined in this submission, NAC proposes that the TDC, in the interests of safety and with the projected growth for the use of the airfield, purchases 54 Green Lane, Motueka, to keep as a safety buffer for the airfield, thereby allowing Ruru Building Limited to purchase a more suitable site.

<sup>1</sup> <https://www.aviation.govt.nz/assets/rules/advisory-circulars/AC100-1.pdf> p.10

<sup>2</sup> <https://www.aviation.govt.nz/assets/rules/advisory-circulars/AC100-1.pdf> p.14

<sup>3</sup> "A person proposing to construct or alter a structure must notify the Director of the proposal in accordance with rule 77.13 if the proposed structure or alteration to a structure is located below the approach or take off surfaces of an aerodrome as outlined in figures A.1 and A.2 of Appendix A, and extends to a height greater than a surface, outlined in Appendix A." Civil Aviation Act 1990, Part 77, pg.6

## Lynda Cross

---

**From:** Giles Witney <Giles@nelson-aviation.co.nz>  
**Sent:** Friday, 19 May 2023 1:58 pm  
**To:** Resource Consent Admin; Hans@Hansvanderwal.co.nz  
**Subject:** NAC Submission on Resource Consent Application for Ruru Building Limited  
**Attachments:** NAC Submission Against Ruru Building Limited.pdf; NAC Submission on Resource Consent Application Form.pdf

**Categories:** Lynda to deal with

Good afternoon

Please find attached the Resource Consent Submission for Ruru Building Limited from Nelson Aviation College.

Kind regards

---

**Giles Witney**

CEO

**Phone:** +64 3 528 8382

**Website:** [www.nelson-aviation.co.nz](http://www.nelson-aviation.co.nz)

**Motueka Base**

Motueka Aerodrome  
124 Queen Victoria Street  
Motueka 7120

**Nelson Base**

Airport House, Nelson Airport  
Trent Drive  
Nelson 7011



To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**

## Submission on Resource Consent Application

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## Lynda Cross

---

**From:** Nari Casley <ncasley@nelson-aviation.co.nz>  
**Sent:** Friday, 19 May 2023 1:59 pm  
**To:** Resource Consent Admin; Hans@Hansvanderwal.co.nz  
**Subject:** Submission on Resource Consent Application- Ruru Building Ltd  
**Attachments:** N. Casley form for submission.pdf

**Categories:** Lynda to deal with

Kind regards,

---

### Nari Casley

Finance & Administration Officer

**Phone:** +64 3 528 8382

**Website:** [www.nelson-aviation.co.nz](http://www.nelson-aviation.co.nz)

#### Motueka Base

Motueka Aerodrome  
124 Queen Victoria Street  
Motueka 7120

#### Nelson Base

Airport House, Nelson Airport  
Trent Drive  
Nelson 7011



To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050



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Signature\*:



Date:

*(Person making submission or authorised agent)*

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19<sup>th</sup> May 2023

## **Submission from New Zealand Aviation Academy in Opposition to Application for Consent by Ruru Building Limited (RM210785)**

New Zealand Aviation Academy Limited (NZAvAc) operates as an international pilot training academy based at Nelson Airport (NZNS). NZAvAc frequently uses Motueka Aerodrome as an alternate aerodrome during flight training operations. We oppose the granting of consent to Ruri Building Limited if it results in any restriction to aircraft movements and associated activities at Motueka Aerodrome for the following reasons;

### **A shortened runway equates to increased risk.**

A shortened runway equates to increased risk of overrun of aircraft, runway excursions, and inability to outclimb obstacles under certain performance conditions for all pilots.

### **Increase risk for student pilots who are learning to operate aircraft.**

Motueka aerodrome is home to several training organisations, as well as an alternate airfield for off-field operators who use the field for refuelling, comfort stops, emergency procedures and as an option in an emergency – additional obstacles in or under the flight path or a shortened runway will increase risk for student pilots who are learning to operate aircraft. In such an environment it is prudent to reduce risk rather than increase it.

### **Crane activity is a hazard.**

The applicant's property is in a safety critical location, approx. 200m along the extended centreline from the end of runway 20 and it is our understanding that crane activity is associated with this business.

Crane activity is a hazard to aviation, and the reduction of safety margins as a result of the applicant's activities will potentially have significant impact on the operational abilities of the aerodrome and its users.

### **Increased risk for pilots in the event of an emergency**

Obstacles in the flight path or additional obstacles under the flight path increase risk to pilots and people under the flight path by limiting forced landing options in the event of an inflight emergency. Under well-established Health & Safety protocols in New Zealand, all reasonable care must be taken to identify and mitigate risk to persons and property. To try and place or allow an intrusive building to be placed within the flight path of arriving and departing aircraft is nonsensical at best, potentially catastrophic at worst.

### **Buildings create a mechanical turbulence hazard.**

Mechanical turbulence issues created by wind over buildings will present an additional hazard to aircraft at critical phase of flight (low level on short final or climb out).

Mechanical turbulence is a significant contributor to wind shear, which for a light aircraft at low level, can be catastrophic.

### **Management of hazards and risks**

NZAvAc believes that under the Health and Safety at Work Act 2015 30(1a) & (2), Persons Conducting a Business or Undertaking (PCBU) with overlapping duties (i.e. the Tasman District Council (TDC) are required to eliminate risks to health and safety, so far as is reasonably practicable to the extent to which the PCBU has, or would reasonably be expected to have, the ability to influence and control the matter to which the risks relate. As the controlling authority, the TDC has a duty to eliminate additional risks to aviation at Motueka Aerodrome by declining any resource consent application that compromises the safe use of Motueka Aerodrome by its users.

---

## Limiting a community asset

Motueka Aerodrome is a community asset which was gifted to the region. It has over a 100-year history, but its' future use would become restricted if the runway is shortened or if the Instrument Flight Rules (IFR) or Visual Flight Rules (VFR) profiles were impinged.

“Obstacle limitation surface (OLS) means airspace defined around an aerodrome that enables operations at the aerodrome to be conducted safely and that prevents the aerodrome from becoming unusable by the growth of obstacles around the aerodrome.” Part 77 p.6. As such the Tasman Resource Management Plan outlines an Obstacle Notification Surface (1:50 slope) in line with Part 77 of the Civil Aviation Act. NZAvAc believes that it would be short sighted to allow growth of any additional obstacles beyond the 1:50 OLS that could render the aerodrome unusable for future operations.

## Protection of a valuable training resource

Under the current chronic national and world-wide pilot shortage, a training environment such as Motueka aerodrome, is a precious community resource and should be future proofed as such. Aviation students generate significant income across several community businesses (according to a study<sup>1</sup> completed for Aviation NZ & NZTE a multiplier of 4.4 for flight training alone). Activity that endangers the training environment by limiting its use or increasing risk for aviation students will have a down-stream effect of reducing income brought into the Tasman and Nelson regions, economic activity the region can ill afford to lose.

## Limited usage for current users

Shortening of the runway could restrict or prevent usage by current users - they may not be able to land their aircraft at Motueka.

Aircraft types such as King Air; Diamond light twins; Piper Seminole; Piper Seneca; Cessna Caravan which were previously able to take off and land will be heavily restricted if the runway is shortened.

## Limiting IFR operations

Additional obstacles protruding into the 1:40 glideslope which cannot be removed will make it impossible for IFR operations in future and limit the resilience of the aerodrome as a community resource.

When conducting IFR flights with Performance Based Navigation (PBN) procedures, a technical alternate should be always considered. Motueka aerodrome is an important alternate - should a GPS failure occur at any time while operating in the Tasman Bay area, Motueka can offer an alternative point for landing if Nelson or Takaka has a failure and is below meteorological minima.

## Limiting Part 135 passenger operations

A shortened runway could prevent Part 135 Air Transport Operations, such as those that serviced the community during the closure of the Takaka hill road. Under Part 135 these operations require: that the take-off distance needed for the aircraft must be within 85% of the take-off run available and a full-stop landing from 50 feet above the threshold within 85% of landing distance available.

## Preventing Motueka from accessing the services of sustainable electric aircraft

A shortened runway or no IFR approach may prevent Motueka from accessing the services of sustainable electric aircraft in future and therefore limit the usage of the aerodrome as a community resource.

Sustainable electric aircraft that are currently being researched by Sounds Air and Air New Zealand, are likely to be smaller aircraft which will service more remote communities, away from current main hubs. They are not likely to be 'high lift' wing aircraft and therefore will require increased distances to accelerate on take-off.

## Civil Defense Emergency Response

During large scale weather events or disasters such as earthquakes, aerodromes like Motueka provide access to military and civil aircraft to assist in recovery efforts. Allowing additional buildings so close to the runway threshold will reduce the aircraft loading capabilities and therefore slow any recovery efforts. Motueka was a crucial hub when Takaka hill road was closed to get people and supplies to and from Takaka.

## Respect for The New Zealand Aviation System

The aviation system in New Zealand is well respected internationally for its quality and effectiveness. It also has a significant impact on the New Zealand economy and has done so for over 100 years. Aviation has, historically and recently, been the only system able to efficiently and effectively link isolated communities to the rest of NZ in times of chaos (reference to recent Cyclone Gabriel, Kaikoura Earthquakes, Whakaari/White Island disasters) where aviation assets were used to provide immediate disaster relief.

To allow these resources to exist, the aviation system must remain intact and viable.

The recent trend in New Zealand for neighbours of aviation assets like Motueka Aerodrome to attempt to restrict these operations is a direct threat to the New Zealand aviation system, as it restricts the ability for us to train, equip and operate our assets that provide services to the population, and allow the national and regional airlines, medivac providers and small Part 135 operators to crew their aircraft.

Motueka Aerodrome has historically been and currently is a particularly important contributor to the New Zealand aviation system and should be recognized and protected as a valuable and important strategic asset.

Signed on behalf of New Zealand Aviation Academy Limited



Mike Newman  
CEO

19<sup>th</sup> May 2023

## Reference

1. New Horizons – A Report on NZ's Aviation Industry 2010

## Lynda Cross

---

**From:** Mike | NZ Aviation <mike.newman@newzealandaviation.co.nz>  
**Sent:** Friday, 19 May 2023 2:06 pm  
**To:** Resource Consent Admin  
**Cc:** hans@hansvanderwal.co.nz  
**Subject:** Resource Consent Submission  
**Attachments:** Form for submission on resource consent application.pdf; Ruru Buildings Ltd Submission to TDC re Motueka May23.pdf

**Categories:** Lynda to deal with

### Mike Newman

Chief Executive Officer

M: +64 21 423 604

Ph: +64 (03) 974-8589

E: [mike.newman@newzealandaviation.co.nz](mailto:mike.newman@newzealandaviation.co.nz)

W: [www.newzealandaviation.co.nz](http://www.newzealandaviation.co.nz)



New Zealand Aviation  
Academy base location:

**Airport House**  
**Trent Drive**  
**Nelson Airport**  
**Nelson 7011**



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To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050  
Email: resourceconsentadmin@tasman.govt.nz



## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:	North Shore Aero Club Inc	
Contact Person (if different):	John Punshon	
Address for Service:	North Shore Airport 300 Postman Road RD4 Albany Auckland	
Postcode:	0794	
Phone:	094264273	E-mail: john@nsac.co.nz

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Ruru Building Limited

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Application number - RM210785 Location - 54 Green Lane, Motueka (being Lot 12 DP 1512, land title NL3D/643)
--

Tasman District Council Application Number (if known): RM210785

#### 1) The specific part(s) of the application that my submission relates to is/are (Give details\*):

Please see the attached submission.
-------------------------------------

\*Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

Please see the attached submission.

\*Note: Any additional information should be submitted on a separate sheet(s).

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application       I oppose the application       I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent       To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

The OLS of Motueka aerodrome should be protected to the full extent possible to ensure the ongoing future utility and value of the facility to the community, now and into the future.

\*Note: Any additional information should be submitted on a separate sheet(s).

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission       I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature\*:

(Person making submission or authorised agent)

Date:

\*Note: A signature is not required if you make your submissions by electronic means.

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**



**North Shore Aero Club Inc**

North Shore Airport  
Postman Road  
RD4 Albany  
Auckland  
0794

[www.nsac.co.nz](http://www.nsac.co.nz)

19<sup>th</sup> May 2023

**Submission on Resource Consent Application**

**Applicant** - Ruru Building Limited

**Location** - 54 Green Lane, Motueka (being Lot 12 DP 1512, land title NL3D/643)

**Application number** - RM210785

North Shore Aero Club Incorporated ("NSAC") at the above address for service makes the following submission on the application for resource consent by Ruru Building Limited ("Applicant").

**The Submitter**

1. NSAC is the owner and operator of the North Shore Airport (NSA) located at 242-312 Postman Road, Albany, Auckland. The Airport caters to a wide range of flight and non-flight aviation activities including:
  - a. Scheduled commercial flights.
  - b. Charter flights.
  - c. Training flights.
  - d. Tertiary education (flight training schools).
  - e. Emergency rescue flights and services.
  - f. Private general aviation.
  - g. Engineering facilities.
  - h. Freight distribution.
  - i. Manufacturing.
  - j. Support and administration.
2. The Airport was originally established as a facility for NSAC to operate aircraft on a recreational basis. After 60+ years of operation, the airport has grown significantly with 200 airport-based aircraft and over 100 different tenants in the commercial and private airport occupancies. The airport is a regionally significant infrastructure asset which provides links to provincial New Zealand from its strategic location close to State Highway 1. This status is underwritten through the provisions written into the District Plan and carried forward into the Auckland Unitary Plan thereafter.

## The Submission

3. North Shore Aero Club opposes the application in part, and to the extent set out in this submission.
4. New Zealand's airports, whether large or small, are important and strategic infrastructure assets under a wide variety of circumstances.
5. Small airports play a critical role in civil defence for several reasons. First, they offer decentralized access points for emergency response, ensuring rapid deployment and distribution of personnel, supplies, and equipment during crises. Their broad geographical distribution can help to alleviate the pressure on larger, central hubs during times of heightened demand. Additionally, these smaller facilities often have the ability to operate even when larger airports are incapacitated due to natural disasters, terrorist attacks, or other major incidents. They also provide ideal locations for staging and coordinating local rescue efforts, such as evacuation or disaster relief operations. Thus, their role is not just important, but also irreplaceable in the context of civil defence.
6. This role has been demonstrated as recently as 2023 during the Cyclone Gabrielle response in Hawkes Bay, and 2021 during the Canterbury floods where several of New Zealand's small airports played pivotal and essential roles in supporting the civil defence response.
7. Such civil defence responses, particularly during adverse weather, can often require the use of Instrument Approach procedures, as operations cannot be safely conducted under visual condition.
8. Civil defence effectiveness is also enhanced with the ability to operate at night.
9. Although Motueka aerodrome currently does not have instrument approach procedures, we understand it has previously. Notwithstanding the current status, instrument approach procedures are relatively cheap and easy to implement, making use of today's GNSS technology for aircraft navigation.
10. EMS operators also make use of night vision goggles to allow them to operate into unlit areas at night. Motueka does not therefore require runway lights to provide useful utility at night in civil defence circumstances. However, the appropriate safety thresholds do still need to be observed.
11. To preserve maximum utility and value to the community, all airports, whether large or small, should be protected to the full extent possible. This protection extends to and includes ensuring provision is made for the implementation of instrument approach procedures, night flying operations and any future use of the facility that is envisaged. By way of suggestion, protecting only a 1:20 OLS does not provide satisfactory protection for such future potential and utility.
12. There is further risk in the nature of the proposed activities at the site. This risk is posed by the operation of machinery by unwitting personnel causing penetrations to the OLS (irrespective of the OLS gradient in place). Crane, excavators and the like are typical and frequent sources of such hazards in close proximity to the runway threshold. The nature of the proposed activity may therefore represent unnecessary risk, compounded by the



proposed compromise to existing safety thresholds in the form of potential OLS penetration/s.

Sincerely,

John Punshon  
CEO  
For and on behalf of North Shore Aero Club Incorporated

09 426 4273  
john@nsac.co.nz

## Lynda Cross

---

**From:** John Punshon <john@nsac.co.nz>  
**Sent:** Friday, 19 May 2023 2:08 pm  
**To:** Resource Consent Admin  
**Subject:** Submission on Resource Consent Application Number RM210785  
**Attachments:** Motueka RC Submission.pdf; Motueka RC Submission - Accompanying Document.pdf

**Categories:** Lynda to deal with

To: The Resource Consent Administration Officer

Please find attached our submission in regard to Resource Consent Application Number RM210785

Kind Regards

**John Punshon**  
CEO / General Manager

Email: [john@nsac.co.nz](mailto:john@nsac.co.nz)  
Cell: 021 95 94 97 Office: 09 426 4273

[nsac.co.nz](http://nsac.co.nz) | 0800 4 WINGS | [@northshoreaeroclub](https://twitter.com/northshoreaeroclub) [@youflytrialflight](https://www.instagram.com/youflytrialflight)



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Please consider the environment and only print this email if necessary.

To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz



Te Kaunihera o  
**te tai o Aorere**



## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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### Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone:  E-mail:

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details\*):

\* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details\*):

We live in Green Lane, with the predicted increase in workforce to 60. We are concerned at traffic use via Grey St - + from site down Green Lane. The road floods, there is one street light, the road needs fixing. It is a rural residential neighbourhood of whanau, elderly + animals. Green Lane is a safe part of Motueka which allows school children a safe pathway, whanau walks, children learning to write bikes. Noise - Jam - non compliance TRMP permitted noise level. Concerns 600 litres - 3000 litres discharge per day. Flooding in Green Lane yet to be addressed by TDC. Flood Hazard identified.

\*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application       I oppose the application       I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent       To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

That Queen Victoria be used for entrance + exits of all vehicles using Ruru homes site = .  
That assurances are given regarding time of noise ~~to~~ meet code.  
That this does not impact on Emergency Civil Defence plans regarding Earthquake, Tsunami; Floods plans regarding Airport.  
Fixing flooding roading + lights in Green Lane.

\*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission       I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name: Donna McLeod

Signature\*:   
(Person making submission or authorised agent)

Date: 19-5-24

\*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

To: The Resource Consent Administration Officer

Tasman District Council  
Private Bag 4  
Richmond 7050



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**

Email: resourceconsentadmin@tasman.govt.nz

## Submission on Resource Consent Application

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### Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone:  E-mail:

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

- undertake an industrial activity in a Rural 1 Zone which is the construction of relocatable home ---  
- discharge consent for domestic waste water exceeding 2000 litres per day - Damming or diversion of flood waters by earth bunds.

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details\*):

\* Construction of buildings which breach the airport height controls for the Motueka Aerodrome  
\* Construction of earth bunds that may dam or divert flood waters.



\* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details\*):

If any construction of buildings breach the airport height controls for the Motueka Aerodrome the building should not be approved.  
It is vital that aeroplane operations can continue safely and to prevent the aerodrome from becoming unusable. This would put at risk all aerodrome activities including the flying school, the parachuting business and possible use of the airstrip for vital emergency operations. Also it would put at risk the possibility of night flying or instrument landing being implemented in the future.  
Construction of bunds - the council needs to be certain of the effect on surrounding properties especially considering that rainfall has increased significantly.\*

\*Note: Any additional information should be submitted on a separate sheet(s).

(continued  
on separate  
page)

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application       I oppose the application       I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent       To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

- That any construction of buildings do not breach the airport height controls for the Motueka Aerodrome, and if possible the height controls for night flying or instrument landing.  
- that an independent (unbiased) study be carried out on the possible risk of flooding or damming for surrounding properties before bunds (earthworks) are approved.

\*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission       I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name: GILLIAN KAY TROTTER

Signature\*: GKTrotter      Date: 19/5/23  
(Person making submission or authorised agent)

\*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.



(continued)

\* 2) The reasons for my submission are:-

I wish to add that I recognize and appreciate the fact that Ruru Building Ltd is a local business, and uses local products and tradespeople but their development should not be at the expense of the ongoing operation and safety of the Motueka Aerodrome which is a vital part of our community. The aerodrome has been there for many years and was known to be there when the business bought the land.

Also, if there is any possible risk of damming or diversion of flood waters to surrounding properties in Motueka, the construction of earth bunds should not be approved.

Also, it needs to be ascertained as to whether the proposed evergreen trees to be planted on top of the bunds will breach the height restrictions.





To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050

## Submission on Resource Consent Application

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### Submitter Details

Full Name:

Contact Person  
(if different):

Address for  
Service:

Postcode:

Phone:

E-mail:

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: *(Name of Applicant)*:

For a resource consent to: *(details can be found on the notice in the letter from Council, newspaper, website or on-site)*

Tasman District Council Application Number (if known): RM

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

\* Note: Any additional information should be submitted on a separate sheet(s).



**2) The reasons for my submission are (Give details\*):**

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application

I oppose the application

I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent

To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

*(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):*

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

*Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.*

Print Full Name:

Signature\*:



Date:

*(Person making submission or authorised agent)*

*\*Note: A signature is not required if you make your submissions by electronic means.*

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

## Lynda Cross

---

**From:** Safety Soundsair <safety@soundsair.com>  
**Sent:** Friday, 19 May 2023 3:53 pm  
**To:** Reception Richmond  
**Cc:** Hans@Hansvanderwal.co.nz  
**Subject:** Submission - Ruru Building Ltd - Industrial Activity at Green Lane Motueka  
**Attachments:** NZMK OLS submission.pdf

**Categories:** Brooke

Good afternoon,

Please see attached.

**Taylor Rhind** | Safety Manager  
Sounds Air Travel & Tourism Ltd.  
M +64 210306726  
E [safety@soundsair.com](mailto:safety@soundsair.com)  
W [www.soundsair.com](http://www.soundsair.com)



**Application number/s:**

**RM210785, RM210786, RM220974**

**by**

**Ruru Building Limited**

**This submission is on behalf of:**

**Ms Carol-Anne Armitage  
27/50 Clarence Drive  
Bishopdale  
Nelson 7010**

**Mob: 027 406 4112**

**Email: carol-annea@outlook.com**

**I AM OPPOSED to Resource Consent being granted**

**I wish to be heard**

*Carol-Anne Armitage*

The proposed industrial activity will protrude above the 1:50 Height Control (Obstacle Limitation Surface) protecting the northeast flight approach to Motueka Aerodrome, thereby potentially restricting future uses of the runways.

**Clause 16.11 'Airport Protection' of Tasman District Council's Resource Management Plan restricts heights to protect flight paths in the vicinity of the aerodrome.**

My objection is regards to safety for both those flying in and out of the airfield and for those on the ground. Tasman District Council (TDC) has a Duty of Care to operate the Motueka Aerodrome in a manner that is **safe for all those using the airfield and those on the ground surrounding it**. It is clear from council's own documentation, the Memorandum of Understanding (MOU) and the Motueka Aerodrome Management Plan, that this is paramount, therefore this application should be declined in full. In my opinion Ruru Buildings Limited shouldn't be working on this site at all. It is noted that a lot of country-based aerodromes are surrounded by rural land.

The purpose of the MOU is to "maintain high safety standards and to minimise the impact of flying activities on the community and neighbours living in the vicinity of Motueka Aerodrome and the Motueka area as much as possible, **while enabling the normal airport commercial activities to take place**".

The Motueka Aerodrome Operations and Safety Committee monitor the MOU which provides best practice to operators using the aerodrome. It was established at the request of the Civil Aviation Authority (CAA) to address operational and safety issues at and in the vicinity of Motueka Aerodrome. The aerodrome is owned and operated by Tasman District Council. It is not a certificated aerodrome but the Tasman District Council's intention is that the aerodrome be maintained to a similar standard as CAA certification, as a quality assurance system.

In addition, it is an extremely valuable aerodrome for Emergency Response Teams. We are all aware of the growing incidence of major weather events requiring a Civil Emergency Response in which Motueka Aerodrome plays a crucial part. We need to protect this aerodrome rather than limit its use, especially in emergency situations.

The majority of accidents occur either on take-off or landing. There can be many causes for this: pilot error, cross winds and other weather conditions and bird strike. Added to this mix is that Motueka Aerodrome is home to Nelson Aviation College who train pilots from New Zealand and overseas.

Small plane crashes are a major safety concern in the aviation industry. A recent report noted that engine failures accounted for 13.4%, 43% happened during take-off / landing phase (<https://blog.gitnux.com › Statistics>). Although the safety record at Motueka Aerodrome is excellent never-the-less we need to always be in a state of caution and preparation. Although there is a higher shelter belt of trees nearby there is less chance of serious injury if a plane crashes into a hedge on take-off or landing than there would be hitting into buildings - and putting the proposed 64 staff members on the Ruru site at serious risk. An additional risk is the storage of hazardous goods on the site.

Specific Operational Considerations which Motueka Aerodrome currently has is several different types of operation which affect the way it operates. It has a mix of commercial operators and flight training which utilise differing types of helicopters, microlights, hang gliders, parachutes and aeroplanes.

AIMM Dashboard Statistics (attached) supplied by TDC show a considerable amount of traffic in and out of the airfield. In fact, the graph only shows the most active users not all users. These statistics supplied cover only two months in 2018 and 2019 (pre Covid) that are not considered to be busy months of the year. Air traffic is picking up again post Covid and is expected to continue to increase.

### **Role of the Management Plan**

The Management Plan enables Tasman District Council (Council) to coordinate Motueka Aerodrome's use, operations, maintenance and development safely, efficiently and cooperatively with the aerodrome's users.

### **Objectives**

- To encourage best practice for the health and safety of all users of Motueka Aerodrome and associated airspace.
- To act as forum for aerodrome users to discuss any operational or safety issues at Motueka Aerodrome, and suggest ways to address/resolve/improve or mitigate
- To manage the aerodrome assets so that the aerodrome will eventually achieve financial sustainability and not require a subsidy from general rates.
- To allow provision of facilities and activities for and by aerodrome users which do not compromise the long term use and development of the runway.
- To encourage growth in aviation and related activities while maintaining a safe operating environment and in consideration of any potential effects on the Motueka community.

The Aerodrome has future potential for expansion over the next 20 to 30 years thereby generating more revenue for TDC. To grant this Resource Consent would not only limit the use of the airfield by current and potential users but would also cut off a valuable revenue stream for the future. It would also be in contravention of its own MOU and Motueka Aerodrome Management Plan.

Whereas I note there is some discussion on the OLS and height issue, (Clause 16.11 'Airport Protection') when it comes to people's lives it is surely best to err on the side of caution.

Given the overwhelming information available regarding best and safe practise of the airfield, its users and surrounding neighbourhood, the answer is not to shorten the runway, the answer is to decline Resource Consent. The flight path needs to be future-proofed to ensure this kind of situation doesn't arise gain.

### **RECOMMENDATION:**

**THAT THE RESOURCE CONSENT APPLICATION NUMBERS: RM210785, RM210786, RM220974 BY RURU BUILDINGS LIMITED BE DECLINED IN FULL**

### **FURTHER FRECOMMENDATION:**

**LOOKING TO THE FUTURE; THAT TASMAN DISTRICT COUNCIL PURCHASE 54 GREEN LANE, CURRENTLY USED BY RURU BUILDINGS LIMITED, SO THAT:**

- 1 THE COMPANY CAN PURCHASE A MORE SUITABLE SITE ELSEWHERE**
- 2 TDC CONVERT IT TO LEASED RURAL LAND THERBY PROVIDING THE PROTECTIONS AND SAFETY MEASURES REQUIRED FOR THE MOTUEKA AERODROME**

**Motueka (NZMK)**



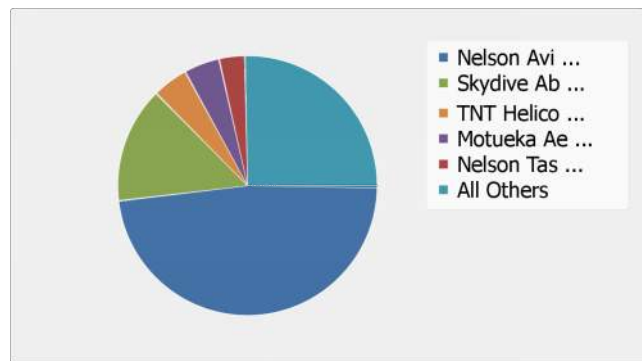
**Dashboard... Management Summary for the month of December 2018**

**AERODROME MOVEMENTS: Most Active Aircraft**

Movements	Aircraft	Operator
271	ZK-XIT Pilatus PC-6/B2-H4	Skydive Abel Tasman Limited
195	ZK-NAI Cessna 152	Nelson Aviation College Ltd
162	ZK-NAQ Cessna 152	Nelson Aviation College Ltd
152	ZK-NAJ Reims/Cessna FA152	Nelson Aviation College Ltd
104	ZK-NAK Cessna 152	Nelson Aviation College Ltd
95	ZK-NAS Cessna 172S	Nelson Aviation College Ltd
84	ZK-HVJ Robinson R22 Beta	TNT Helicopters Ltd
63	ZK-NAL Cessna 152	Nelson Aviation College Ltd
58	ZK-MXP Cessna R172K	Nelson Tasman Air Limited
53	ZK-PEE Piper PA-20-135	Donald Sidney Grant

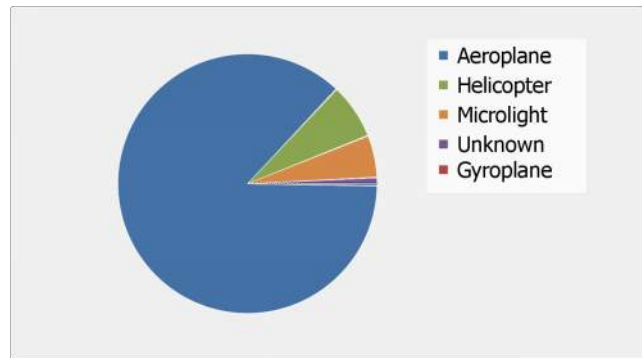
**Most Active Operators**

Operator	Movements
Nelson Aviation College Ltd	912
Skydive Abel Tasman Limited	271
TNT Helicopters Ltd	84
Motueka Aero Club (Inc)	84
Nelson Tasman Air Limited	58
All Other Operators	485
<b>Total</b>	<b>1894</b>



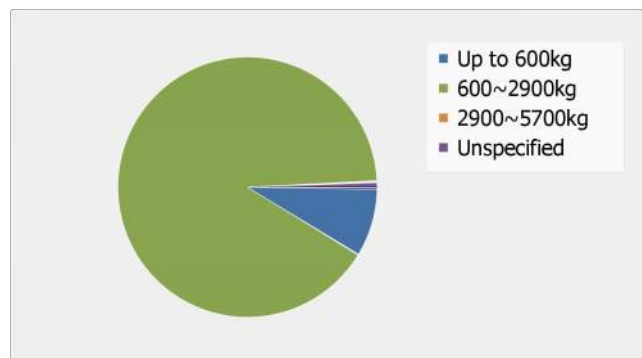
**Aircraft Type Summary**

Type	Movements
Aeroplane	1648
Helicopter	130
Microlight	98
Unknown	16
Gyroplane	2



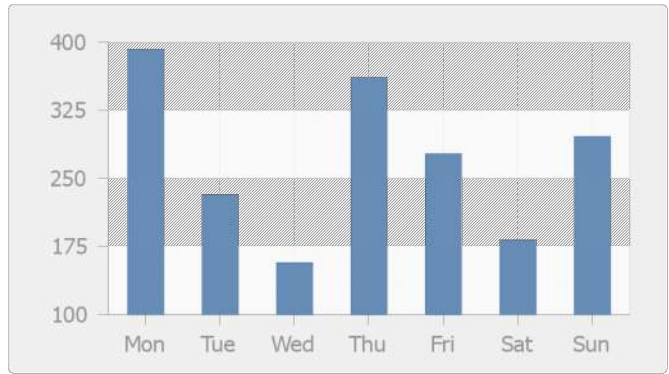
**Aircraft Weight Summary**

Weight	Movements
Up to 600kg	164
600~2900kg	1716
2900~5700kg	1
Unspecified	16

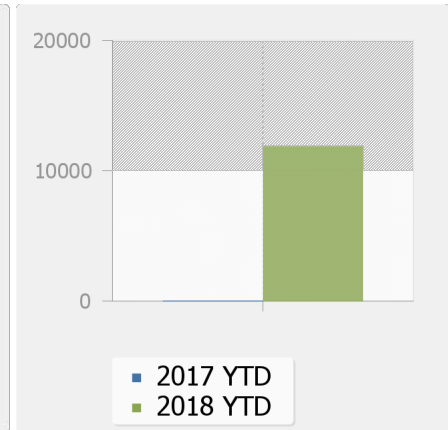
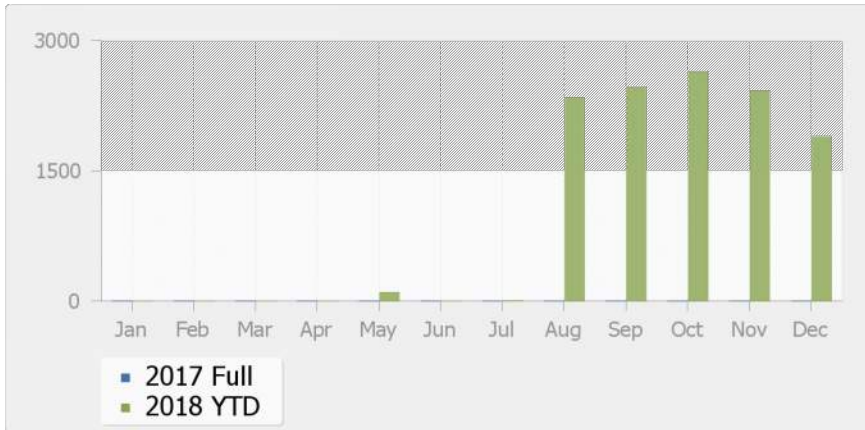


**Movements: Days of Week**

Weekday	Movements
Mon	392
Tue	232
Wed	157
Thu	361
Fri	277
Sat	182
Sun	296

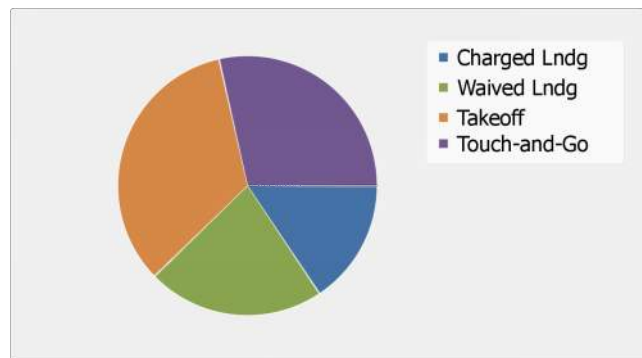


**Movements: Months of Year**



**Charge Summary**

Status	Movements
Charged Lndg	297
Waived Lndg	417
Takeoffs	638
Touch-and-Go	545



**Charged Landings:** Includes chargeable Touch-and-Go movements. Fees for these movements were included in the Billing file of invoices that has been sent to the Airport Billing Dept to be imported into the Airport's Billing system.

**Waived Landings:** Landings where the fee was waived for Exempt and Annual Bulk Charge aircraft. Also Public Service aircraft (Rescue, Police, Military etc) if they identify as such rather than by aircraft registration.

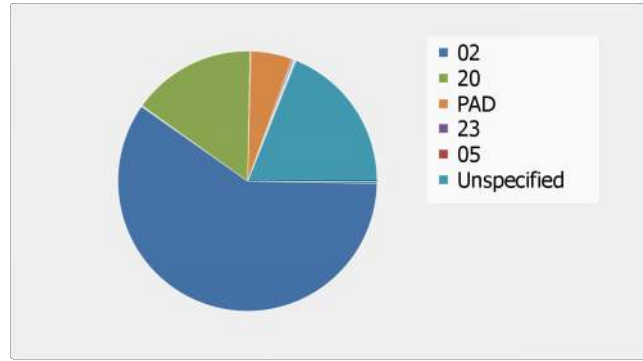
**Takeoffs:** Takeoffs are no charge. The number of Takeoffs and Landings are usually different due to chargeable Touch-and-Go being included as Landings, visiting aircraft that Landed but did not stop, abandoned Takeoffs, and similar situations.

**Touch-and-Go:** One x Touch-and-Go or Go-Around movement per aircraft flight session is recorded and charged as a 'Landing'. Other such movements in the same continuous series are recorded as 'Touch-and-Go' at no charge, unless Aimm is instructed otherwise.

(Continued below...)

**Runway Usage Summary**

Runway	Movements
02	1133
20	293
PAD	99
23	4
05	1
Unspecified	364



**INVOICING and MANAGEMENT REPORTING:** 1897 movements\*\* by 100 different aircraft were logged at NZMK during December 2018, a 23,000 annual rate if this continued for 12 months. A Billing File with invoicing details has been sent to your billing dept for invoicing of aircraft operators, and that can also be imported into a spreadsheet for further management analysis.

\*\* A Touch-and-Go event is one (potentially chargeable) entry in the invoicing report, but two movements (a landing followed by an immediate take off) in this Dashboard report, so those numbers will usually be different.

**COMPLIANCE REPORTING**

**Noise Footprint:** The Acoustic LDN counts at NZMK during December 2018 were:  
 1890 during the 'Day', which is set to start at 0700.  
 7 during the 'Night', set to start at 2200.

**Civil Aviation:** CAA Rule 139.505 requires Non-Certificated Aerodromes such as Motueka (NZMK) to report Movement Data each year. At the required time, Aimm will send an email with links to CAA Form 24139 / 06 and provide the relevant figures for you to submit to CAA so that NZMK remains in compliance.

(Continued below...)

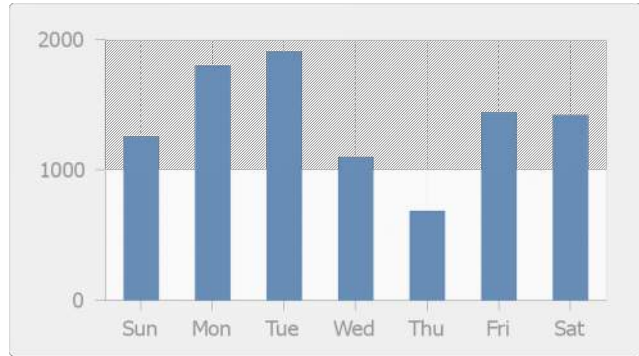


**LOCAL AIRSPACE Analysis for December  
 (aircraft using airspace, not necessarily landing)**

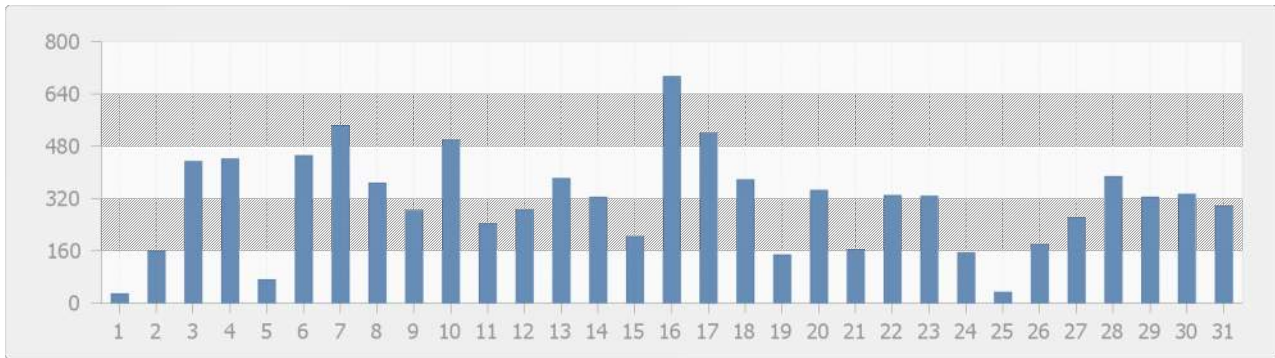
**Summary**

9580 radio calls received for the month.  
 28 calls, on the quietest day, 1-Dec  
 693 calls, on the busiest day, 16-Dec  
 309 calls, daily average for December  
 Tuesday is the busiest day of the week.

**Days of Week**



**AIRSPACE activity, Days of Month**



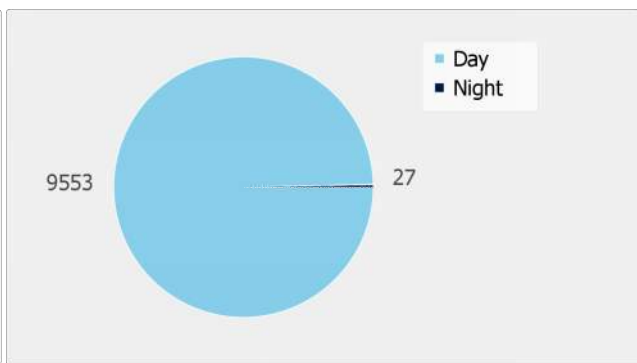
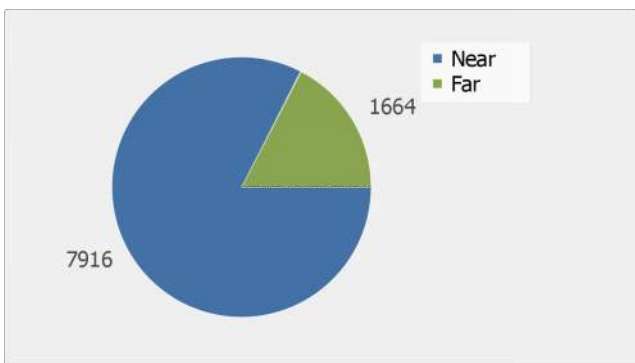
**Classification of Local Airspace activity**

During December 2018 there was (year-on-year comparison not available) airspace activity compared to the same month last year.

'Near' are aircraft close enough to the airport that their radio calls are relevant to the airport operations.

'Far' are those on the same radio frequency but far enough away to be not relevant.

'Day' / 'Night' refer to Morning / Evening Civil Twilight calculated each day at the Lat/Long of the airport.



**Motueka (NZMK)**



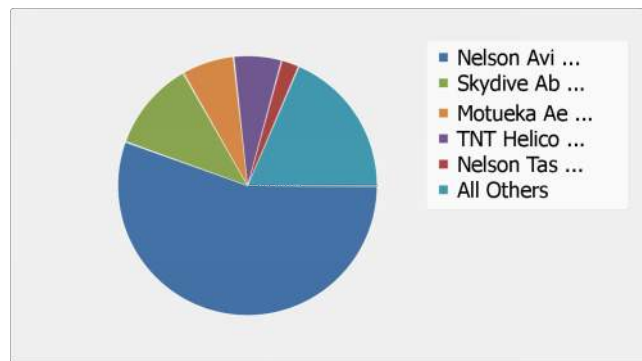
**Dashboard... Management Summary for the month of March 2019**

**AERODROME MOVEMENTS: Most Active Aircraft**

Movements	Aircraft	Operator
316	ZK-XIT Pilatus PC-6/B2-H4	Skydive Abel Tasman Limited
229	ZK-NAL Cessna 152	Nelson Aviation College Ltd
225	ZK-NAR Cessna 172S	Nelson Aviation College Ltd
180	ZK-NAB Cessna 172S	Nelson Aviation College Ltd
168	ZK-HVJ Robinson R22 Beta	TNT Helicopters Ltd
155	ZK-NAK Cessna 152	Nelson Aviation College Ltd
139	ZK-NAS Cessna 172S	Nelson Aviation College Ltd
139	ZK-NAA Cessna 172R	Nelson Aviation College Ltd
125	ZK-NAJ Reims/Cessna FA152	Nelson Aviation College Ltd
119	ZK-NAI Cessna 152	Nelson Aviation College Ltd

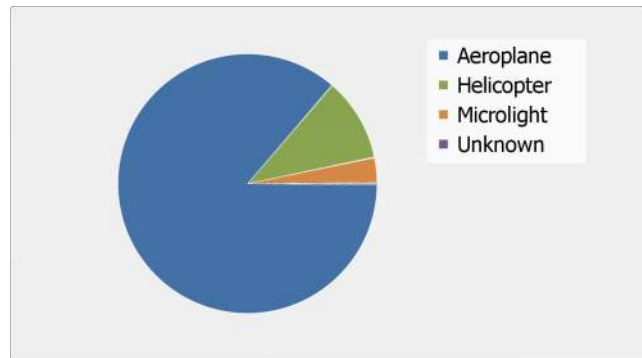
**Most Active Operators**

Operator	Movements
Nelson Aviation College Ltd	1569
Skydive Abel Tasman Limited	318
Motueka Aero Club (Inc)	184
TNT Helicopters Ltd	168
Nelson Tasman Air Limited	60
All Other Operators	529
<b>Total</b>	<b>2828</b>



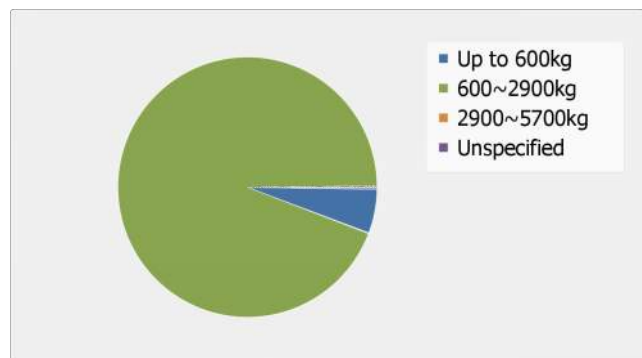
**Aircraft Type Summary**

Type	Movements
Aeroplane	2441
Helicopter	294
Microlight	87
Unknown	6



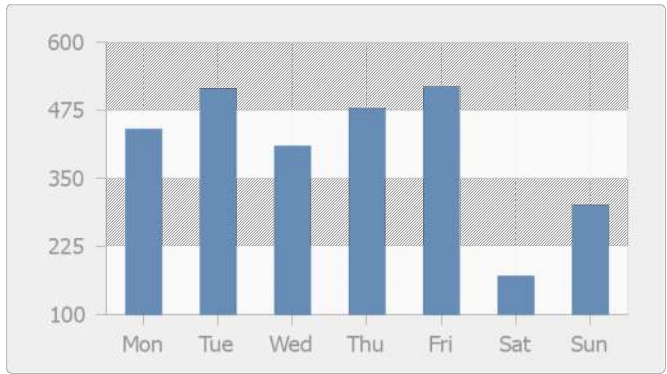
**Aircraft Weight Summary**

Weight	Movements
Up to 600kg	162
600~2900kg	2662
2900~5700kg	2
Unspecified	5

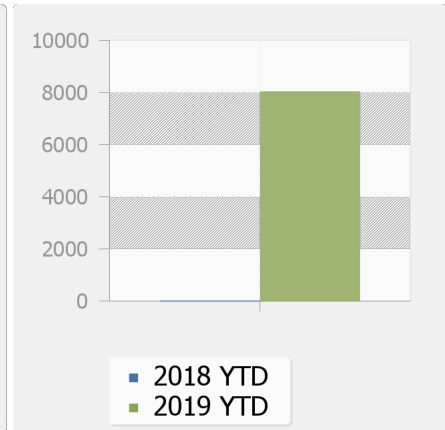
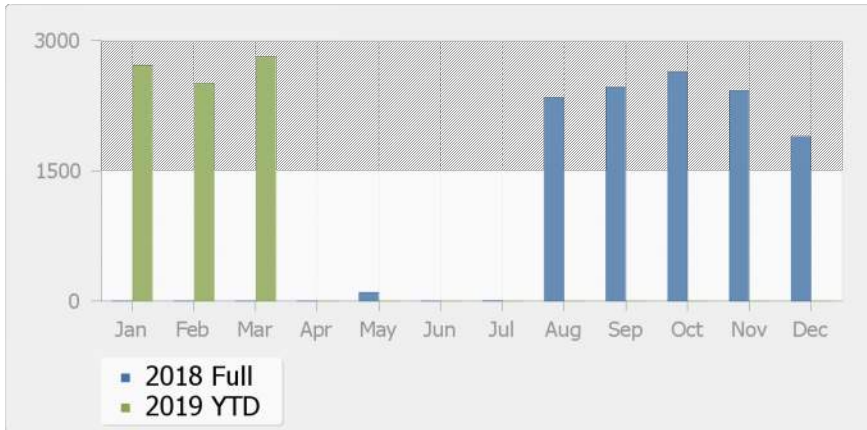


**Movements: Days of Week**

Weekday	Movements
Mon	440
Tue	515
Wed	409
Thu	478
Fri	518
Sat	170
Sun	301

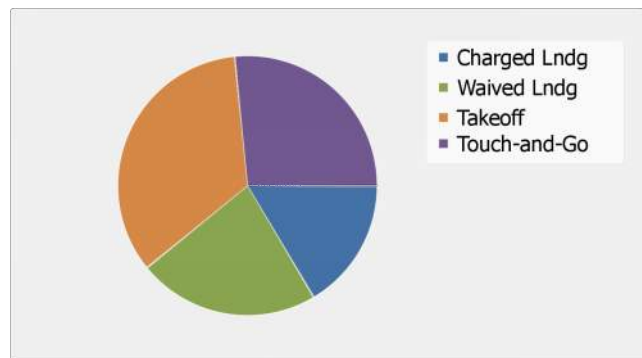


**Movements: Months of Year**



**Charge Summary**

Status	Movements
Charged Lndg	466
Waived Lndg	638
Takeoffs	970
Touch-and-Go	757



**Charged Landings:** Includes chargeable Touch-and-Go movements. Fees for these movements were included in the Billing file of invoices that has been sent to the Airport Billing Dept to be imported into the Airport's Billing system.

**Waived Landings:** Landings where the fee was waived for Exempt and Annual Bulk Charge aircraft. Also Public Service aircraft (Rescue, Police, Military etc) if they identify as such rather than by aircraft registration.

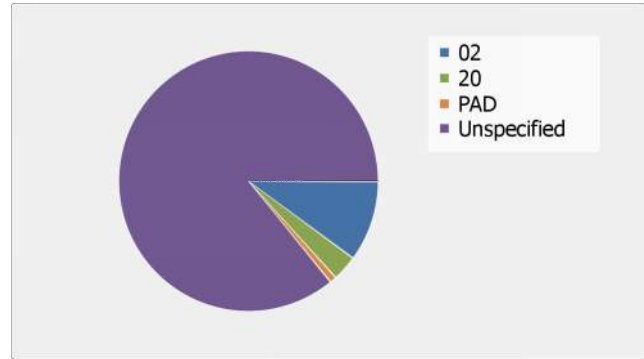
**Takeoffs:** Takeoffs are no charge. The number of Takeoffs and Landings are usually different due to chargeable Touch-and-Go being included as Landings, visiting aircraft that Landed but did not stop, abandoned Takeoffs, and similar situations.

**Touch-and-Go:** One x Touch-and-Go or Go-Around movement per aircraft flight session is recorded and charged as a 'Landing'. Other such movements in the same continuous series are recorded as 'Touch-and-Go' at no charge, unless Aimm is instructed otherwise.

(Continued below...)

### Runway Usage Summary

Runway	Movements
02	286
20	88
PAD	21
Unspecified	2433



**CHANGES in ACTIVITY LEVEL:** During March 2019, the airport was used by 92 different aircraft for 2,831 movements\*\*, an annual rate of 34,000 if this continued for 12 months. (Actual 12 month counts will appear once history has accumulated.)

A Billing File with invoicing details has been sent to your billing dept for invoicing of aircraft operators, and that can also be imported into a spreadsheet for further management analysis.

\*\* A Touch-and-Go event is one (potentially chargeable) entry in the billing file, but two movements (a landing followed by an immediate take off) in this Dashboard report, so those numbers will usually be different.

### COMPLIANCE REPORTING

**Noise Footprint:** The Acoustic LDN counts at NZMK during March 2019 were:  
2831 during the 'Day', which is set to start at 0700.  
0 during the 'Night', set to start at 2200.

**Civil Aviation:** CAA Rule 139.505 requires Non-Certificated Aerodromes such as Motueka (NZMK) to report Movement Data each year. At the required time, Aimm will send an email with links to CAA Form 24139 / 06 and provide the relevant figures for you to submit to CAA so that NZMK remains in compliance.

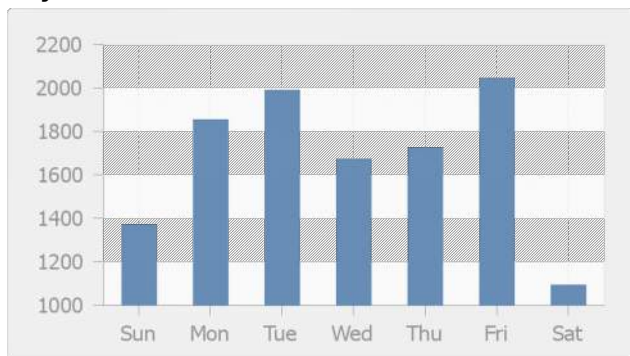
(Continued below...)

## LOCAL AIRSPACE Analysis for March (aircraft using airspace, not necessarily landing)

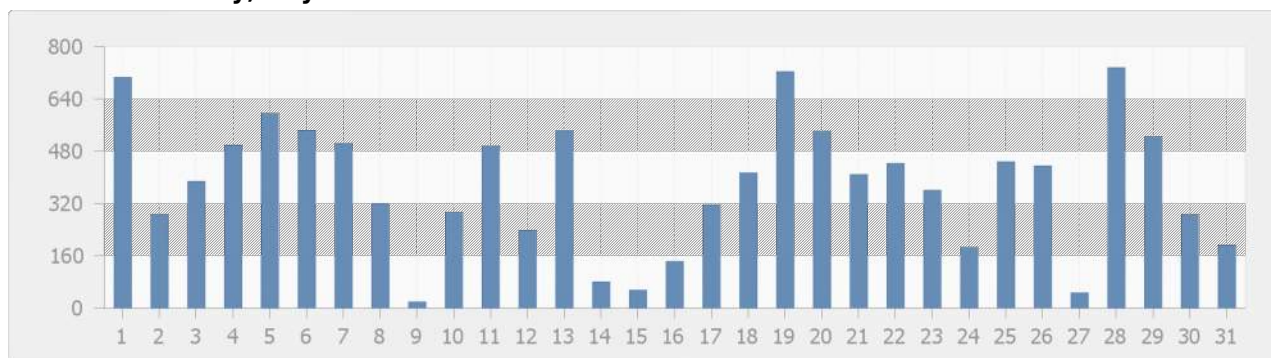
### Summary

11745 radio calls received for the month.  
 18 calls, on the quietest day, 9-Mar  
 735 calls, on the busiest day, 28-Mar  
 378 calls, daily average for March  
 Friday is the busiest day of the week.

### Days of Week



### AIRSPACE activity, Days of Month



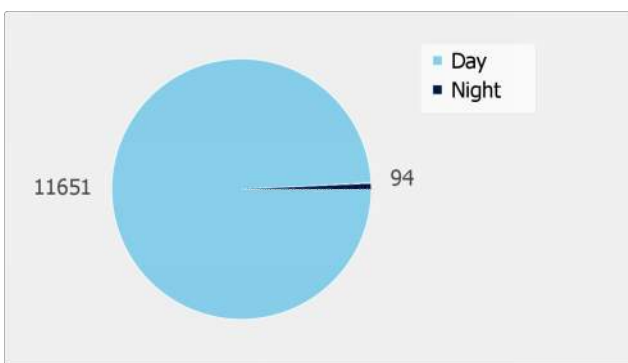
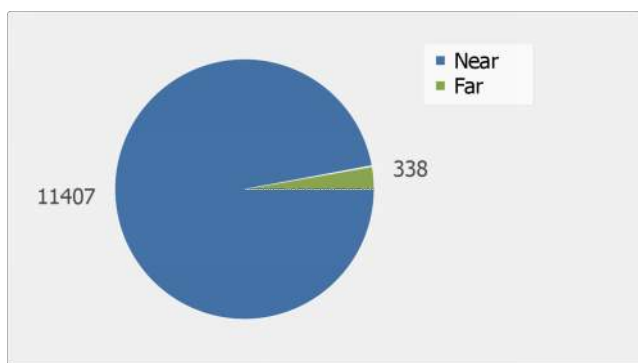
### Classification of Local Airspace activity

During March 2019 there was (year-on-year comparison not available) airspace activity compared to the same month last year.

'Near' are aircraft close enough to the airport that their radio calls are relevant to the airport operations.

'Far' are those on the same radio frequency but far enough away to be not relevant.

'Day' / 'Night' refer to Morning / Evening Civil Twilight calculated each day at the Lat/Long of the airport.



## Lynda Cross

---

**From:** Carol-Anne Armitage <Carol-AnneA@outlook.com>  
**Sent:** Friday, 19 May 2023 2:43 pm  
**To:** Resource Consent Admin  
**Subject:** Submission on Resource Consent Application by Ruru Buildings Limited  
**Attachments:** Submission FINAL Ruru v Motueka Aerodrome.docx; Aimm Dashboard for NZMK Dec-2018.pdf; Aimm Dashboard for NZMK Mar-2019.pdf

**Categories:** Lynda to deal with

Good afternoon,

Attached is my submission and additional documents.

Could you please advise if I am also required to fill out the online submission form?

Yours faithfully,

*Carol-Anne Armitage*

Mob: 027 406 4112

To: The Resource Consent Administration Officer

Tasman District Council  
Private Bag 4  
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**

## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:

Contact Person  
(if different):

Address for  
Service:

Postcode:

Phone:

E-mail:

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: *(Name of Applicant)*:

For a resource consent to: *(details can be found on the notice in the letter from Council, newspaper, website or on-site)*

Tasman District Council Application Number (if known): RM

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application

I oppose the application

I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent

To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

*(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):*

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

*Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.*

Print Full Name:

Signature\*:

*(Person making submission or authorised agent)*

Date:

*\*Note: A signature is not required if you make your submissions by electronic means.*

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**



19<sup>th</sup> May 2023  
14 The Oaks  
Ellerslie  
Auckland 1051

### **Submission on Resource Consent Application RM 210785**

**Applicant** - Ruru Building Limited

**Location** - 54 Green Lane, Motueka (being Lot 12 DP 1512, land title NL3D/643)

**Application number** - RM210785

David Saunders at the above address for service makes the following submission on the application for resource consent by Ruru Building Limited (“Applicant”).

#### **The Submitter**

1. David Saunders is a PPL pilot with 600hours experience and has utilised NZMO on many occasions. David is also the President of the North Shore Aero Club (NSAC) that owns and operates the North Shore Airport (NSA) located at 242-312 Postman Road, Albany, Auckland. The Airport caters to a wide range of flight and non-flight aviation activities including:
  - a. Scheduled commercial flights.
  - b. Charter flights.
  - c. Training flights.
  - d. Tertiary education (flight training schools).
  - e. Emergency rescue flights and services.
  - f. Private general aviation.
  - g. Engineering facilities.
  - h. Freight distribution.
  - i. Manufacturing.
  - j. Support and administration.
2. The Airport was originally established as a facility for the NSAC to operate aircraft on a recreational basis. After 60+ years of operation, the NSAC is now the largest aero club in New Zealand with over 700 members and 200 members in training and the aerodrome it operates has grown significantly with 200 airport-based aircraft and over 100 different tenants in the commercial and private airport occupancies. The airport is a regionally significant infrastructure asset which provides links to provincial New Zealand from its strategic location close to State Highway 1 on the Hibiscus Coast. This status is underwritten though the provisions written into the Rodney District Plan and carried forward into the Auckland Unitary Plan thereafter.

#### **The Submission**

3. I oppose the RM210785 application to the extent set out in this submission.

4. New Zealand's airports, whether large or small, are important and strategic infrastructure assets under a wide variety of circumstances.
5. Small airports play a critical and vital role in small communities for several reasons. First, they offer decentralized access points for emergency responses, ensuring rapid deployment and distribution of personnel, supplies, and equipment during civil emergencies, as well as evacuation points during disaster relief operations. Their broad geographical distribution can help to alleviate the pressure on larger, central hubs during times of heightened demand. Additionally, these smaller facilities often have the ability to operate even when larger airports are incapacitated due to natural disasters, terrorist attacks, or other major incidents. They also provide ideal locations for staging and coordinating local search and rescue efforts, medivac, fire containment and police operations. Many local airports are vital in the areas' tourism industry as well as other aviation related businesses. The current network of local airports is also a safety net for Mayday and PAN PAN aircraft emergencies.
6. The civil defence role has been clearly demonstrated as recently as February 2023 during the Cyclone Gabrielle response on the east coast, and during the 2021 Canterbury floods and earthquakes where several of New Zealand's small airports played pivotal and essential roles in supporting the civil defence response.
7. Such civil defence responses, particularly during adverse weather, can often require the use of Instrument Approach procedures, as operations cannot safely be conducted under visual condition.
8. Civil defence effectiveness is also enhanced with the ability to operate at night.
9. Although Motueka aerodrome currently does not have instrument approach procedures, we understand that it has previously. Notwithstanding the current status, instrument approach procedures are relatively cheap and easy to implement, making use of today's GNSS technology for aircraft navigation.
10. EMS operators also make use of night vision goggles to allow them to operate into unlit areas at night. Motueka does not therefore require runway lights to provide useful utility at night in civil defence circumstances. However, the appropriate safety thresholds do still need to be observed.
11. To preserve maximum utility and value to the community, police, SAR and General aviation, all airports, whether large or small, should be fully protected possible from encroaching contrary uses and safety hazards to their flight paths and fans. This protection extends to and includes ensuring provision is made for the implementation of instrument approach procedures, night flying operations and any future use of the facility that is envisaged. By way of suggestion, protecting only a 1:20 OLS does not provide satisfactory protection for such future potential and utility.
12. There is further risk in the nature of the proposed activities at the site. This risk is posed by the operation of machinery by unwitting personnel causing penetrations to the OLS (irrespective of the OLS gradient in place). Cranes, excavators, gantries, construction buildings and equipment and the like are typical and frequent sources of such hazards in close proximity to the runway flightpath, centreline and threshold. The nature of the proposed activity may therefore represent unnecessary risk, compounded by the proposed compromise to existing safety thresholds in the form of potential OLS penetration/s.

13. Although the current applicant wishes to use the land for construction of relocatable houses, it must also be considered that should the land be re-purposed, sold or transferred to future users, then there is the strong possibility that these future users may utilise the land for purposes that could create a hazard to aircraft and render the aerodrome unusable.
  
14. Aircraft on take-off can suffer engine failure during climb out as the engine is under maximum strain and if this happens it is essential that the land under the flight paths is devoid of or has minimum buildings both for the safety of the occupants of the aircraft and those in the buildings.

Sincerely,

David Saunders  
President  
North Shore Aero Club Inc

021 1154 696

## Lynda Cross

---

**From:** David Saunders <david.saunders311@gmail.com>  
**Sent:** Friday, 19 May 2023 3:17 pm  
**To:** Resource Consent Admin  
**Cc:** Hans@hansvanderwal.co.nz  
**Subject:** Resource Consent RM210785  
**Attachments:** DHS.Form for submission on resource consent 19.5.23application.pdf; MOT SUB 19th May 2023.pdf

**Categories:** Lynda to deal with

Hi, Please find attached submissions for the above resource consent application.  
David Saunders

To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**

## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:

Contact Person  
(if different):

Address for  
Service:

Postcode:

Phone:

E-mail:

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: *(Name of Applicant)*:

For a resource consent to: *(details can be found on the notice in the letter from Council, newspaper, website or on-site)*

Tasman District Council Application Number (if known): RM

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\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application

I oppose the application

I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent

To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

*(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):*

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

*Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.*

Print Full Name:

Signature\*:



*(Person making submission or authorised agent)*

Date:

*\*Note: A signature is not required if you make your submissions by electronic means.*

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**



*New Zealand Association of*  
***Women in Aviation*** Inc

[www.nzawa.org.nz](http://www.nzawa.org.nz)

President@nzawa.org.nz

19 May 2023

The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050

Email: [resourceconsentadmin@tasman.govt.nz](mailto:resourceconsentadmin@tasman.govt.nz)

Dear Sir/Madam

**Re: RM210785 - Land use consent to undertake an industrial activity in a Rural 1 Zone which is in breach of the airport height controls for the Motueka Aerodrome**

This additional information is provided in support of the submission from the New Zealand Association of Women in Aviation (NZAWA) which represents 250 members and 50 aircraft.

This letter provides detail to the headings covered in our Submission on the Resource Consent Application.

### **1. Safety and Risk**

The consent request raises a number of unintended consequences regarding safety issues and considerations which impact adversely on the provision of 'safe flight' at the aerodrome. These include, but are not limited to:

- The reduction in safe runway length, the effect on glideslopes, crane activity and buildings in an area which pose greater threats to aircraft with an engine failure. The crash at Thames Airfield in August last year is a relevant consideration. This part of the proposal needs to be weighed against the Health and Safety at Work (2015 Act).
- A shortened safe runway length will adversely affect safe operations at the Motueka Aerodrome for several existing aircraft types. Some aircraft will be unable to use the aerodrome diminishing the value of the aerodrome to the local community.

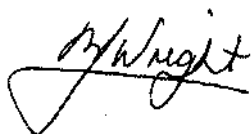
- The ongoing development of aviation will require different and upgraded facilities. The risk is that by approving the consent, the District Council will be limiting its ability to participate in these developmental opportunities (adding additional capabilities).

## 2. Impact on the regional infrastructure

- Motueka Aerodrome has been part of the regional aviation infrastructure for about 100 years. This allows small aircraft to operate around New Zealand and helps to connect the Motueka region to the rest of New Zealand. In case of disaster or for search and rescue, the aerodrome allows rescue and other services to operate and reach nearby parts of New Zealand.
- Recent experiences in the Hawkes Bay, East Coast, the Kaikoura earthquake, and periodic flooding events in the Motueka region attest to the fragility of the road (and rail) network in New Zealand and demonstrate the value of an aerial connection when other transport means were proven inadequate.
- Predicted changes in the aviation area are likely to require an enhanced range of services to be available at Motueka with more aircraft built and powered in different ways (battery, hybrid, hydrogen, synthetic aviation fuel) flying New Zealand skies and connecting regional New Zealand in ways that currently, do not happen.
- Motueka Aerodrome plays an important role for aviation training. There is a strong future demand for pilots in the Asia Pacific region and, with attempts being made to secure more of this training for New Zealand, it is reasonable to expect that Motueka Aerodrome will benefit from this increased demand to 'train in New Zealand'. A fully operable aerodrome is, therefore, a strategic asset for Motueka.

For these reasons, we oppose the granting of the consent.

Yours sincerely,



Margaret Wright  
President

Cc Ruru Buildings Ltd [hello@rurutinyhomes.nz](mailto:hello@rurutinyhomes.nz)



## Lynda Cross

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**From:** NZAWA President <president@nzawa.org.nz>  
**Sent:** Friday, 19 May 2023 3:33 pm  
**To:** Resource Consent Admin  
**Subject:** Submission on Motueka RM210785  
**Attachments:** RM210785 NZAWA Submission (002).pdf; RM210785 NZAWA Additional Information.pdf

**Categories:** Lynda to deal with

To Admin for resource consents

Please see attached submission for RM210785 and a letter providing additional information.

Thank you.

Kind regards,

Margaret

Margaret Wright

President

**NZ Association of Women In Aviation**

[www.nzawa.org.nz](http://www.nzawa.org.nz)

021 647 127

To: The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050

## Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

### Submitter Details

Full Name:

Contact Person  
(if different):

Address for  
Service:

Postcode:

Phone:

E-mail:

### Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: *(Name of Applicant)*:

For a resource consent to: *(details can be found on the notice in the letter from Council, newspaper, website or on-site)*

Tasman District Council Application Number (if known): RM

**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

\* Note: Any additional information should be submitted on a separate sheet(s).

**2) The reasons for my submission are (Give details\*):**

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**3) The nature of my submission is that: (Tick one of the following three boxes):**

I support the application

I oppose the application

I am neutral regarding the application

**4) The decision I would like the Council to make is (Tick one of the following two boxes):**

To grant consent

To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

*(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):*

*\*Note: Any additional information should be submitted on a separate sheet(s).*

**5) Attendance at any Council Hearing (You must tick one of the following two boxes):**

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

*Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.*

Print Full Name:

Signature\*:

Date:

*(Person making submission or authorised agent)*

*\*Note: A signature is not required if you make your submissions by electronic means.*

**A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.**

## Attachment to Submission Regarding Application for Consent by Ruru Building Ltd

P Mackay

### Reasons for Opposition to Application

#### **1. Health and Safety Management for Motueka Aerodrome**

Under current Health and Safety at Work legislation the Tasman District Council (TDC) as the controlling authority is required to eliminate risks to Health and Safety for Motueka Aerodrome as far as is reasonably practicable. Buildings which encroach on the current flight path definitely increases the risk to student pilots at the training stage. The TDC would presumably be accountable for any problem which arose due to the encroachment into the flight path of an obstacle.

#### **2. Training and the use of larger aircraft**

As a person who has used Motueka Aerodrome for training, Instrument Flying and for Part 135 commercial operations in the last 30 years and up to the current date, the erection of buildings which breach the height controls for the aerodrome is a significant safety hazard, especially considering the training aspect to the aerodrome and any larger GA aircraft which often use the aerodrome.

Any obstruction which shortens the runway for landing on a runway which is already not lengthy adds to the danger of runway overruns after landing, runway excursions and also the danger involved with trying to outclimb an obstacle (either stalling or running into an obstacle). It was also noted that in the submitters diagram of a Long Section Analysis of Proposed Structures Against Obstacle Limitation Surface, that the 1:40 (Instrument Approach) line touches down a distance past the painted threshold markers in order to achieve only a 2.1m clearance of the shipping container height (undercarriage up or down?!).

Any flight path obstacle significantly increases the risks for any aircraft emergency which may take place on climbout or approach.

#### **3. Concern Regarding Current Actions of Ruru Building Ltd (RBL)**

It has been noted by aerodrome users that there have already been occasions where Rural Building has erected cranes on the final approach path without following NZCAA procedure or issuing NOTAMS (Notices to Airmen). This operation has been continued after RBL was notified of their obligations. This is a possible indication of RBL safety culture and safety concerns in the future.

#### **4. Use of the Aerodrome in a Civil Defence Emergency**

In the time I have been operating out of Motueka Aerodrome, to my knowledge, the aerodrome has been used at least twice to assist in emergencies. This was twice when the road access to Takaka was closed for a considerable period of time. The aerodrome has been used in these circumstances for both civilian Part 135 transport operations and military aircraft. The aerodrome would also highly likely be required in a situation of a large earthquake.

Any obstruction which shortens the runway length decreases the availability of the runway to a number of aircraft during these times.

## **5. Motueka Aerodrome is a Community Asset**

Motueka Aerodrome was gifted to the community over 100 years ago. Anything which may limit operations for the future by preventing various operations from being safely carried out would be short-sighted. It would be practical to maintain OLS – obstacle limitation surface for the future of the community.

**Lynda Cross**

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**From:** Penny Mackay <pennymack55@gmail.com>  
**Sent:** Friday, 19 May 2023 3:45 pm  
**To:** Resource Consent Admin  
**Subject:** Submission Regarding Ruru Building Ltd application for consent (Note 2 attachments)  
**Attachments:** Attachment to Submission Regarding Application for Consent by Ruru Building Ltd.docx; Form for submission on resource consent application.pdf

Regards  
Penny Mackay  
35 Rainbow Drive Atawhai  
Nelson

Phone 021402172

Sent from [Mail](#) for Windows