

10 August 2022

Ruru Building Limited  
C/- Hans van der Wal  
Barrister

[Hans@Hansvanderwal.co.nz](mailto:Hans@Hansvanderwal.co.nz)

Dear Hans

**Further Information Request for Resource Consent Application Nos. RM210785 & RM210786 – Motueka Airport Height Control**

Referring to your letter of your letter of 26 July 2022 with attached comments and plans from Ben Smith (Newton Survey), and the subsequent email from Daniel Huelsmeyer on 30 July.

Your points raised therein regarding the “do not scale” annotation on the plans in TRMP Schedules 16.11A and B have been considered, however you have not persuaded me as to the validity of your arguments. For the reasons outlined in my letter of 22 July, I consider that the correct action was taken in 1999 when this standard annotation used by MWH on their construction drawing templates was omitted from the Schedules when they were added to the TRMP. As Mr Smith has demonstrated with his most recent plans of the Motueka OLSs, and previously since at least 2017, the plans in the Schedules require scaling to be usable. What in my view was incorrect, was the inclusion of the “do not scale” annotations as a minor correction when the two Schedules were “refreshed” in 2005.

The original 1999 MWH plan was drawn to scale. I have not been able to find an original A4 size copy, and I acknowledge that Mr Smith’s comparison plans do indicate some distortion in the reduced copies including the 2005 version. I do not accept that over-rides the original intention to have scalable plans, given that there no distances or dimensions included except for the 1500m distance on Schedule 16.11A which provides a scale.

Aside from removing the “do not scale” annotation and substituting a linear scale, the impact of the proposed corrections to the plan in Schedule 16.11A were considered, particularly where the OLS surfaces have moved across land parcels on the plan. Taking account of the height rules in the rural zone, the past acceptance of the OLSs being aligned with the physical runways, and the existing use rights for buildings, orchards, shelter belts, other trees and activities on those parcels, the impact of the corrections is considered to be negligible.

The coverage of the Ruru Homes Ltd site by the OLS has not changed, except for the confirmation that the “zero line” for the OLS gradient is at the end of the runway (in 1999) as stated in the 16.11 rules, not at the end of the runway strip.

Therefore, your assertion that the Height Control rules in TRMP Section 16.11 for Motueka aerodrome are void, is rejected; and the corrections do not change the type of activity per the application lodged by Ruru Homes Limited.

My recommendation to make the minor corrections to TRMP Schedules 16.11A & B was accepted. I will attach a copy with this letter.

This minor correction was included in the general update to the TRMP dated 22 July 2022 available on Council's website, although I note that the individual chapters have not yet been updated. [Volume 1: text | Tasman District Council](#)

As I advised in my letter of 22 July, I consider that request No. 8 in Mr Gibson's letter of 12 October 2021, for the applicant Ruru Homes Ltd to supply a plan that shows the specifics of the proposed breaches of the OLS (per the corrected OLS plan in TRMP Schedule 16.11A) is a reasonable request, to assist with assessment of the application for land use consent. Mr Gibson will be following this up.

Please feel free to contact me if you have any questions regarding this request or any other part of this letter. My contact details are listed at the top of this letter.

Yours sincerely



Phil Doole  
Principal Planner - Resource Consents