

Wellington City Proposed District Plan

ISPP wrap up and integration hearing

Part 1: Definitions nesting tables, general and omitted submissions, advice, and requests of minute 29.

**Appendix E -
Letter to Council - OLS Requiring Authority
Approval Data**



16/08/2023

Team Leader
District Planning
Wellington City Council

Attention: Adam McCutcheon

Dear Adam,

REQUIRING AUTHORITY S176(1)(b) WRITTEN APPROVAL RATES – WELLINGTON AIRPORT'S OBSTACLE LIMITATION SURFACE (OLS) DESIGNATION

I am writing with respect to the WCC Proposed District Plan Hearing Panel's Minute 29 which requested the following information from Council with respect to the Wellington International Airport Limited's (WIAL) Obstacle Limitation Surface Designation (WIAL 1).

"Information on how easy or difficult it is for developments to obtain the requiring authority's s176 approval for intruding into the Airports Obstacle Limitation Surface designation across the city, and whether their process acts as a material constraint on development in practice."

I note that the panel also asked the Council for a cross section of the city centre zone overlaid with the OLS. With respect to this, the OLS height line that this cross section will show will not represent the extent to which the OLS will constrain development. Rather it will show the area within which WIAL as the designating authority will need to ascertain whether any proposal that penetrates the relevant OLS will affect aircraft operations and safety to such an extent that it was not able to provide its written consent.

In order to support your response to this request, you have asked me to provide the following information/data:

1. How many requests for approval over the past few years
2. How long it takes the Airport to provide s176 approval
3. Whether a resource consent has been granted resulting in the penetration.

No. of Requests for Written Consent under s176(1)(b) RMA

I have worked at Wellington International Airport Limited (WIAL) for four years. During this time, WIAL have received five requests for written consent under section 176(1)(b) of the RMA relating to proposals that will penetrate the OLS. WIAL provided written consent to all of these requests.

Length of time to Provide Written Consent under s176(1)(b) RMA

The length of time that it takes for WIAL to provide written consent depends on the the proposal's extent of penetration through the OLS, and its location. In order to ensure that a proposal's penetration of the OLS does not affect aircraft safety, we look at whether there are existing features, such as natural terrain, or other existing structures/buildings, that already penetrate above the OLS within the surrounding area, and whether the proposed additional penetrating object/building/structure will not cause an additional obstacle to aircraft

safety. If it is concluded that the original obstacle (natural terrain/existing building) effectively shields the surrounding area, we provide approval to the proposed new penetration.

Of the five proposals that we have received requests for, only one of these took longer than three working days to obtain WIAL's approval. This was for a proposed 50-unit Kainga Ora residential development in Strathmore Park. Approval for this took approximately 1 month (22 working days), primarily because I was away sick with Covid for two weeks during this period.

Whether resource consents were granted by WCC prior to request for Written Consent under s176(1)(b) RMA

Only one of the five requests for written consent already had a resource consent already granted for the proposal. The remainder were either requested during the consenting process itself or during pre-application stage.

The WIAL website outlines the process surrounding obtaining the written consent from WIAL for OLS penetrations. [Obstacle Limitation Surface Designation \(wellingtonairport.co.nz\)](https://www.wellingtonairport.co.nz/obstacle-limitation-surface-designation). This has recently been updated to include links to the new (WIAL provided) data layer that is now presented in the WCC Interactive District Planning Maps. Prior to this data layer, applicants would email me directly to request the information that is now provided in that data layer (ie the distance between the terrain and the OLS and whether written approval was required from WIAL).

If you require any further information with respect to this process, please do not hesitate to contact me.

Kind regards,



Jo Lester
Planning Manager