

In the matter of: The Resource Management Act

And

In the matter of: of the hearing of submissions and further
submissions on the Proposed
Waimakariri District Plan – Stream 12F:
Special Purpose Zone – Rangiora Airfield
(SPZ(RA))

**SUPPLEMENTARY EVIDENCE OF MICHAEL EDWARD GROOME
ON BEHALF OF DM & AD SMITH INVESTMENTS LTD**

DATED: 7 AUGUST 2024

Introduction

1. My full name is Michael Edward Groome. My qualifications and experience were set out in my evidence for this hearing stream, dated 11 March 2024.
2. I have read the Code of Conduct for Expert Witnesses in the Environment Court's Practice Note (2023) and I agree to comply with it. I can confirm that the issues addressed in this statement are within my area of expertise and that in preparing my evidence I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

Scope of Evidence

3. The section 42A report prepared by Mr Bryce Powell requested further information on whether any master planning had been undertaken to date and whether that involved consultation with key user groups to determine the land use capacity sought by the SPZ(RA).
4. I have been involved in the Rangiora Airfield Masterplan process and will describe this process for the benefit of Mr Powell and the Hearings Panel.

Masterplan

5. The Rangiora Airfield Review of Development Plan (2022) is attached as Appendix 1 and was commissioned by the Waimakariri District Council to address the future development of the Rangiora Airfield.
6. There were three drivers for the review of development plans. These were:
 - That the Rangiora Airfield aviation activity has been increasing.
 - That there is limited land available on which to build new aircraft hangars due to constraints such as: Civil Aviation rule requirements for distances from runways to buildings, the Ashley River to the north, roads on the eastern and western sides of the Rangiora Airfield and private land to the south.
 - That DM and AD Smith Investments Ltd, who own land adjoining the existing Rangiora Airfield, were willing to develop their land as an Airpark allowing for the extra land on which hangars could be built and to provide for extensions of existing runways. The Airpark was to have access to and complement the activities on the Rangiora Airfield.
7. My report looked at:
 - The current physical characteristics of the Airfield.

- The Developers plan and how that would affect the current airfield dynamics.
 - Regulatory considerations and the affect that they may have on the development.
 - Long-term requirements and wishes of the WDC for the Rangiora Airfield.
 - Alternative options to the proposed Developers plan to protect the WDC as operators of the Rangiora Airfield.
 - Required Civil Aviation Obstacle Limitation Surfaces from the ends of the Rangiora Airfield runways, to ensure no buildings penetrated the 1:20 required gradient.
8. The Rangiora Airfield Review of Development (2022) report outlined and assessed four options, (Options One-Three are relevant to this rezoning request):
- Option One – Status Quo
 - Option Two – Airpark Development (DM and AD Smith Investments Limited)
 - Option Three – WDC Use of Airfield Land and Airpark Development
 - Option Four – Code C Runway
9. In my Masterplan review on **Option One – Status Quo** I found that (see Appendix 1 also):

“For the Rangiora Airfield to remain as one of the premier recreational airfields in New Zealand:

1. *The WDC needs to secure land around the airfield for future development:*
 - *Acquire the land immediately adjacent to the western end of runway 07/25, to allow for an extension to this runway in the future.*
 - *Allow the airfield to use the three lots owned by the WDC bounding Priors Road.*
 2. *Start considering what would be required to upgrade any infrastructure to meet the CAA NZ requirements for a ‘Qualifying Certificated Aerodrome’.*
 3. *Allocate funding for fencing to meet the requirements for ‘Public Protection.’*
 4. *Upgrade the water supply and sewerage collection for the airfield”.*
10. I did not find in the Masterplan review of **Option Two – Airpark Development (DM and AD Smith Investments Limited)** to be a suitable option. Specifically, I recommended that (see Appendix 1 also):

“The WDC does not enter a land swap arrangement with the Developer, based on the plan submitted, shown in plan Map 3 ‘Land Swap Plan’, due to:

1. *The loss to the WDC of valuable land for development and expansion*

2. *The loss to the WDC of access from Priors Road.*
 3. *The uncertainty of security and unauthorised access from the Airpark to the airfield”.*
11. The Masterplan Review of **Option Three – WDC Use of Airfield Land and Airpark Development** was a variation of Option Two, with the WDC retaining land that it owns within and surrounding the airfield and the Developer, DM and AD Smith Investments Limited continuing to develop an Airpark on the land which Mr Smith owns on the southern side of the Rangiora Airfield.
12. Under this option I considered two variations to the Mr Smith’s original proposed plan as follows.
- The WDC purchases land on the western end of the main runway 07/25 to allow for the main runway to be extended.
 - The WDC retains all the land marked (C), (D) and (E) which is owned by the WDC and includes this land within the airfield boundary. This comprises an area of 12 hectares of land on Priors Road, plus the land on the south side of runway 10/28, which is a further 1.5 hectares.
13. I found this Option, to be a beneficial collaboration between the WDC and DM and AD Smith Investments Limited as this would assist in creating a vibrant airfield and aviation hub for the general aviation fraternity while relieving pressure on existing facilities at the Rangiora Airfield. I also found that this option would support the Airfield’s vision to develop and be recognised as a prominent airfield for general aviation and associated businesses in the South Island¹. My recommendation was as follows (see Appendix 1 also):
1. *That the WDC retains all the land marked C, D, and E as shown on Map 3, the Developer’s plan.*
 2. *This land to be used for development of commercial or hangar sites along with a proposed future extension to runway 10/28.*
 3. *Without the retention of this land, the WDC would be put into a situation where the airfield could not expand and would become land locked.*
 4. *All airfields require more land that they currently occupy, the retention of this land allows a buffer to offset reverse sensitivity issues, that may arise from legitimate airfield activities. Without this buffer the airfield may become constrained in its expansion, or from the types of aircraft that may be able to operate from the airfield.*

¹ Airport Vision: Rangiora Airport Strategic Planning August 2007 - Airbiz

5. *It is recommended that the WDC negotiates with the Developer the purchase of land shown as A and B on Map 3: Developers Plan. This would then allow for any future extension to the main runway to allow for larger aircraft use.*
 6. *The retention of the land shown as D could be available for commercial development with good road frontage along Priors Road.*
 7. *The retention of the area shown as E could be available for hangar sites with access forma road to be formed in from Priors Road.*
 8. *The area between D and E would be left vacant to allow for an extension to runway 10/28.*
 9. *The rental from this area could amount to a considerable increase in revenue for the airfield.*
14. The fourth option considered, **Option Four – Code C Runway** would require significant upgrades and land purchases at the Western, Eastern and southern sides of the current airfield to enable upgrades to meet the standard for a Code 3 aircraft. I found that:
1. *This option is not viable in the short term, as this would require a large capital investment in land, design, and infrastructure.*
 2. *A cost benefit study would also be required to ascertain if the level of interest from potential users of the upgraded infrastructure, warrants the investment, and would this activity be sustainable.*
 3. *This is not to say that it cannot be put into the long-term plan, but consideration would have to be made to acquire land at an early stage so that over time the planning of this can be considered.*
 4. *If this option was to be considered, then discussion would be required with the Developer of the Airpark, as the land required for this Code C runway project belongs to DM and AD Smith Investments Ltd.*
20. In response to my recommendations, Daniel Smith further developed his plans for the airfield and his airpark development in collaboration with the Rangiora Airfield Users Group and the WDC.

Public Safety/Airfield Operations

21. Mr Powell, states in his s42A report (para 356) that it is unclear whether the New Zealand Civil Aviation Authority (CAA) regulations would apply to the taxiing of aircraft within the SPZ(RA). On this matter, I confirm that the CAA has no jurisdiction over aircraft whilst on the ground or taxiing whilst within the airpark or on any private land. The Airpark would be deemed by the CAA to be private land.

22. There are also specific requirements under the NZCAA that would affect where buildings and activities (e.g. residential units) could be located within the airfield. The designated airfield has to meet certain design criteria set by the CAA and as such rules pertaining to the use of the airfield are set within the CAA rules. The airpark is not a part of or will not be part of the designated Rangiora airfield. Once an aircraft enters through the gate between the Airpark and onto the Rangiora airfield it is required to comply with CAA rules. As I understand it there are to be no residential buildings within the designated Rangiora Airfield. Any building whether on the designated airfield or not must meet obstacle limitations. I note that many airfields around the country allow residences on them.
23. Mr Powell, states that insufficient information has been provided to understand whether there are any contingency planning requirements under the NZCAA should there be an emergency at the airfield, and whether there would be any implications for the mix of activities that are proposed within the SPZ(RA) (para 357). To answer this, the Rangiora Airfield is not certificated under the Civil Aviation Rules and therefore is not required to have an Aerodrome Emergency Plan. Despite this, the Rangiora Airfield does have a “Rangiora Airfield (NZRT) Safety Manual”² which covers emergencies on the airfield. I cannot see how an emergency on the airfield would implicate the mix of activities within the Airpark.

Conclusion

24. In answer to Mr Powell’s queries, I have been involved in a Masterplan review of four options for the WDC for the Rangiora Airfield. This is by no means the only Masterplan review for development of Rangiora Airfield but is the latest. From this review, I found that a collaboration between the WDC and DM and AD Smith Investments Limited would complement the Rangiora Airfield through assisting in providing serviced space to meet demand for hangar space and it will increase development and employment opportunities.

² [www.waimakariri.govt.nz/ data/assets/pdf file/0017/132614/Rangiora-Airfield-Safety-Manual-Issue-2-May-2021.pdf](http://www.waimakariri.govt.nz/data/assets/pdf_file/0017/132614/Rangiora-Airfield-Safety-Manual-Issue-2-May-2021.pdf)