

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))

**STATEMENT OF EVIDENCE OF DANIEL MARK SMITH
ON BEHALF OF DM & AD SMITH INVESTMENTS LTD**

DATED: 5 AUGUST 2024

Introduction

1. My full name is Daniel Mark Smith, I am the owner of land adjoining the southern, eastern and western sides of Rangiora Airfield along with my wife Annette Dawn as part of DM and AD Smith Investments Limited ('DASI'). I am also the submitter seeking the rezoning of this land as a Special Purpose Zone (Rangiora Airfield).
2. I am an experienced developer of land with more than 200 successfully built properties and over 50 industrial properties which I lease out. I have substantial funding sources so am able and also willing to invest in North Canterbury area.
3. I am an aviation enthusiast both commercially and recreationally. I own a selection of New Zealand's historic helicopters which will be housed in the museum I am building at Southbrook and at Rangiora Airfield I currently keep a Cessna and Bell 47 helicopter. I have previously contacted the Waimakariri District Council (WDC) to build more hangar space at the Rangiora Airfield but was told that this is not an option due to the current lack of useable space in which to do so.

Development of Rangiora Airfield Surrounds

4. The Rangiora Airfield is extremely well located in that it is central to the South Island, so it serves as a great refuelling stop. It is also popular for small commercial and recreational fixed wing and helicopter flights looking to land away from busy airports and air control areas. So, while it is geographically close to the Christchurch Airport it is separate for air control purposes.
5. I have looked at other properties to establish an airfield in North Canterbury but decided to focus on growing Rangiora Airfield due to its strategic location and because it is the logical option for an airpark development. I also decided that having scattered airfields across the region is not an ideal situation. Since making this decision I have made a significant financial and time investment into pursuing the growth of Rangiora Airfield and an associated airpark development.
6. Initially I contacted the airfield's neighbouring landowner the Smith's (no relation of mine), the Waimakariri District Council's Greenspace Manager, Grant Macleod and the Rangiora Airfield Advisory Group (RAAG) in relation to getting access onto the airfield, at the early stages there was not much cooperation on achieving this. However, I learnt that growing the Rangiora Airfield was not a new idea and that there were historic development plans dating back to the commissioned Airbiz reports which had not been acted on¹.

¹ AIRBIZ report dated January 2009, AIRBIZ report dated August 2007

7. On learning this, I contacted the adjoining landowners who were looking to retire off their land and negotiated the prompt purchase of their land off Mertons Road. Not much later they sold me their land off Priors Road and later another neighbour approached me with the offer of their land which I also bought. I have spent over \$6.2 million acquiring these three properties which adjoin the Rangiora Airfield.
8. My land purchases were made with the vision of growing the Rangiora Airfield and developing it into an airpark where there is a mix of recreational, industrial aviation and residential uses. This type of activity has been happening elsewhere in New Zealand in location such as Dairy Flat in Auckland and across the world but there is no development like this within 1-2 hours of Christchurch. With my land purchases complete, I had plans drawn up which were reviewed by Mike Groome of Avsafe in his 'Rangiora Airfield Review of Development Plans' undertaken in May 2022. Following this review, with further collaboration from WDC and the RAAG my plans were varied and then approved by Council at their meeting on 2 May 2023 with subsequent variations to cater for additional width required to future proof the main runway being supported by the WDC Community and Recreation Committee on 7th May 2024.
9. In my opinion, with my funding as a private developer, I can assist in turning this local authority liability into an asset and in being the only landowner immediately adjoining the southern, eastern and western sides of the Rangiora Airfield, now is the Waimakariri District Council's opportunity to address longstanding issues at the airfield and assist in its growth.
10. Longstanding issues at the Rangiora Airfield include there being a lack of land space for new hangars and buildings to establish and therefore the demand for hangar space has not been able to be addressed, this is outlined under the heading 'Economic Benefits' below and also address by Mr Chris Brown. Other issues include servicing with water supply and wastewater and supplying the development with power and telecommunications. This is outlined under the heading 'Infrastructure and Servicing' below.
11. From the early stages of my interest in buying the adjoining land and gaining access to the airfield I have worked collaboratively with the WDC particularly the Greenspace and Servicing divisions and the RAAG. I have engaged surveyors, landscape architects and planners. Other technical experts have also provided their input such transport and acoustic engineers. A survey plan and master plan has been developed drawing on the previous AirBiz plans and adapted following the Avsafe reviews.
12. Development of the airfield surrounds into an airpark development has been well considered in consultation with those parties referred to above. For example, I have planned for individual road

access and individual taxiways so you never get a situations where aircraft have to drive over an accessway. On this matter I note that the taxiways will not be sealed as it is not necessary

13. Through this airpark development, I intend to sell rather than lease the subdivided lots that will be created.

Economic Benefits

14. Mr Powell in his s42A report has requested an analysis of the demand for commercial/industrial land for airfield related purposes and for related residential activities. From my initial experience where my request to build hangar space at the Rangiora Airfield was turned away to now, I am confident that there is a definite demand for aircraft and helicopter storage/hangar space. Now both Grant MacLeod and Chris Brown from WDC have advised that there is a list of 40 people plus wanting hangar / plane storage space with a continuous registration of interest by phone and email. Furthermore, I have also already had:

- **18 registrations of interest** to purchase land at the airport at the East Merton Road subdivision (within Area A on the Outline Development Plan in the Proposal).
- **12 registrations of interest** for purchasing of airside residential hangar sections at Priors Road (within Area B on the Outline Development Plan in the Proposal).

15. Based on this in my view there is a definite need and want for both residential and service/industrial related aviation facilities and accommodation seeking to locate at Rangiora Airfield. I acknowledge that this is a rather boutique proposal and that ultimately the market will decide, however I am confident a development of the type envisage will be successfully taken up in time. In this regard it is noteworthy that there is currently no other comparable facility available within 1-2 hours of Christchurch.

16. Once new facilities (such as airport commercial hangars) are built and connected to services, the Rangiora Airfield repair/maintenance/sale industry will develop. There are currently 14 commercial businesses operating in the airplane certification/manufacturing trades. There are also 5 air training operators most in buildings of medium to low quality. These aircraft support businesses have registered their interest for better facilities. Once the development is in place, the opportunity for additional aircraft servicing e.g. electricians, upholsterers, painting and sales will be enabled.

17. The rezoning also provides for the ability to get an education facility for training at the Rangiora Airfield. The ability for these types of facilities with their smaller aircraft to remain at the Christchurch International Airport is lessening as time goes due to the requirements on the Airport.

18. Despite there already being a demonstrated demand for growth at the Rangiora Airfield I also believe that with its central South Island location, it is a strategic and logical location to develop further. Therefore, rezoning request and subsequent development will assist in Rangiora Airfield becoming an aircraft repair hub. I also anticipate more training facilities, aircraft sales and of course servicing all happening at the airfield all of which will create income, business and employment opportunities. I would anticipate that this could provide employment opportunities in the order of:
- Building and development 5-20 personnel for 5 years.
 - Full time at airfield starting now to 2030 for 50-100 staff in aircraft service trades.
 - Then growth of around 5 staff per annum for the next 30 years.

Infrastructure and Servicing

19. Mr Bryce Powell [Para 249 f)] outlines that it has been demonstrated that there is no impediment to servicing the SPZ(RA) by extending the reticulated infrastructure from Rangiora but that further information should be provided on any funding agreements between myself and WDC.
20. A funding agreement has been developed with WDC. In particular I provided a notice to WDC dated 7 December 2023 of my acceptance and commitment to pay WDC for the supply of water and sewer services/connections to the DASI Rangiora Airfield development. This was based on the cost report for the supply of services water and sewer to the Rangiora Airfield prepared by WDC's Don Young, Senior Engineering Advisor in the Project Delivery Unit. Specifically, the cost for the supply of 69 water and sewer connections for the airfield development was \$2,621,141m. DASI have the financial resources and ability to finance this cost. WDC have already been proactive on the servicing and have installed Water and Wastewater to the junction of Priors Road and Merton's Road subdivision. They have also already installed services, with pipes sized accordingly to service my development alongside the holiday park, the Waimakariri District Council Airfield lots and Rangiora Airfield.
21. Mr Powell [Para 361] states that the submitter needs to provide further information on whether the SPZ(RA) can be serviced by electricity and telecommunication networks. Power supply and telecommunications can be provided to the Rangiora Airfield development through an extension to nearby services.
22. For the power supply to the development, I have employed Connetics Limited in conjunction with electrical supplier Mainpower to design and cost the supply. At a cost of \$980,000, I have agreed to the supply of 96 x 32amp 3 phase electricity supplies. With the telecommunications supply, I have had preliminary advice from fibre supplier Enable who are currently constructing the North-

West Rangiora fibre upgrade. The advice is that there is an ability to supply a fibre system link which will be installed from Merton/Priors Road to Lilly Road to State Highway 72 Main Road. I am currently awaiting Enable's formal offer/cost to supply telecommunications.

23. Through my development I am also willing to straighten the unnecessary dogleg in Priors Road to a better alignment which could involve a land swap whereby I agree in principle to gift the new road with cycle lane 25m wide to WDC and WDC gift the old road space to me. A simple legal agreement for this process would be undertaken.
24. Lastly, my purchase of approximately 120ha of land on the airport south side of Merton and Priors Road has enabled sensible and fair negotiations for WDC to obtain land for airport improvements and futureproof growth at Rangiora Airfield should the rezoning request and subsequent consents be approved. This land/space is needed to ensure the airfield runways are brought up to improved CAA regulations. The area needed for runway extensions and widening has been by directed from the RAAG and the Airbiz and Avsafe reports and the CAA.
25. Figure 1 below shows where land sales and swaps would occur. In particular, the area identified in **pink** (approximately 18.137ha) is land owned by myself which will be sold to WDC for runway lengthening and widening. The land identified in **navy blue** is approximately 12ha in area, this is land owned by WDC which could be utilised for runway extensions and future development/commercial hangars along Priors Road. There is potential that a land swap could be undertaken with myself for land needed for runway extensions/widening. The land identified in green is current WDC Airfield land to the north of the runway. This area is occupied by hangars with some small office/service buildings this area is not serviced by reticulated services and the existing development is

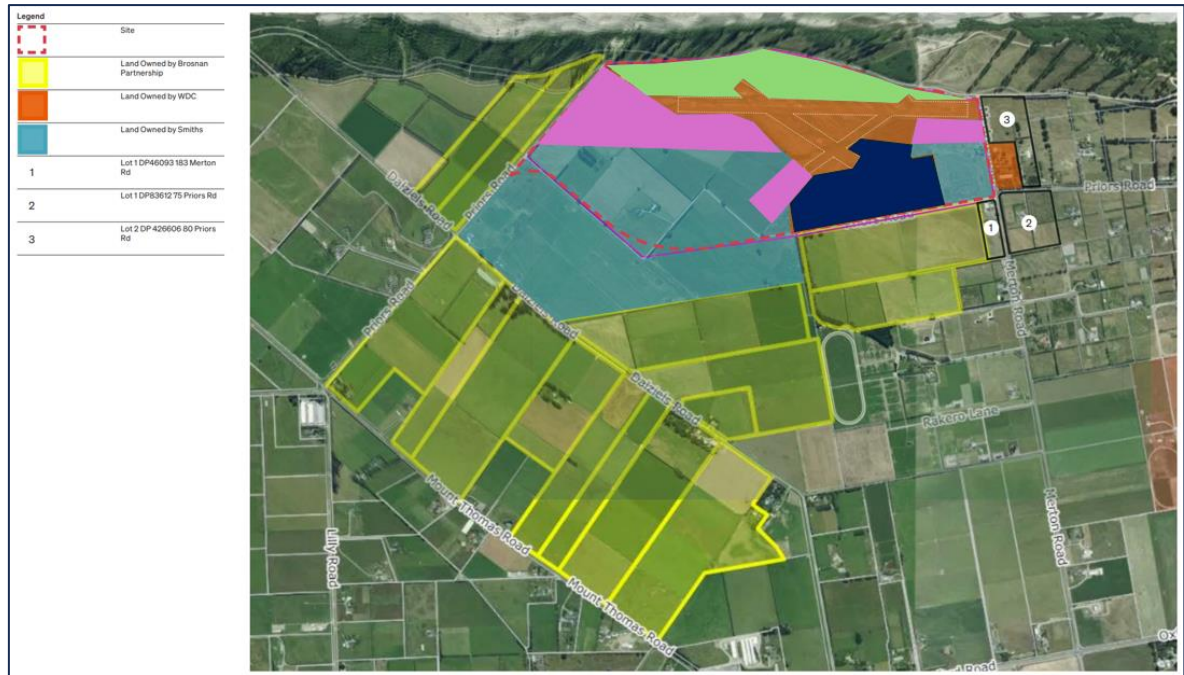


Figure 1: Areas for potential land acquisition and land swap (Source: Plan adapted from evidence of Rory Langbridge)

Subdivision RC215364

26. RC215364 was approved on 15th October 2021 and must be given effect to by obtaining approval of a survey plan (section 223 certificate) before 15th October 2026. A survey plan has not been submitted to Council for RC215364 as yet but I note that there is still more than two years when this must be done by.

27. In terms of the road stopping of Priors Road, this process has not been initiated yet. It is noted that the proposed Outline Development Plan shows the alignment of the indicative road alignment.

Conclusion

28. My rezoning request to rezone land at and around Rangiora Airfield to a Specific Purpose Zone (Rangiora Airfield) has been developed over the past few years in consultation with WDC, RAAG and other technical experts. It is a well considered development that will address existing shortfalls at the Airfield such as lack of cohesive space for additional development, lack of space for runway lengthening and widening over WDC owned land and my financial contribution will also assist in servicing the airfield which is now a requirement and realigning Priors Road to remove the dog leg.

29. The rezoning and subsequent development would contribute to establishing a thriving and vibrant aviation hub for those in the industry and recreational aviation enthusiasts and it will in my opinion shift what is now a public liability into an asset. Now is the time, when there is an adjoining

landowner (myself) who has been willing to collaborate fairly and reasonably with the WDC, to approve this rezoning request and future proof the Rangiora Airfield and its growth.