

Before the Hearing Commissioners on the Proposed Waimakariri District Plan

In the matter of: The Resource Management Act 1991

And

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

**SUMMARY EVIDENCE OF DEAN MICHAEL CHRYSTAL
ON BEHALF OF DM & AD SMITH INVESTMENTS LTD**

DATED: 21 AUGUST 2024

Introduction

- 1 My name is Dean Michael Chrystal. I am a Director at Planz Consultants Limited, a planning consultancy based in Christchurch, Dunedin and Nelson.
- 2 I have prepared two statements behalf of DM and AD Smith Investments Limited ('DASI') in relation to DASI's submissions on the proposed Waimakariri District Plan (PDP). The first was my primary evidence in chief (EIC) where I addressed the Proposal to rezone land around and including the Rangiora Airfield for from Rural Lifestyle Zone to Special Purpose Zone – Rangiora Airfield (SPZ-RA) and included amendments to the PDP (Appendix 1) and a Section 32AA (of the RMA) assessment of the Proposal (Appendix 3). I then prepared supplementary evidence that responded to matters raised in the Section 42A report with respect to the Proposal including the issue of scope and provided amendments to the Proposal in response to specific issues in the Section 42A report.

Evidence Summary

- 3 My EIC at paragraphs 41-44 covers the background to the current designation of Rangiora Airfield and the conditions imposed and the provision of the noise contours and associated rules. It is worth reiterating the point I made in my supplementary evidence (para 24) that the proposed rezoning does not in any way facilitate additional aircraft movements beyond what is already enabled by the present noise contours and that this would not change with any revision of the noise contours as a result of runway extensions. As stated, the noise contours are based on 88,000 movements per annum and that when recorded movements exceed 70,000 per annum a compliance check is required by as per NOISE-R13 2.c. As at the end of 2023 present aircraft movements were around 42,000 per annum.
- 4 Both my statements cover the fact that Rangiora Airfield is listed as strategic infrastructure within the Canterbury Regional Policy Statement (CRPS) and in my opinion the proposed SPZ-RA needs to be considered within that lens.
- 5 My assessment as to whether the proposed zone meets the criteria in Direction 3 under the National Planning Standards for a Special Purpose Zone concludes that all three criteria can be met.
- 6 I have outlined my opinion on the issue of scope in my supplementary evidence (paras 7-15) and I am of the view that the Proposal before the Hearing Panel is within scope.
- 7 I have noted that although somewhat different in its nature to what might normally be assessed under the NPS-UD, the proposed new zoning generally meets the intent of the Policy 8 and Policy 1 provisions, acknowledging there are some areas such as accessibility and the limited number of residential units in terms of development capacity, where that will not be the case.
- 8 The section 32AA assessment of the proposed rezoning (contained in **Appendix 3** of my EIC) concludes that the proposed objectives are the most appropriate way of achieving the purpose of

the RMA, the proposed provisions in terms of efficiency and effectiveness are the most appropriate way to achieve the objectives having considered other reasonably practicable options, the benefits in terms of the environmental, economic, social, and cultural effects outweigh the costs and will provide opportunities for economic and employment growth, and there is sufficient information that demonstrates that there are no significant risks around proceeding with the proposed rezoning.

- 9 Notwithstanding the above, a number of amendments have been made to the Proposal in response to the s42A report as detailed in my supplementary evidence (para 61) and the associated Appendix 1. I note that one of those changes in relation to Strategic Directions is no longer seen this as necessary by Mr Powell through his response to the Hearing Panels questions.
- 10 I consider that the key issues in terms of effects on the environment, such as noise, visual effects, traffic effects, servicing and natural hazards have been appropriately addressed; in particular the mechanisms proposed to address noise and reverse sensitivity provide a relatively tight framework associating residential use to airfield activity and protecting as far as is practical against reverse sensitivity effects. These are founded on existing practice examples, some of which have now been referenced by Mr Hay in his Memorandum.
- 11 There are a number of benefits associated with the new zone including employment opportunities, increasing landing fees, the potential to attract new businesses such as flight training, the provision of fly and stay opportunities and the facilitation of servicing to the existing airfield facilities and the wider environment. These have now been further elaborated on in the evidence of Mr Smith and Mr Brown.
- 12 The Proposal in my opinion represents an efficient use of the land resource and the Rangiora Airfield operations in general in enabling airfield related growth.
- 13 I remain of the view that the Proposal will ensure that the overriding purpose of the RMA to promote the sustainable management of natural and physical resources is achieved and that it will support and enhance the Airfields existing status and role as Strategic or Regionally Significant Infrastructure.



Dean Chrystal

21th August 2024