PPC026 Westpark - Verbal submission 103/Stuart Larson Submitter 103

Evidence I

Thank you for the opportunity to be heard, my name is Stu Larson, I hold a private pilot license and have been a regular user of Rangiora Airfield for 10 years with the Canterbury Aero Club.

My submission opposes Westpark on the grounds of Reversed Sensitivity towards Rangiora Airfield, because I believe it poses a threat to the operation and development of the existing amenity.

For anyone who is unfamiliar with the term Reversed Sensitivity, Wikipedia has the following explanation:

Reverse sensitivity is a term from the New Zealand planning system. It describes the impacts of newer uses on prior activities occurring in mixed-use areas. Some activities tend to have the effect of limiting the ability of established ones to continue.

Rangiora Airfield was established in 1958. It was adopted by the Rangiora Council and subsequently became an asset of the Waimakariri District Council.

The airfield's strategic location, just outside the northern boundary of the Christchurch Air Traffic Control Zone, provides local and visiting pilots with vital refueling, engineering, sales and support services. It is one of only a handful of airports in the South Island that provides all three fuel supplies commonly used by aircraft. The others are Nelson, Timaru, Wanaka, Hokitika and Invercargill. Even Christchurch does not have the range of fuels carried at Rangiora.

It currently has approximately 80 hangars, housing in excess of 150 aircraft, many of which are home built and represent the life work of their dedicated owners.

In addition to the many private owners located on the airfield, there are also at least 12 established organisations including clubs, businesses, flight training centres and the local Air Training Corps. I am a member of the Canterbury Aero Club, one of the larger operators, which has trained many of the commercial pilots flying you around today.

My point is that the airfield is an important strategic, economic, recreational and social facility that deserves to be protected.

I acknowledge the Council's Report and note the rejection of all of the aviation related submissions on grounds of "safe distance"

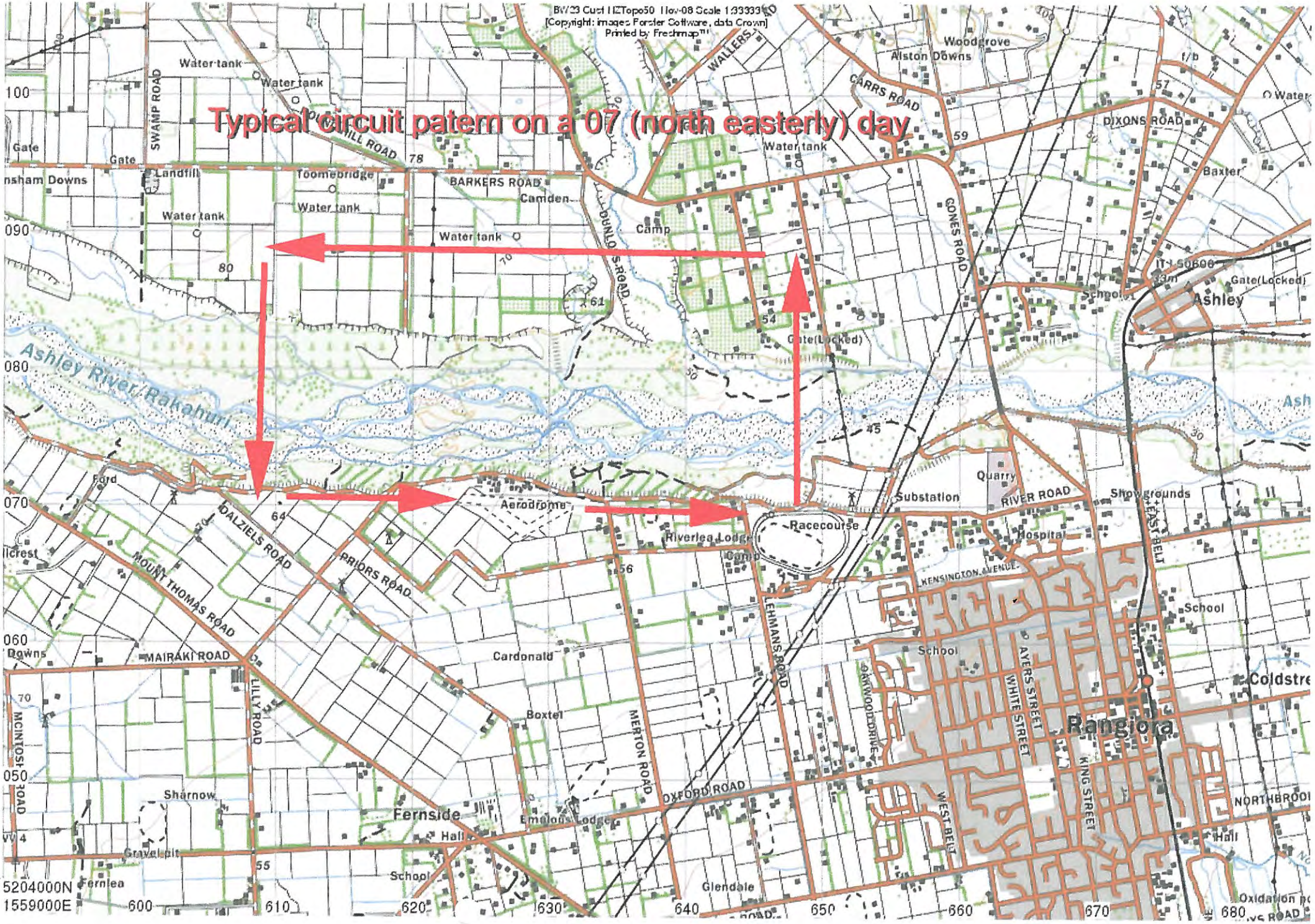
I acknowledge Garry Blay's report which, with the exception of concerns over flooding and fencing reads mostly in favour of the development.

I note his comments which suggest the Airfield's distance from the development is defence enough to mitigate the effects of reversed sensitivity.

Nevertheless, I am aware of existing local complainants and have dealt with noise complaints myself. The position of the most popular runway (07) means that aircraft departing will climb and generally make a left turn at 500ft AGL. Depending on the conditions, this is approximately overhead the Rangiora racecourse. At this point such aircraft will be at full power and their noise will certainly be carried towards the proposed development.

My concern is that proximity is a real factor and I predict a rise in reversed sensitivity conflict arising between Rangiora Airfield, and the residents of this new development.

I recognise the desire for regional growth in general and housing provision in particular. Given the likelihood that this development will succeed, I ask Commissioners to ensure any approval contains conditions to **fully inform** the future residents of Westpark of the existing amenity in order to eliminate the threat of reversed sensitivity.


Typical circuit patern on a 07 (north easterly) day
BW23 Cust NZTopo50 Nov-08 Scale 1:33333
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KENSINGTON AVENUE
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