

**BEFORE INDEPENDENT HEARING COMMISSIONERS APPOINTED BY THE
WAIMAKARIRI DISTRICT COUNCIL**

IN THE MATTER OF

The Resource Management Act 1991
(**RMA** or **the Act**)

AND

IN THE MATTER OF

Hearing of Submissions and Further
Submissions on the Proposed Waimakariri
District Plan (**PWDP** or **the Proposed
Plan**)

**EVIDENCE OF RORY MCLEAN LANGBRIDGE
ON BEHALF OF DANIEL SMITH INVESTMENT LIMITED**

DATED: 11 MARCH 2024

INTRODUCTION

- 1 My name is Rory McLean Langbridge.
- 2 I am a Senior Landscape Architect at Rough Milne Mitchell (**RMM**) Landscape Architects Limited.
- 3 I hold the qualifications of BSc (Geography) and Bachelor of Landscape Architecture from Lincoln University, and I am a Registered Landscape Architect with the Tuia Pita Ora New Zealand Institute of Landscape Architects (**NZILA**) since 2005. I have previously been on the executive council of the New Zealand Institute of Landscape Architects (NZILA) and am a past chair of the Nelson Marlborough branch of the NZILA.
- 4 I have over 30 years' experience practising as a Landscape Architect throughout New Zealand and South Africa. I have worked on a broad range of projects in the specialties of both landscape design and landscape planning.
- 5 While this is not a matter before the Environment Court, I have read the Environment Court's Code of Conduct 2023 and agree to comply with it. My qualifications as an expert are set out above. The matters addressed in my evidence are within my area of expertise, however where I make statements on issues that are not in my area of expertise, I will state whose evidence I have relied upon. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in my evidence.
- 6 I have been engaged by Daniel Smith Investments Limited (**DSIL**) (Submitter 10) to prepare a concept masterplan, a proposed Outline Development Plan (**pODP**), and to prepare and present landscape evidence for the rezoning of land located in the vicinity of the Rangiora Airfield, Prior Road and Merton Road west of Rangiora Township (the site).

SCOPE OF EVIDENCE

- 7 I have been asked by DSIL to provide landscape evidence in support of their submission to the proposed Waimakariri District Plan (pWDP) to rezone land from Rural Lifestyle Zone (RLZ) to Special Purpose Zone (Rangiora Airfield) (SPZ-RA).
- 8 In my evidence I address the following issues:
- (a) The effects on landscape values, visual effects and rural character arising from the rezoning of the site from **RLZ** to **SPZ(RA)** under the **pWDP**.
 - (b) The landscape and visual effects arising from future development anticipated by the **pODP** on the existing and future landscape character and amenity of the site and its receiving environment.
 - (c) The rationale behind the proposed landscape treatments for the site's public road frontages onto Prior and Merton Roads.

SUMMARY STATEMENT OF EVIDENCE

- 9 I consider that the rezoning of approximately 72 hectares of land at the Rangiora Airport from RLZ to **SPZ-RA** is appropriate because the potential landscape and/or visual effects on rural character and amenity of the site and its receiving environment will be mitigated (to some degree) by the:
- proximity the application site has to the Rangiora Airfield,
 - by the isolated nature of the site,
 - the themed development, with all aspects of the development being related directly to the aviation industry and

- by a uniform and considered treatment of the perimeter boundary that will reinforce the area as a considered expansion of the aviation precinct.
- 10 I consider the adverse effects arising from the loss of a relatively isolated area of moderate rural character to be **low**.

PURPOSE, SCOPE, AND METHODOLOGY

- 11 The methodology and terminology used in my assessment of the site (and set out in this statement of evidence) has been informed by the *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*¹, including the seven-point rating scale for assessing the actual and potential landscape and visual effects arising from the rezoning of the site. The scale is attached in **Appendix A** to my evidence.
- 12 In this statement of evidence, I set out:
- A description of the broad scale context of the site, and a description of the receiving environment in terms of the existing landscape attributes and how these contribute to the existing landscape values of the receiving environment considering the notified RLZ under the pWDP.
 - A description of the site, in terms of its existing landscape attributes, and how these relate to the landscape values of the receiving environment.

¹ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022.

- A description of the **pODP**, specifically the internal road network, landscape treatments on the road frontage and the zone interface treatment.
 - The actual and potential landscape and visual effects on landscape character and amenity values arising from the rezoning, particularly compared to the notified RL zoning of the site under the pWDP. For completeness, I have also considered the effects of the rezoning in the event that the surrounding land is not rezoned to RLZ and is instead zoned GRUZ.
 - An overall conclusion on the landscape and visual effects.
- 13 My evidence is accompanied by a Graphic Attachment (**GA**) in **Appendix B**, which includes the character plans of the Operative Waimakariri District Plan (WDP), the pWDP zoning map, the **pODP**, land ownership information and site photographs.

BROAD SCALE CONTEXT

- 14 The recent report prepared by Boffa Miskell (**BM**) "Waimakariri District – Rural Character Assessment" (dated 6 June 2018) is helpful in establishing the existing landscape character and amenity of the receiving environment surrounding the site. The BM report identifies a dozen "character areas" that make up the rural areas of the Waimakariri District and provides a commentary on the potential for rural residential development and intensification of the rural land, while considering the provisions of the CRPS and the **WDP** (refer to the Rural Character Areas Plan in the GA – Sheet 3).
- 15 The report identifies the Rangiora Airfield in the "**View Hill Eyrewell Plains**" (**VHEP**) character area, surrounded by the "Lower Plains" character area that includes most of the urban development within the Waimakariri District, and Okuku Ashley Plains across the Ashley River.

- 16 The BM report notes that the VHEP character area is the largest in the district and, while sufficiently cohesive, it's western and eastern extents are distinct, with the former distinguished by its proximity to the sparsely populated mountains and downlands, and the latter being the transition area to the more populated parts of the District (the Lower Plains character area, which includes Rangiora).
- 17 The BM report identifies the key characteristics of this character area as²:
- *Expansive mosaic of medium scale pastoral farming, defined by grid patterning of the road network.*
 - *Many pockets of small rural blocks (4ha and less) scattered through the area.*
 - *Small rivers and streams flow through the area, typified by exotic trees and shrublands.*
 - *Isolated landforms of View Hill and Starvation Hill.*
 - *Straight lines of mature shelter belts enclose small, medium-sized and large paddocks accentuating the grid pattern of the area.*
 - *Small plantation blocks and woodlots of exotic forest.*
 - *Clusters of mature shelter and amenity trees are often associated with established farm steads and historic community centres (churches, schools, domains, community halls).*
- 18 When considering the suitability of this character area to rural residential development/intensification of rural development, the BM report notes "*this character area lies outside the Greater Christchurch boundary and as such RPS guidance directs that its primary focus should be on rural activities, in particular primary production.*"³

² Waimakariri District – Rural Character Assessment Rural Zone – Character Assessment Report- Prepared for Waimakariri District Council-6 June 2018 pg23

³ Ibid pg23

- 19 For this reason, the report suggests that "*future development should be undertaken in a coordinated manner by building on the character of existing settlements and avoiding further land fragmentation between these areas.*"⁴

THE RECEIVING ENVIRONMENT

- 20 The receiving environment is the area surrounding the site, I have assessed this as the area within 300m of the site boundaries, and shorter where visibility is impacted on by shelterbelts or existing trees. For the proposed rezoning, I have considered the Rangiora Airfield, portions of Priors Road, Dalziels Road and the northern portion of Merton Road. Landownership within the receiving environment is shown in GA (page 8).
- 21 The site is zoned RLZ in the pWDP. Northwest of the site the land is zoned GRUZ.
- 22 The land surrounding the existing airfield is flat, predominantly grassland surrounded in the distance by shelterbelts along Prior and Dalziel Roads and plantings within the Ashley River corridor. In my opinion, this is a reasonably typical VHEP landscape.
- 23 Distant views of the airfield and associated hangers are visible due to the light colour or unpainted state of the various buildings, as well as the absence of any shelterbelt planting within this general area. (refer GA photo 4 Sheet 11).
- 24 I consider that Prior Road, that provides access to and then runs through the application site, further informs the character of this location (refer GA photo 5 Sheet 12)

⁴ Ibid pg23

- 25 I have also considered the existing resource consent RC215364 as part of the receiving environment. RC215364 was approved in 2021 and enables the subdivision of 172 Priors Road into ten 4.0ha rural residential lots. The application included the realignment of the central portion of Prior Road. The minimum consented lot size is consistent with the RLZ.
- 26 Overall, I consider the receiving environment is limited geographically by shelterbelts and other plantings that restrict wider views. The 'edges' of the receiving environment extend from the vegetation that lines the Ashley River (in the north), to the shelterbelts that exist along Prior Road and Dalziel Road to the west and south and the established planting along Merton Road.

THE RECEIVING ENVIRONMENT ANTICIPATED BY THE pWDP

- 27 The RLZ under the pWDP enables a regular pattern of 4ha lots developments over the site and, which is consistent with the outcome of RC215364 that borders the site.
- 28 The built form standards of the RLZ include maximum heights of 10.0m (for dwellings) and 12m (for other buildings and structures); 20m setbacks (for dwellings) from road and internal boundaries; and a maximum floor area (for any single building or structure) of 550m² while not exceeding a coverage of 20% (net area). There are no restrictions on boundary treatments.
- 29 In my experience, the establishment of 3-4m high shelterbelts along a property's borders is a common outcome of subdivision development in this area (and is also permitted by the District Plan).

LANDSCAPE VALUES OF THE RECEIVING ENVIRONMENT

- 30 As guided by *Te Tangi a te Manu*, I have determined the landscape values based on the physical, perceptual, and associative attributes of

the site and the receiving environment, and the pWDP provisions, specifically:

Physical

31 'Physical' refers to both natural and human-derived features and the interaction of natural and human processes overtime.

32 I consider that the flat and treeless character generally devoid of buildings and structures dominates the receiving environment. Uninterrupted views of the existing airfield are currently possible and the zone of visual influence is constrained by the vegetated boundaries of the area as described above.

33 As a result, I would describe that rural character values as **moderate**. While highly modified over time, the naturalness would be considered **low**.

Associative

34 'Associative' means the intangible things that influence how places are perceived, such as history, identity, narratives, and activities specifically associated with landscape.

35 The site lies outside of a Wahi Tapu, Wahi Taonga, Nga Wai, Nga Reporepo, or Nga Turanga Tupuna overlays and there are no sites identified of significance to manawhenua (Ngāi Tūāhuriri Rūnanga). Similarly, the site and its immediate landscape do not have any special significance for pakeha.

36 I consider that the strongest association that this location has is to the airfield and this is reinforced on a daily basis by the comings and goings of smaller aircraft and helicopters.

Perceptual

37 With the recent removal of a small area of pine forest and the absence of shelterbelt plantings, the flat expansive nature of the landscape is

revealed, as are the views that are possible over the airfield to the Alps in the distance.

- 38 Overall, the physical, associative, and perceptual attributes, within the receiving environment, possess **moderate** values with respect to rural character and amenity values and **low** values regarding naturalness.

MITIGATION OF LANDSCAPE EFFECTSI have reviewed and provided feedback on the zoning, provisions and pODP to ensure that the rezoning of the site mitigates the actual and potential landscape effects.

RELEVANT PLANNING PROVISIONS

- 39 The statutory documents containing provisions relevant to my landscape assessment of the proposal are found in the Resource Management Act 1991 (RMA), Canterbury Regional Policy Statement (CRPS) and the Proposed Waimakariri District Plan (pWDP).
- 40 My evidence focuses on the notified provisions under the pWDP, specifically, the objectives, policies, and assessment matters that are to give effect to the higher-level statutory documents.

Proposed Waimakariri District Plan

Rural Lifestyle (RL) Zone

- 41 I have used the notified RLZ zoning of the site as the basis for my assessment.
- 42 The purpose of the RLZ is to "*provide for primary productive activities, those activities that support rural activities and those that rely on the*

*natural resources that exist in the zone, while recognising that the predominant character is derived from smaller sites."*⁵

- 43 The pWDP describes the character of the RLZ as "*a highly modified landscape strongly influenced by fine grained patterns and processes of human induced activity, including a predominance of small rural lots with a resulting pattern of residential units, buildings, fencing, amenity and domestic planting mixed with smaller scale primary production activities; a dominance of human modified open space and vegetation, including paddocks and trees over buildings; and a zone supporting activities reliant on the natural and physical resources of the Rural Lifestyle Zone.*"⁶
- 44 The RLZ is intended to "*Retain opportunities for land within the zone to be used for primary production activities while maintaining the predominant character of small rural lots by avoiding new sites being created, or residential units being erected on sites, that are less than 4ha.*"⁷

5 Proposed Waimakariri District Plan – Part 3 – Zones - RURZ

⁶ Policy RLZ-P1 Character of Rural Lifestyle Zone

LANDSCAPE ASSESSMENT

45 The following assessment addresses the effects on landscape values, visual effects, landscape character, and rural character arising from the proposed rezoning from RLZ to **SPZ-(RA)** and the **pODP** that graphically shows the proposed spatial framework for this.

Visual Effects

46 As illustrated in the view location plan and site photographs in the GA – Sheets 110 – 12), I have selected the following representative viewpoints/areas:

- From public roads within the area namely; Merton Road north of its intersection with Prior Road, Priors Road between its intersection with Merton and Dalziels Roads and approximately 900m of Dalziels Road Merton Road north of its intersection with Prior Road;
- From the neighbouring properties that envelope the western extent of the site, all of which are owned by the Brosnan partnership;
- From the three private properties located around the intersection of Priors Road and Merton Road; and
- Within the existing precinct of the Rangiora Airfield.

47 I will deal with each viewpoint in turn, first considering the visual effects arising from the proposed RLZ and then considering the visual effects of the proposed SPZ(RA).

Visual Effects from public roads under the proposed RLZ

48 In line with the proposed RLZ zoning of the site and the receiving environment, permitted development within this area would be 4.0ha rural residential lots each with a dwelling and a number of ancillary buildings. Dwellings are typically low (up to two storeys) and expansive, with a footprint not exceeding 500m². While it is not a planning requirement, newer rural residential development in the district is typically setback 50-70m from road boundaries to maximise privacy and

minimise road noise⁸. Ancillary buildings and sheds tend to be located functionally on each property.

- 49 In my experience, the landscaping associated with rural lifestyle development would be the establishment of shelter belts around the periphery of each individual lot (to mitigate the impact of wind), with additional amenity planting around the dwellings.
- 50 Again, in my experience, road frontages typically include driveways, entrance gates, letter boxes and, in places, bespoke fencing and other treatments on the road boundaries and around some entrances. Often shelterbelts on road street frontages form a 'corridor' effect when planted both sides of a road.
- 51 Based on the above, I consider that the visual effects arising from subdivision enabled in the RLZ would, in the short term, result in views of newer large houses appearing isolated within a wider paddock expanse until such time as boundary landscaping is well established. As the boundary plantings establish, views into and across the various lots will be gradually eliminated to the point when only the road corridor remains visible to road users.
- 52 The character this activity would create would be a 'typical' Canterbury rural character similar to much of the area located around this District. In that context, naturalness values will be considered low due to the managed landscape with rural character values. While 'typical' or common in this area, it is my opinion that they interrupt longer expansive views and any visibility of rural activity.

Visual Effects from public roads under the proposed SPZ(RA)

⁸ Waimakariri District – Rural Character Assessment" (dated 6 June 2018) pg 22

- 53 Initially, broad open views across the site would be possible from zone boundaries.
- 54 As the site develops, houses along the southern boundary will become visible and appear as isolated dwellings within a developing curtilage.
- 55 The landscape north of a re-aligned Priors Road will change within Activity Area A, where all rural qualities will be replaced by a range of activities that have a more urban character with a strong aviation related residential/commercial and/or industrial flavour.
- 56 In **Activity Area B** , low density lots (from 0.5ha), would retain some openness but would be smaller than the lots anticipated in the RLZ. The built form standards in Activity Area B will mean that development within this precinct is likely to be more visible including dwellings, associated hangars, the taxi ways, and the aircraft. These aviation 'markers' will reinforce the relationship between the residential activities and the airfield and their 'appropriateness' within the airfield dominated landscape.
- 57 An airfield and its associated activities is not an activity that can be hidden or easily blended in with its surroundings. A preferred strategy, and one that supports this request for rezoning, would be to ensure that the development outcome is cohesive and appealing to those who use it or those who will view it from local areas beyond the site.
- 58 The variety of land used anticipated by **Activity Area A** will occupy the bulk of the zone area including being located prominently on the corner of Merton and Priors Road with access to this part of the zone potentially gained directly from the adjacent roads.

- 59 It is anticipated that this area will become densely developed with buildings relatively close to the road boundary with 8-10m high 'hanger type' buildings reasonably prominent within the immediate locale.⁹
- 60 Due to potential impact that taller plantings can have on airflow and turbulence, there is limited potential for the scale of these buildings located close to the airfield to be mitigated, there are however strategies that can be utilised to ensure the buildings appear integrated within the wider landscape.
- 61 To this end, Oak trees are to be planted around the perimeter of the zone, including along Merton and Priors Road that will define the extent of the airfield and its aviation related activities to clearly distinguish the zone from the surrounding RLZ.
- 62 Travelling west along Priors Road, the southern edge of Activity Area A, that includes the extension to the crosswind runway and land owned by WDC that has already been subdivided into 4.0ha lots under RC215363.¹⁰ The interface that this area has with Priors Road will depend to an extent how the land is utilised, it will however appear as urban and therefore a departure from the RLZ. A consistent boundary treatment and the use of strategic tree planting as proposed will integrate this area into the wider aviation precinct.
- 63 I consider that the residential subdivision proposed in Activity Area B that caters specifically for the aviation community will be seen as complementary to the 'aviation hub' character of the wider SPZ(RA). Furthermore, I consider, Activity Area B will also serve as a useful transition between the largely commercial/industrial qualities of Activity Area A and the rural residential qualities of the RLZ.

⁹ An indicative masterplan has been created that provides a layout option for both Activity Areas A and B.

¹⁰ The precise use of lots 2-4 DP 410643 is not clear however it is understood they will be aviation related.

64 In summary, development of the Site signals a departure from the underlying RLZ zoning, therefore the respective objectives, policies and anticipated outcomes will not be met, thus the need for the rezoning request.

Visual Effects from the neighbouring properties under the proposed RLZ compared to under the SPZ(RA).

- *From Land to the south of the site:*

65 The land on either side of Prior Road has consent to be subdivided, under RCRC215363, into 4.0ha blocks (consistent now with the proposed RLZ).

66 In my experience, a common outcome for 4.0ha subdivisions is a large centrally located house with perimeter hedgerow plantings to mitigate the impact of the wind. When established, longer views get restricted by hedgerows, houses and other plantings.

67 When viewed from the properties south of the site, a basic rural residential character will be retained, and longer views will be interrupted in a similar manner by hedgerows, houses and amenity planting located within Area B.

68 When a complying subdivision is compared to what is proposed by the pODP, while the density of the outcome will change, the implications that development has for the surrounding land is the similar and hence any impact of the pODP would be considered **low**.

- *From the three private sections and the roadways around the intersection of Priors Road and Merton Road*

69 The visibility of the site from the dwellings of both 75 and 80 Priors Road is **very low** with the site only visible from the northern half of #80.

70 The dwelling at 183 Merton Road is located at its northern end and effectively overlooks the site. Hanger development associated with the

airfield is currently 650m to 1300m away, and with the area cleared of all vegetation as it currently is, appealing views are possible from Priors Road across the subject site towards the alps.

- 71 However, the orientation of the house on #183 and the shelterbelt plantings that exist along the northern boundary, these views are not possible from the dwelling itself. (Refer GA photo 4, Sheet 11).
- 72 Under RC215363, 4 ha titles have been created along Prior Road. When developed and planted they will interrupt the views that area currently enjoyed from Prior Rd.
- 73 The implications of this change are considered to be **low**.

The Visual Effect from within the airfield under the proposed RLZ compared to under the SPZ(RA).

- 74 There is no physical boundary that currently defines the edge of the airfield and this will continue with the subdivision under RC 215363, as hedges and taller planting would be discouraged for aviation safety purposes. Such a practical restriction would also apply for the notified zoning making the outcome similar. The visual impact of development from within the existing airfield would be a range of visible buildings located within a developing landscape and mitigated to some degree by amenity plantings and shelterbelts located at their rear, away from the airfield.
- 75 Under the pODP, the range of land uses visible would be aviation related and while the density of buildings will increase as a result of the notified plan change, the visual consequence of this change would not be considered adverse.

Landscape Effects

76 It is important to appreciate that change to the character of a landscape is not necessarily adverse. Whether effects are adverse or not depends largely on public expectation of what can be reasonably anticipated to occur in the landscape. Allied to this is the landscape context in terms of its degree of naturalness/modification, existing patterns, scale, visibility, and levels of public appreciation.

Landscape Effects of Permitted Development under the pWDP

77 The pWDP anticipates a character and outcome associated with the RL Zoning of the site. Under the RL zoning, for development that falls outside of designation boundaries a landscape of 4ha blocks of rural residential development could result.

78 This development would exist in the context of an operational airfield.

79 It should be noted that within the designation area, aviation related development has the potential to be established at a far greater density.

Landscape Effects of the rezoning request

80 With the rezoning request, some residential, commercial and industrial development will occur. However, all will be related to and occupied by people connected to the aviation industry. This will reinforce the development of an aviation precinct in the Rangiora District.

81 The rezoning of the site is a logical location for this new precinct to develop given its proximity to the airfield.

82 The effects of the development are partly mitigated by the dominant presence of the existing airfield and related activities.

83 The pODP has been planned to integrate well with its surrounding land uses, to accommodate the runway extensions that are considered important for the airfield and provide for future development that will

cater to the demand from aviation enthusiasts and the wider aviation industry.

- 84 The isolated nature of the site and the limited opportunities that exist to view the site, and with the effects that stem from the existing airfield, the effects on existing amenity and landscape values will be **low to moderate**, with long term **positive** effects stemming from the opportunities that this will provide for a specialist sector of the community.

ASSESSMENT AGAINST THE RELEVANT PLANNING PROVISIONS

- 85 The following is an assessment of proposed **Special Purpose Zone – Rangiora Airfield** zoning and pODP against the relevant landscape provisions proposed as part of the zone change and as outlined in the earlier part of my evidence under the heading Relevant Planning Provisions.

SPZ-RA Zone Provisions

- 86 The following **SPZ-RA** objectives and policies are relevant to the proposed ODP for the site:

Objective SPZ(RA)-O1 Purpose of the Special Purpose Zone (Rangiora Airfield)

Response: The proposed ODP has been designed to both cater for a very specific land use demand and to ensure that the resulting outcome is both coordinated and visually appealing.

Objective SPZ (RA) _ 02 - Management of Environmental Effects

Response: The policies of the proposed zone are aimed at ensuring that the functional needs of an aviation precinct are catered for while at the same time ensuring that adverse effects on the environment area avoided, remedied or mitigated.

Objective SPZ(RA) -O3 – Compatibility of Activities with the Airfield Operations

Response: Airfield-related activities are compatible due to their relationship to the aviation hub.

Policy SPZ(RA) – P1 - Activities in the Special Purpose Zone (Rangiora Airfield)

Response: This policy will enable a disparate range of aviation related activities to be accommodated with the various areas that collectively will collectively contribute positively to the long-term development of a precinct.

Policy SPZ(RA) – P2 Management of effects BFS4 - Building and structure setbacks (excluding building and structure setbacks from taxiways)

Response: The proposed ODP and related policy will ensure that future development within the precinct will be compatible to each other and that matters that threaten the practical use of the airfield are appropriately managed.

CONCLUSION

- 87 The application is to rezone approximately 72 hectares of land located both east and west of the Rangiora Airport from RL Zone as proposed under the pWDP to **SPZ-RA** Zone. An pODP has been prepared for the site which has been designed to align with the proposed SPZ-RA provisions.
- 88 At the broad scale, the proposed rezoning of the subject area will accommodate the expansion of the Rangiora Airfield precinct and provide for the establishment of a variety of aviation related activities.

- 89 The preferred zoning will be a departure from the RL zoning notified by the pWDP and is seeking what is considered largely a 'non -rural' development outcome.
- 90 While change will occur, the visual effects on rural character and amenity will be mitigated to some degree by the
- proximity the application site has to the Rangiora Airfield,
 - by the isolated nature of the site,
 - the themed development, with all aspects of the development being related directly to the aviation industry and
 - by a uniform treatment of the perimeter boundary that will reinforce the area as a considered expansion of the aviation precinct.
- 91 An pODP has been prepared for the Site including the Rangiora Airfield and under a zoning of Special Purpose Zone – Rangiora Airfield, two activity areas have been identified with objectives and policies drafted to ensure the outcomes are ensured.
- 92 The location of the proposed special zone is considered appropriate due its co-location with the existing Rangiora Airfield.
- 93 On balance I consider the rezoning as proposed to have;
- Impacts on Rural character values that are **low** given the moderate values that currently exist within the receiving environment.
 - Impacts on naturalness or natural character values that are **low**
 - Impacts on Amenity values that are **low**, and
 - I consider the impacts of the proposal on the cultural landscape of Rangiora to be **positive**.

APPENDIX A:Table 1: Landscape and Visual Effects Rating Scale¹¹

Very Low	Low	Low to Moderate	Moderate	Moderate to High	High	Very High
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APPENDIX B:

Graphic Attachment of Statement of Evidence of Rory Langbridge (Landscape) dated 28th February 2024.

¹¹ The seven-point scale of very low to very high is in accordance with the New Zealand Institute of Landscape Architects Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines, April 2021.



Rangiora Airfields - Priors Road

Graphic Attachment to Statement of Landscape Evidence (Rory Langbridge)

11 March 2024

Document Information

Project
Rangiora Airfields
Address
Priors Road
Client
DM & AD Smith Investments Ltd
Document
Graphic Attachment
Status
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1 DRAFT
Prepared By
Rough Milne Mitchell Landscape Architects Ltd
Project Number: 21390
Author: Ursula Bowman + Rory Langbridge
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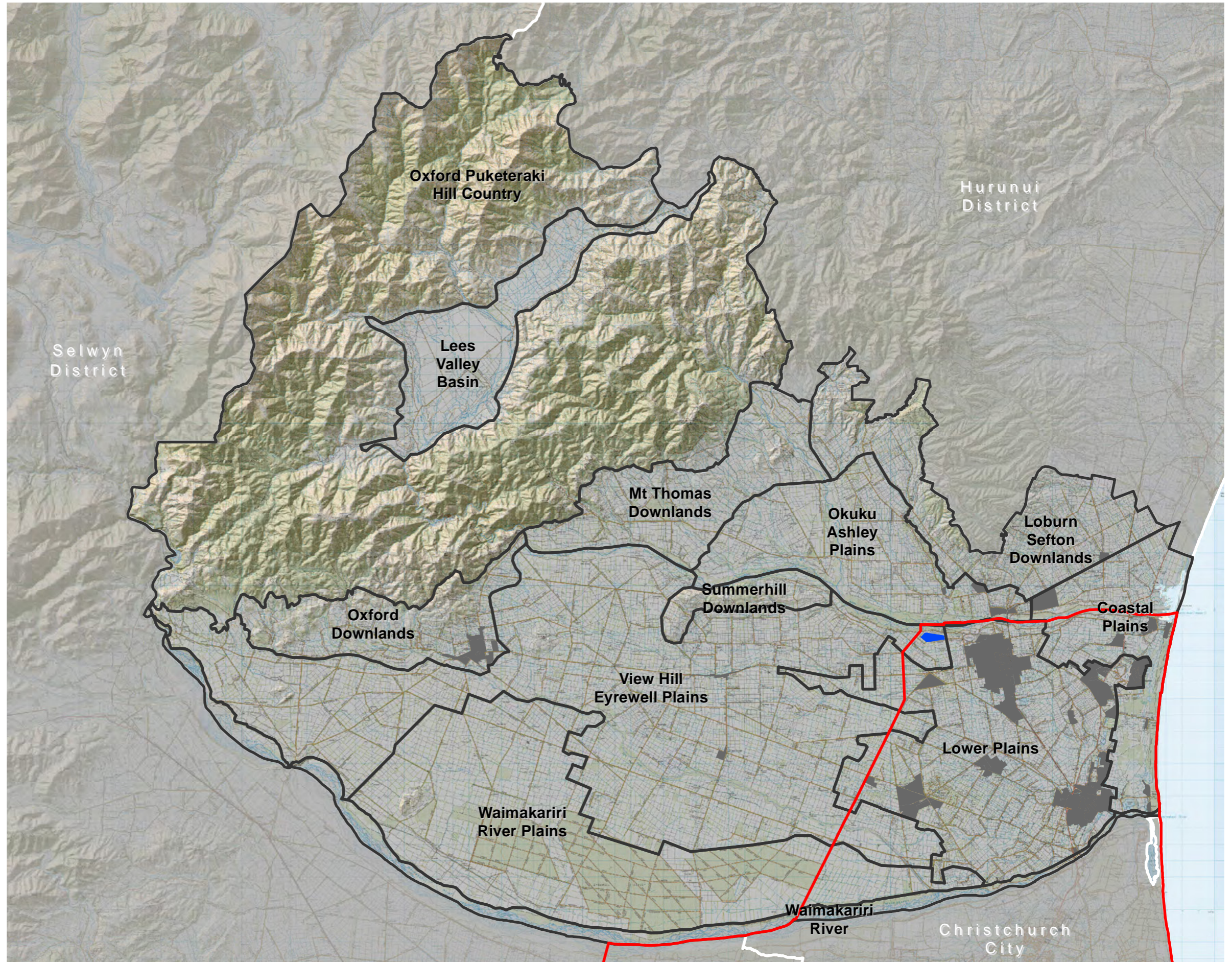
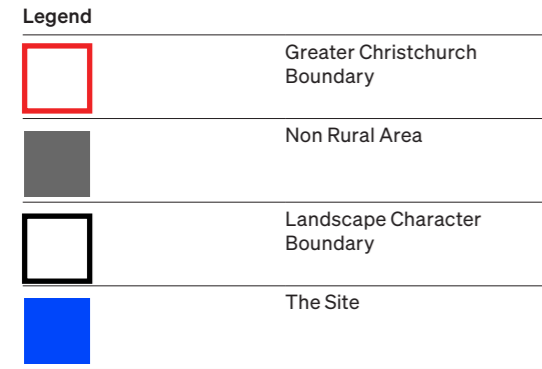
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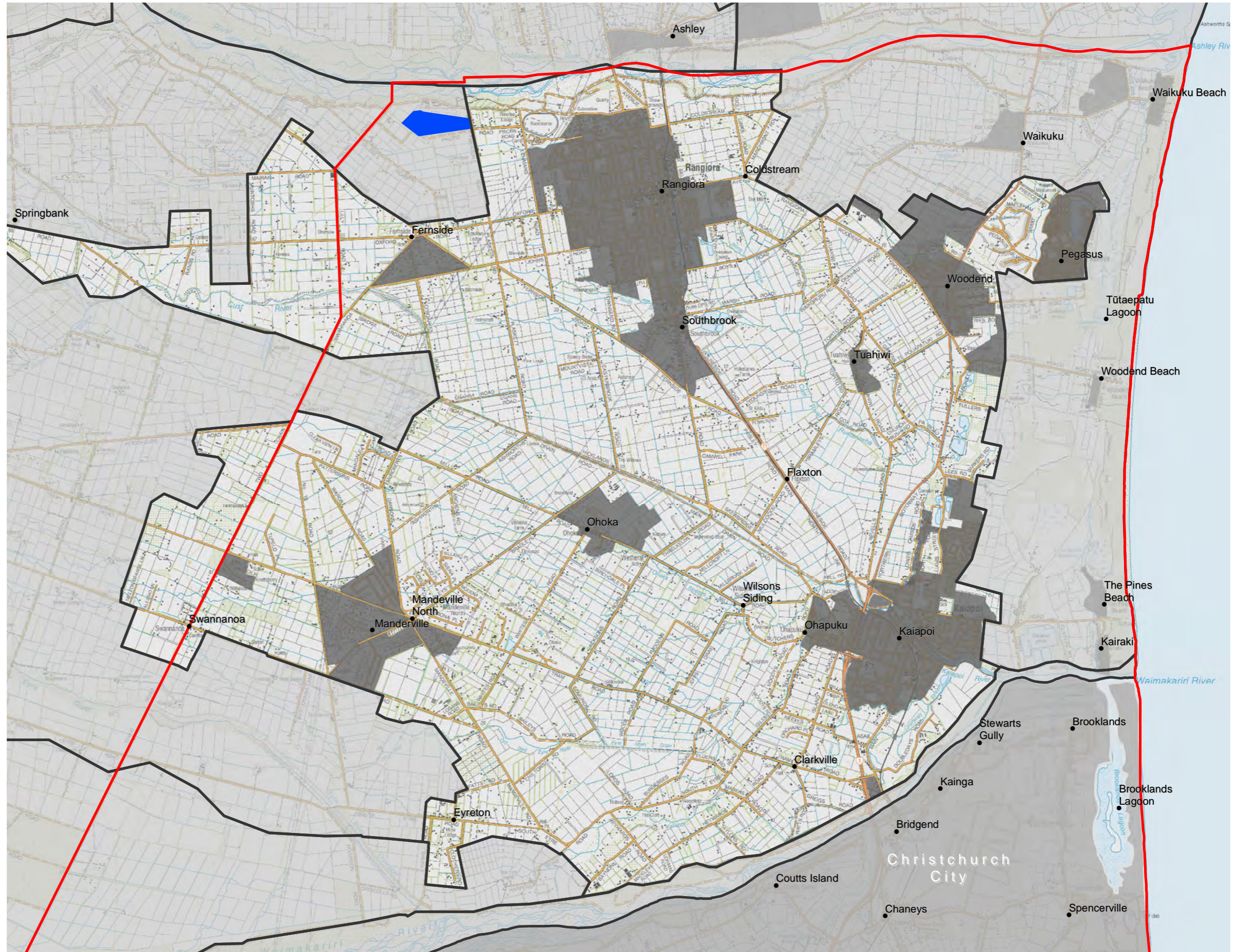
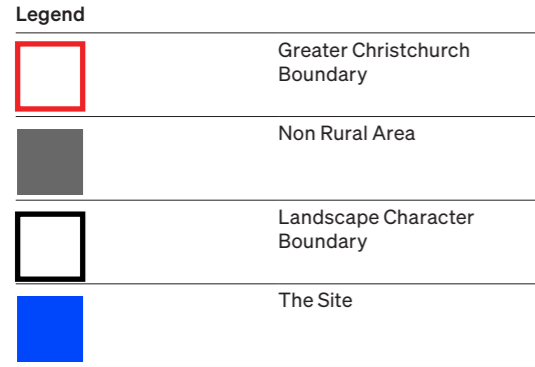
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Rural Character Areas



Scale: Not to Scale
 Data Source: Waimakariri District - Rural Character Assessment prepared by Boffa Miskell (6 June 2018)

Lower Plains Character Areas



Scale: Not to Scale
 Data Source: Waimakariri District – Rural Character Assessment prepared by Boffa Miskell (6 June 2018)

Operative Waimakariri District Plan

Legend
 The Site

District Plan Zones

- Residential 4A
- Residential 2
- Residential 4B

Transmission Lines

Average Noise Exposure Ldn


Significant Sites

Designations



Rangiora Airfield Runway

Rangiora Airfield Take Off Climb and Approach Obstacle Limitation Surface





 Scale: Not to Scale
 Data Source: Waimakariri District - Operative District Plan


Proposed Waimakariri District Plan


Legend	
	The Site
	Special Purpose Zone (Rangiora Airfield)

Residential Zones


 Large Lot Residential Zone (LLRZ)

Rural Zones

 General Rural Zone (GRUZ)

 Rural Lifestyle Zone (RLZ)


Residential Zones - Variation 1

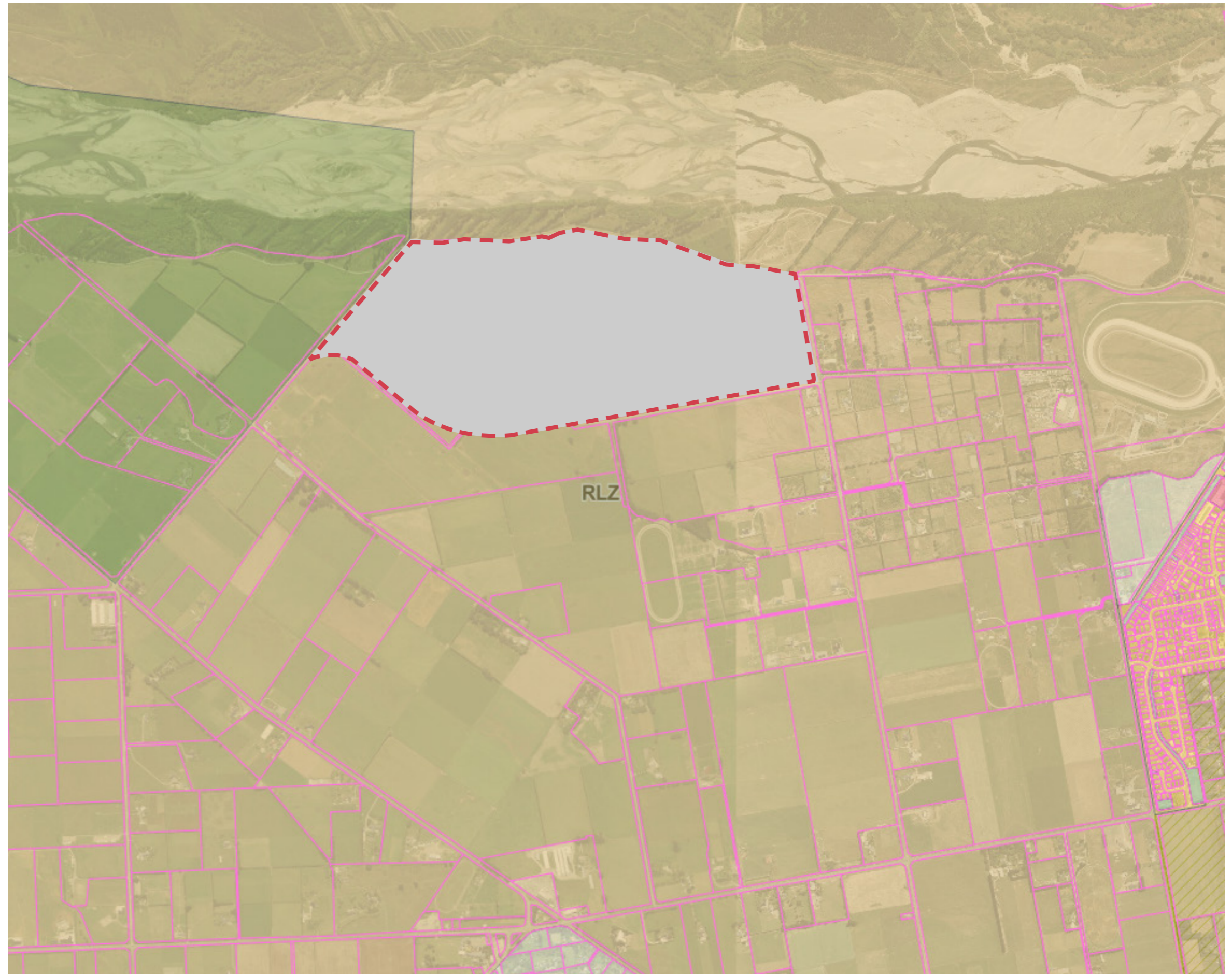
 MRZ - Variation 1

Open Space Zones

 Open Space Zone (OSZ)















Commercial Zones

 Local Centre Zone (LCZ)



Scale: Not to Scale
Data Source: Waimakariri District - Proposed District Plan





Outline Development Plan

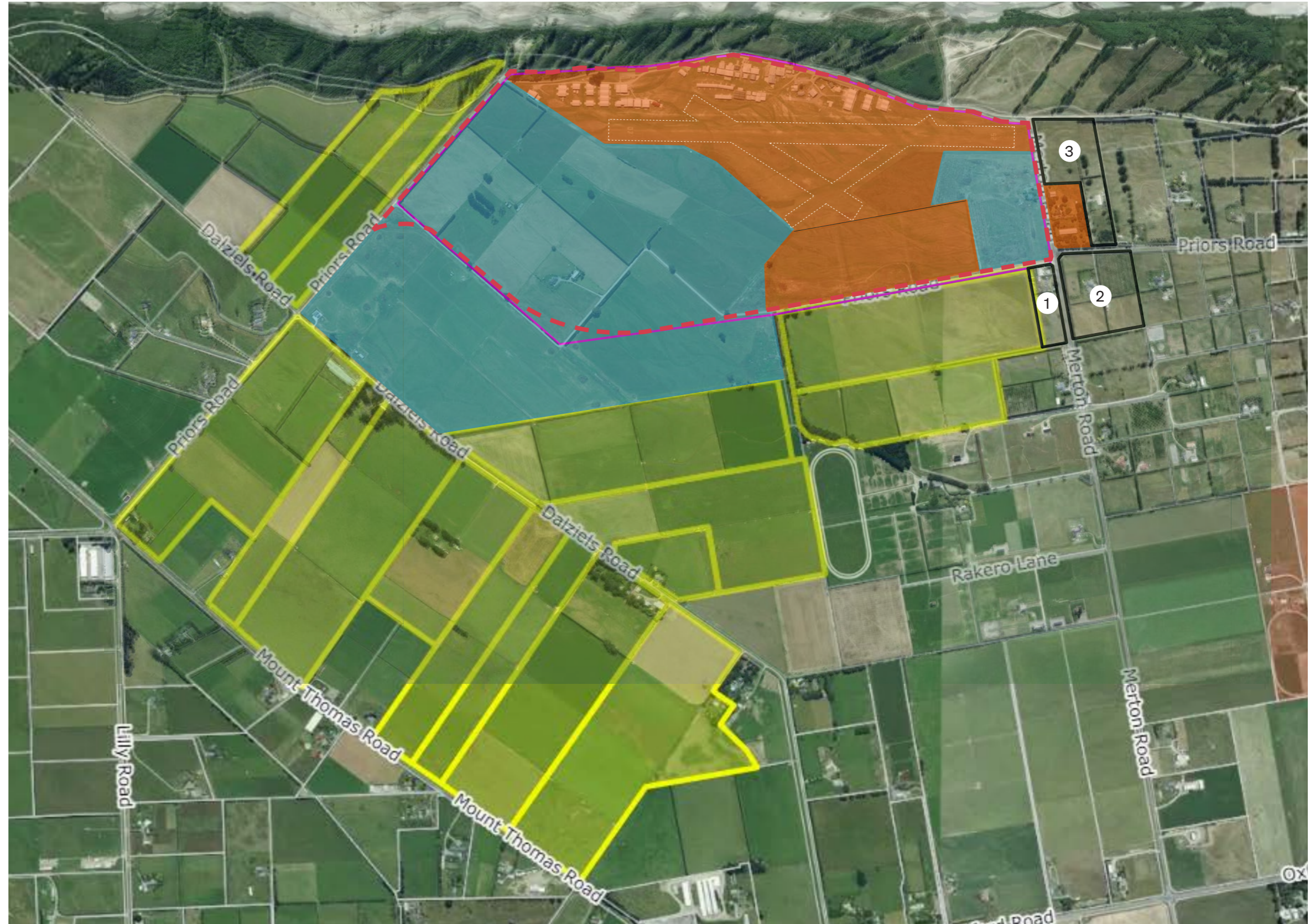
Legend	
	The Site
	55dB Noise Contour District Plan
	65dB Noise Contour District Plan
	55dB Noise Contour for Extended Runway
	65dB Noise Contour for Extended Runway
	Indicative Road Network
	Road Access Points
	Indicative Taxiway Network
	Street Tree Planting
	Activity Area A: Airfield Central
	Activity Area B: Airfield Environs (Residential)
	Existing Runway Extents
	Indicative Future Runway Extents
	Low tussock planting max height 1.0m



Scale: Not to Scale
 Data Source: Aerial: LINZ - Canterbury 0.3m Rural Aerial Photos (2022)

Land Ownership

Legend	
	Site
	Land Owned by Brosnan Partnership
	Land Owned by WDC
	Land Owned by Smiths
1	Lot 1 DP46093 183 Merton Rd
2	Lot 1 DP83612 75 Priors Rd
3	Lot 2 DP 426606 80 Priors Rd



Scale: Not to Scale
Data Source: grip.co.nz

Viewpoint Location Plan

Legend



Site



Viewpoint Locations

Note

The Viewpoints and site photographs are prepared by RMM.



Scale: Not to Scale

Data Source: Aerial: LINZ - Canterbury 0.3m Rural Aerial Photos (2022)

Viewpoint Photographs



Viewpoint Photograph 1: View of 183 Merton Road. Located on the corner of Prior and Merton Road and has established boundary treatments, typical of the region to mitigate the impact of wind.



Viewpoint Photograph 2: The Manson property viewed from Merton Road shows limited visibility of the application site due to the shelterbelts that surrounds the property.

Viewpoint Photographs



Viewpoint Photograph 3: The Scott/ Krijgsman property viewed from Merton Road



Viewpoint Photograph 4: View across airfield. Distant views of the airfield and associated hangers are visible due partly to the light colours (with some unpainted) of the various buildings and the absence of any shelterbelt planting within this general area where long views are possible.

Viewpoint Photographs

Shelterbelt visually separating the application site for GRUZ zoned land.



Viewpoint Photograph 5: View along Prior Road that provides access to and then runs through the application site further demonstrates the typical character of this location

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