



**Greater Christchurch
Partnership**

Te Tira Tū Tahī
One Group, Standing Together

Submission Form

OUR SPACE 2018-2048

Greater Christchurch Settlement Pattern Update

Whakahāngai O Te Hōrapa Nohoanga

To: Greater Christchurch Partnership

Submitter: Christchurch International Airport Limited

Contact: Felicity Blackmore

Address for Service: Christchurch International Airport Limited
C/- Planz Consultants Limited
PO Box 1845
Christchurch 8140
Attn: Dean Chrystal
M +64 21 668847
E dean@planzconsultants.co.nz

Hearing

Christchurch International Airport Limited (CIAL) wishes to be heard in support of this submission and its preferred location is Christchurch.

Overview

CIAL generally supports the direction of the Our Space 2018-2048 Greater Christchurch Settlement Pattern Update (Update). There are however some key matters around the constraints on settlement which arise from airport noise contours, the strategic and unique status of the airport from an employment and transport perspective including the potential to meet the need to allocate more commercial land, the urban boundary, access to the airport and risks of bird strike which CIAL is of the opinion need to be considered as part of this process and the forthcoming review of the Canterbury Regional Policy Statement (CRPS).

Christchurch International Airport Limited

Within the Greater Christchurch area Christchurch International Airport has a wide area of influence, which includes constraints imposed by noise contours to protect its ongoing operations from the encroachment of noise sensitive development and to ensure people's amenity is not impacted by locating in the wrong place.

As New Zealand's second largest airport Christchurch is the international gateway to the South Island and is a major hub for business. The airport was estimated in 2017 to have a total economic impact on the Canterbury Region of \$2.6 billion in GDP. Within the Airport Campus itself there are thousands of employees and overall the airport creates employment for approximately 24,000 full time equivalent workers (FTEs) in the Canterbury region. The onsite Antarctic operations deliver \$80 million in direct benefits to the city annually and the airport helps to retain technicians and associated professionals within the region and New Zealand.

Submission Points

CIAL wishes to make the following submission points:

1. *Strategic infrastructure*

CIAL supports the reference in the Update on page 5 to Christchurch International Airport being recognised as regionally important strategic infrastructure which is to be protected. The need for protection drives a requirement to place constraints on where other development occurs, which is sensitive to effects airport operations.

2. *Noise Contours*

CIAL notes that the noise contours shown in the Update are those currently in the CRPS. It advises that the contours are currently in the process of being re-modelled as required by Policy 6.3.11(3) of the CRPS. CIAL will be in a position to make the revised contours available to the Greater Christchurch Partnership early in 2019.

3. *Employment/Commercial/Transport Node*

CIAL notes that the airport is not specifically referred to as a major employment area nor a Key Activity Centre. CIAL considers that it is timely as part of the Update to re-look at these aspects and to properly consider the characteristics of the airport. The airport is a major employment, tourism and transport activity centre and holds a unique position as a primary gateway to the city, region and South Island. It would be a major omission not to recognise these factors.

Based on the latest data to the year ending September 2018, 6.9 million passengers travelled in and out of Christchurch Airport. Of that 1.77 million were international passengers. In addition to this there are significant air freight (both national and international) and road freight movements to and from the airport.

In terms of employment approximately 6,260 people are employed on the airport campus making it one of the largest single centres of employment in the South Island (Note: CIAL are currently in the process of updating the employment data and this figure is expected to rise).

Taking into account the above, and the fact Christchurch International Airport differs from key activity centres as it is not located near residential areas, CIAL considers that the airport should be identified as a Key Employment, Commercial and Transport Node in the Update. Providing a signal that the Airport was an important, but somewhat different, component of the Greater Christchurch business fabric is considered an appropriate response.

Identifying Christchurch International Airport as a Key Employment, Commercial and Transport Node also provides a basis for some of the issues raised below, in terms of expansion of the urban limits, transport access and opportunities for a broader spectrum of commercial development.

Commercial Development

In terms of the latter point above, CIAL notes the particular stated need in the Update for more commercial land in the medium to long-term in the north-west of Christchurch. In this context CIAL has parts of its landholdings which are not suitable for the type of aircraft freight related distribution and warehouse facilities establishing in the Dakota Park area. CIAL considers Christchurch International Airport would be ideally situated to assist in providing for those commercial needs to be met whilst ensuring that the overall Airport Master Plan to require there is sufficient land in appropriate locations to provide for the long term needs of the airport is not compromised.

4. Urban Limits

While it is accepted that the Business Development Capacity Assessment has identified that the existing industrial land provisions are sufficient to cater for industrial growth up 2048, CIAL is a unique 'industrial' market and is experiencing an increasing take-up of airport land for distribution and warehouse related activities associated with aircraft freight. The nature of many of these types of development is that they are space extensive with some requiring aircraft aprons. CIAL estimates it has in the vicinity of 80ha of developable land left east of the main runway not all of which would be appropriate for these types of activity and considers that there

will be a need to provide further land for this purpose within the 30 year horizon of the Update and that this should be catered for through extension of the airport designation area towards Ryans Road.

Given the timeframe of the Update through to 2048 it is therefore important that this land is identified for these purposes when the urban limit is being reconsidered.

5. Transport

Airport Rapid Transit Corridor

The Update identifies two Rapid Transit Corridors for implementation in the 30 year period up to 2048 with the central city to airport corridor only seen as a potential future corridor. CIAL considers that the Update should also provide for the route between the Airport and the Central City as a Rapid Transit Corridor. CIAL considers this is justified in terms of providing for commuters and encouraging tourists into the City, particularly given that such a corridor is likely to generate a greater level of all day demand rather than just peak period demand.

State Highway 1 Corridor

CIAL considers that State Highway 1 (Johns Road/Russley Road) should be included in the Update as a strategic freight route and that it should acknowledge the need for significant upgrades along that route within the 30 year horizon, in particular the grade separation at Sawyers Arms Road.

6. Flood Hazard

The flood hazard map in Figure 10 of the Update shows flooding from the Waimakariri stopping at the Christchurch City boundary. CIAL considers that the flood hazard map should be amended to show the full extent of the flood hazard associated with a breakout of the Waimakariri River in terms of a constraint.

7. Bird Strike

CIAL considers that bird strike should be included in the Update as an identified hazard in the area around the Airport. A serious bird strike event would have a significant impact on Greater Christchurch in diminishing confidence in Christchurch Airport as providing a safe location for domestic and international passengers. Identifying the issue sends an important signal to plan writers to consider the appropriateness of where to allow activities which have the potential to be bird attractants to be located.

It is CIAL's intention to provide more detailed information in relation to the above submission points at the future hearing process, however CIAL would welcome the opportunity to discuss any aspects of this submission at an early opportunity should the Partnership wish to do so. In particular it would welcome the opportunity to provide updated information regarding the noise contour modelling exercise as and when it becomes available.

Finally, CIAL considers that the Schedule of Future Work should involve consultation with owners / operators of Strategic Infrastructure such as CIAL.

Dated: 29th November 2018



Dean Chrystal

Consultant Planner (Director)

Planz Consultants Limited