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| To | Nicole Rosie, Chief Executive |
| From: | Ian Duncan |
| Subject: | BRI-2154 – Meeting with Christchurch Airport CEO Malcolm Johns |
| Date: | 15 April 2021 |

PURPOSE

1. This memo provides information to support your meeting with Christchurch International Airport Limited (CIAL) CEO Malcolm Jones taking place on 16 April 2021.

BACKGROUND

2. Christchurch International Airport Limited (CIAL) is the second busiest airport in New Zealand for passenger and freight movements. It is the gateway to the South Island and a key piece of national infrastructure. Therefore, there are a number of land transport challenges alongside this.
3. CIAL is currently investigating the construction of new airport near Tarras in Central Otago. This is in the very early stages of planning, and there are several challenges for Waka Kotahi, relevant councils and CIAL to work through.

CHRISTCHURCH AIRPORT

4. The completion of the Christchurch Motorway projects is significantly improving access and freight carrying capacity of roads in and around the airport. In particular, the SH1 western corridor involves the completion of the four-lane expressway along Russley and Johns Road, including:
 - a. the Western Belfast Bypass
 - b. the Memorial Ave interchange
 - c. the Dakota interchange to the Dakota industrial area
 - d. the Harewood Road cycle underpass.
5. Associated projects include the Broughs Road connection from Sawyers Arms Road to McLeans Island Road with ability to connect with the Orchard Road entrance to the airport campus. This enabled the development of Pound Road as a local bypass with Waka Kotahi improvements at the Pound Road roundabout.
6. CIAL is well connected to public transport with a number of bus lines passing through and around the airport campus. This includes services to nearby suburbs and direct to the Christchurch CBD. The PT Futures business case work underway in Christchurch includes bus route improvements accessing the airport to support the wider Greater Christchurch mode shift plan.
7. Christchurch City Council is currently working on a number of dedicated shared paths in the area, including the Wheels to Wings cycleway (consultation on this is currently underway). CIAL has also installed a number of dedicated bike racks and associated infrastructure.
8. A number of initiatives around decarbonisation are underway at CIAL, including the electrification of its fleet vehicles, installation of more EV parks and dedicated chargers.

PROPOSED TARRAS AIRPORT

9. The proposed new airport would occupy a large parcel of land currently bordered by SH8 and SH8A. This area is presently used for agriculture/viticulture and as such does not have significant supporting infrastructure in place. CIAL has confirmed that the land allows the potential accommodation of wide-bodied commercial aircraft at the new airport.
10. There are two existing commercial airports in Central Otago: Queenstown, which hosts domestic and international flights, and Wanaka, which primarily hosts non-scheduled general aviation and helicopter flights. Each will face growth constraints in the coming years as passenger and freight numbers increase. Both are owned by the Queenstown Lakes District Council with a commercial interest from Auckland International Airport. In addition, there is a small airport in Alexandra catering for scenic and chartered flights.
11. Queenstown Lakes District Council completed a draft Wanaka Masterplan and programme business case. However, this has been paused due to constrained funding and lack of community/business support for some aspects at this stage. This may need to be revisited in the future given the potential changes around a new airport development. Otago Regional Council will possibly need to review its Regional Public Transport Plan in the future too.
12. Waka Kotahi staff from the region have had some early discussions with CIAL, including with Rhys Boswell, GM Planning and Sustainability. CIAL is quite open that there are no detailed plans or firm timelines at this stage, but it is taking the time to talk to relevant stakeholders and communities.
13. Continuing population growth and other projects in the same area, such as a proposed film studio near Wanaka Airport, will contribute to increasing traffic volumes, in particular the SH6/SH8A/SH8 corridor between Tarras, Wanaka and nearby towns.
14. There are currently limited plans to make improvements on this corridor other than a potential speed management project in 2024/25 and the replacement of the single lane Albert Town bridge in Wanaka, which has not been formally programmed into the Waka Kotahi Investment Proposal.
15. Attached is a recent booklet CIAL produced as it begins working with the community of Tarras. The booklet includes some early indicative plans and objectives for the project.

END