

# Central Otago Project Update

February 2022

Kia ora koutou,

I hope 2022 is off to a good start for you, that you managed to get a break over summer, and this finds you safe and well despite Omicron being in our midst.

Our project team enjoyed some time off after a busy year. The major milestone for us in 2021 was the release of the Preliminary Aeronautical Analysis which confirmed the site is able to support an airfield with a runway of at least 2.2 kilometres.

We are now deepening our work with industry experts on more technical analysis to refine potential flightpaths and model how various aircraft could operate safely and efficiently from the site. This will involve gathering site-specific weather data among other things.

This is a logical first step for the project.

Knowing what aviation the site could support will, in time, enable us to design the overall operation and understand elements like potential passenger and freight capacity.

We have a long way to go but in the short term we are focusing on:

- Exploring the new opportunities a future-proofed airport will create for the region and beyond
- Progressing a review of the environmental values on and around the site



- Undertaking modelling of land transport movements and preliminary land transport assessments.

We are fortunate in that most of our work can continue despite the pandemic but occasionally COVID does get in the way (like it forcing the poor Cromwell Business Breakfast Group to postpone seven times a gathering we were invited to speak at!).

We will have more information to share with you this year (like we did with the [Preliminary Aeronautical Assessment](#)).

Although there's no formal requirement for us to engage widely at this early stage, we respect there's huge interest in the project and it's important we continue to communicate what we learn.

Thanks again to all of you who've taken the time to meet with us recently and best wishes to you all for the year ahead.

Kind regards,  
**Michael Singleton**  
**Project Director**

# Community group working to establish new fund for Tarras



*From left: Jonny Trevathan, Michael Singleton, Stacey Bennett (Friends of Tarras School) and Rebecca McElrea who lives in Tarras and is assisting Christchurch Airport with community engagement.*

As a gesture of goodwill and a reflection of our commitment to make a positive contribution to Tarras, Christchurch Airport is making \$30,000 available for community projects in the district each year.

Four members of the community have formed an establishment group to design the fund and establish its application and distribution processes.

The establishment group members are Pete Jolly, Rachelle Haslegrave, Michelle Dacombe and Jonny Trevathan.

Spokesperson Jonny Trevathan says they'll form a community committee to lead the decision-making process over where the funds will be distributed each year.

"We know this community well and will be able to ensure the fund is set up in a way that reflects Tarras' values and that the money goes where it's needed most."

The group has decided the first distribution of funds will be \$20,000 to the Friends of Tarras School.

There is no requirement for members of the Community Committee or for fund recipients to support the airport project.

This is a no strings attached contribution that will also sit outside any mitigation we may have to make if our project proceeds.

It's simply a recognition that Christchurch Airport is a large organisation actively working in Tarras and sees supporting the community as the right thing to do.

**More details will be made available once they have been finalised with the establishment group.**

## A powerful question ...

You may have seen recently that Christchurch Airport's launched Kōwhai Park.

The development is a platform for creating a range of green energies. Phase One will deliver a 220 hectare, 150 megawatt solar array (larger than any other currently in New Zealand) that will be built on land just behind the Christchurch Airport runways.

Since then, we've been asked whether our project is looking to incorporate a solar farm on our site in Tarras.

There's going to be enormous demand on New Zealand's electricity network as people and businesses switch to clean technology. Transpower estimates demand for renewable energy will increase by 68% by 2050 (the year New Zealand is aiming to be carbon zero).

We also know there will be huge demand for green energy from the aviation sector as new generations of green hydrogen and electric aircraft start flying our domestic routes.

Any airport of the future will have to look at how these aircraft can recharge so it makes sense to look at the potential to build some kind of renewable generation into our project. But exactly what source it would be and who would deliver it are details that we're still some way from working through.



Watch the full video [here](#)

# Planning 101

We often get asked why Christchurch Airport takes an active interest in potential changes to the rules and regulations that exist around planning in New Zealand.

The answer is pretty simple.

For 80 years, we've owned and/or operated on what is now 1,000 hectares of land next to the country's second largest city.

That has given us a lot of experience in developing and managing land which is a careful balancing act. It's important the airport can keep operating so people and goods can get where they need to, and it's critical our neighbours continue to enjoy a good quality of life.

One of the ways authorities look after the needs of communities living alongside large infrastructure is through planning laws.

In the case of airports, councils establish noise contours where the operation of the airport is closely monitored and the development of what are referred to as 'noise sensitive activities' (like childcare centres or hospitals) is restricted. This is a somewhat complex task (in Christchurch it involves three local councils and the regional council).

Noise contours enable councils to appropriately manage land use next to airports. That's a good thing.

Airports are important assets. They should be well-planned and sensibly located.

Positioning an airport is a balancing act - it should be sited to afford convenient and efficient access to the regional populations and destinations it serves, but not so close that the environmental impacts (such as noise) cause future conflict between the airport and growing residential communities.



*Project Lead - Planning and Sustainability, Rhys Boswell has a Master of Regional Resource Planning from the University of Otago and has spent his career advising airports in New Zealand and overseas on strategic planning issues. He joined Christchurch Airport in the year 2000 and explains the company's interest in planning.*

This is why we chose an area of low population for our project, why we purchased a large 750-hectare site and why we chose land in an area with rural zoning. Our view is the existing land uses are compatible with an airport.

Aviation is a highly regulated sector and planning laws balance a lot of competing interests and issues. These laws are overseen, as they should be, by territorial authorities. Airports are not, and never should not be, the rule makers for the regions they serve.

Airports do, like other businesses and individuals, take part in the processes councils undertake when reviewing rules.

We openly make submissions on proposed changes and we encourage others to make submissions on such issues as well. That's how planning laws work and how we can all ensure those in charge make well-informed decisions.

Please feel free to share this email with others so they can sign up for future updates.