

**From:** Hearings Administrator <hearingsadministrator@orc.govt.nz>  
**Sent:** Tuesday, 14 March 2023 10:21 am  
**To:** Jo Appleyard  
**Cc:** Annabel Hawkins  
**Subject:** RE: pORPS Hearing Zoom Link Tuesday 14 March

Please connect to the Zoom

**Kate McKinlay**  
Hearings Administrator



P [REDACTED] M [REDACTED]  
[REDACTED]@orc.govt.nz  
[www.orc.govt.nz](http://www.orc.govt.nz)

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**From:** Jo Appleyard <[REDACTED]@chapmantripp.com>  
**Sent:** Tuesday, 14 March 2023 10:07 a.m.  
**To:** Hearings Administrator <hearingsadministrator@orc.govt.nz>; Annabel Hawkins <[REDACTED]@chapmantripp.com>  
**Subject:** RE: pORPS Hearing Zoom Link Tuesday 14 March

Thanks

JO APPLEYARD  
PARTNER

**Chapman Tripp**

D: [REDACTED]  
M: [REDACTED]

LEGAL ADMINISTRATOR: [REDACTED]  
[www.chapmantripp.com](http://www.chapmantripp.com)

---

**From:** Hearings Administrator <[hearingsadministrator@orc.govt.nz](mailto:hearingsadministrator@orc.govt.nz)>  
**Sent:** Tuesday, 14 March 2023 10:07 AM  
**To:** Annabel Hawkins <[REDACTED]@chapmantripp.com>  
**Cc:** Jo Appleyard <[REDACTED]@chapmantripp.com>  
**Subject:** RE: pORPS Hearing Zoom Link Tuesday 14 March

Hi Annabel, Jo,

On account of the email below, could you please be online in say 10 - 15 minutes ready to go when Manawa finish, it is possible that the Chair may call a morning tea break at that time, in which case I will advise you what time we will be back.

Kind regards,

**Kate McKinlay**  
Hearings Administrator



P [REDACTED] | M [REDACTED]  
[REDACTED]@orc.govt.nz  
[www.orc.govt.nz](http://www.orc.govt.nz)

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**From:** [REDACTED]@simpsongrierson.com>  
**Sent:** Tuesday, 14 March 2023 10:03 a.m.  
**To:** Annabel Hawkins [REDACTED]@chapmantripp.com>; Hearings Administrator <hearingsadministrator@orc.govt.nz>; [REDACTED]  
**Cc:** Jo Appleyard [REDACTED]@chapmantripp.com>; [REDACTED]@simpsongrierson.com>  
**Subject:** RE: pORPS Hearing Zoom Link Tuesday 14 March

Hi Annabel,

Transpower is happy to slot in after CIAL. I am not appearing at the hearing, but [REDACTED] (CC'd) is there at present, so feel free to get in touch with him direct with any further questions.

Kind regards

[REDACTED]  
[REDACTED]  
**Solicitor | Simpson Grierson**

Level 24, HSBC Tower, 195 Lambton Quay, Wellington, New Zealand  
PO Box 2402, Wellington 6140, New Zealand  
**DDI** [REDACTED] | **Fax** [REDACTED]  
[REDACTED]@simpsongrierson.com

---

**From:** [REDACTED]  
**Sent:** Tuesday, 14 March 2023 9:56 am  
**To:** Annabel Hawkins [REDACTED]@chapmantripp.com>; Hearings Administrator <hearingsadministrator@orc.govt.nz>; [REDACTED]  
**Cc:** Jo Appleyard <[REDACTED]@chapmantripp.com>  
**Subject:** RE: pORPS Hearing Zoom Link Tuesday 14 March

Thanks Annabel, I'll ask the team and get back to you asap.

Kind regards

[REDACTED]  
[REDACTED]  
**Solicitor | Simpson Grierson**

Level 24, HSBC Tower, 195 Lambton Quay, Wellington, New Zealand  
PO Box 2402, Wellington 6140, New Zealand

DDI [REDACTED] | Fax [REDACTED]  
[REDACTED]@simpsongrierson.com

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**From:** Annabel Hawkins [REDACTED]@chapmantripp.com>  
**Sent:** Tuesday, 14 March 2023 9:55 am  
**To:** Hearings Administrator <hearingsadministrator@orc.govt.nz>; [REDACTED]@simpsongrierson.com>;  
[REDACTED]  
**Cc:** Jo Appleyard [REDACTED]@chapmantripp.com>  
**Subject:** RE: pORPS Hearing Zoom Link Tuesday 14 March

Hi Kate and [REDACTED]

It looks like Manawa Energy's hearing presentation is going – we wondered if it might be possible for CIAL to please slot in before Transpower, otherwise it may be getting quite tight for Jo's timing?

The two CIAL witnesses that are appearing in person are in the room ready to go and Jo is ready to go on Zoom.

Thanks very much.

Annabel

ANNABEL HAWKINS  
SENIOR ASSOCIATE

**Chapman Tripp**

D: [REDACTED]  
M: [REDACTED]

LEGAL ADMINISTRATOR: [REDACTED]

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---

**From:** Hearings Administrator <hearingsadministrator@orc.govt.nz>  
**Sent:** Friday, 10 March 2023 2:42 pm  
**To:** Annabel Hawkins <[REDACTED]@chapmantripp.com>; Hearings Administrator <hearingsadministrator@orc.govt.nz>; Transpower [REDACTED]@simpsongrierson.com>; [REDACTED]  
**Cc:** Jo Appleyard <[REDACTED]@chapmantripp.com>  
**Subject:** RE: pORPS Hearing Zoom Link Tuesday 14 March

Hi Annabel,

I would suggest that the best place to slot CIAL into would be after Transpower and prior to Aurora.

[REDACTED] – could you please confirm you would be ok with that movement in schedule, it would mean that Aurora gets the entire afternoon slot rather than being split over the lunch break.

Just a note to you all, I am about to log off for the day to travel to Dunedin but will confirm any changes on Monday.

Kind regards,

**Kate McKinlay**  
Hearings Administrator



P [REDACTED] | M [REDACTED]  
[REDACTED]@orc.govt.nz  
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**From:** Annabel Hawkins <[REDACTED]@chapmantripp.com>  
**Sent:** Friday, 10 March 2023 1:53 p.m.  
**To:** Hearings Administrator <[hearingsadministrator@orc.govt.nz](mailto:hearingsadministrator@orc.govt.nz)>; Transpower [REDACTED]@simpsongrierson.com>; [REDACTED]  
**Cc:** Jo Appleyard [REDACTED]@chapmantripp.com>  
**Subject:** RE: pORPS Hearing Zoom Link Tuesday 14 March

Hi Kate

Thank you for sending the Zoom link through for next Tuesday's hearing.

Jo Appleyard will be presenting legal submissions for Christchurch International Airport Ltd (CIAL). She was going to appear in person, with CIAL's witnesses Rhys Boswell and Matthew Bonis. She unfortunately now needs to [REDACTED]. So she will present via Zoom while Mr Boswell and Mr Bonis will still attend in person.

Due to [REDACTED], Ms Appleyard will be unavailable from 12.30pm on Tuesday, so we wondered if it might be possible to move CIAL up in the order of submitters to accommodate this?

I have copied in counsel for the two earlier submitters (Transpower and Aurora Energy/Network Waitaki/PowerNet) and hope they may be able to confirm that they are happy to move the order slightly. It would probably be fine to slot in either before or after Transpower.

Thank you all.

Kind regards

ANNABEL HAWKINS  
SENIOR ASSOCIATE

**Chapman Tripp**

D: [REDACTED]  
M: [REDACTED]

LEGAL ADMINISTRATOR: [REDACTED]

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**From:** Hearings Administrator <[hearingsadministrator@orc.govt.nz](mailto:hearingsadministrator@orc.govt.nz)>  
**Sent:** Friday, 10 March 2023 10:25 am  
**To:** Transpower <[REDACTED]@simpsongrierson.com>; Annabel Hawkins <[REDACTED]@chapmantripp.com>  
**Subject:** pORPS Hearing Zoom Link Tuesday 14 March

Good morning,

Please find below an AVL link for your hearing attendance **next week**. Please pass this link on to anyone in your team who requires it, if you would like me to send this to them directly and keep them up to date with appearance times, please do let me know.

We would appreciate if you are available to appear when we get to you in the list.

We will notify you approximately 30 minutes prior to the time we expect you will be required to start, noting that although there are indicated timeframes from the schedule, this may not be followed exactly.

Please ensure that you are logged in **10 minutes** before this time – this allows you to make sure that Zoom is working on your device.

You will enter a waiting room when you open the zoom link and will be admitted from this waiting room when we are ready for you. As you will not be able to see or hear the zoom call from the waiting room, I would recommend keeping the livestream open until you are admitted to the Zoom call, but please remember to exit this page once your microphone is turned on.

Please make sure that your microphone and camera are turned on.

Please let me know if you have any issues accessing the Zoom link.

Topic: pORPS Hearing - Week 5 EIT, Day 2  
Time: Mar 14, 2023 08:00 AM Auckland, Wellington

Join Zoom Meeting  
<https://otagorc.zoom.us/j/82442513636?pwd=NGRVVUxqWXNOcnBpMVI3a21YdkhFZz09>

Meeting ID: 824 4251 3636  
Passcode: 691043

Kind regards,

**Kate McKinlay**  
Hearings Administrator



P [redacted] | M [redacted]  
[redacted]@orc.govt.nz  
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[REDACTED]

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**From:** Annabel Hawkins <[REDACTED]@chapmantripp.com>  
**Sent:** Friday, 21 April 2023 5:02 pm  
**To:** Hearings Administrator  
**Cc:** Jo Appleyard  
**Subject:** pORPS - CIAL supplementary legal submissions - EIT hearing  
**Attachments:** CIAL Supplementary Submissions - EIT Hearing.pdf

Good afternoon Kate

Please find **attached** for filing with the Panel supplementary legal submissions for Christchurch International Airport Limited on the pORPS Energy, Infrastructure and Transport topic.

Kind regards

ANNABEL HAWKINS

SENIOR ASSOCIATE

**Chapman Tripp**

D: [REDACTED]

M: [REDACTED]

LEGAL ADMINISTRATOR: [REDACTED]

[www.chapmantripp.com](http://www.chapmantripp.com)

Before a Hearings Panel  
Appointed by the Otago Regional Council

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*under:* the Resource Management Act 1991

*in the matter of:* submissions and further submissions in relation to the  
Proposed Otago Regional Policy Statement 2021  
(excluding parts determined to be a freshwater planning  
instrument)

*and:* **Christchurch International Airport Limited**  
*Submitter 0307*

Supplementary legal submissions on behalf of Christchurch  
International Airport Limited

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Dated: 21 April 2023

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Reference: JM Appleyard (jo.appleyard@chapmantripp.com)  
ARC Hawkins (annabel.hawkins@chapmantripp.com)

chapmantripp.com  
T +64 3 353 4130  
F +64 3 365 4587

PO Box 2510  
Christchurch 8140  
New Zealand

Auckland  
Wellington  
Christchurch





## MAY IT PLEASE THE HEARINGS PANEL

### INTRODUCTION

- 1 These supplementary legal submissions are provided on behalf of Christchurch International Airport Limited (*CIAL*). At the hearing on 14 March 2023 we sought leave to file supplementary submissions.
- 2 They address matters that arose during the Energy, Infrastructure and Transport (*EIT*) hearing, in particular in relation to the definitions of “Regionally Significant Infrastructure” (*RSI Definition*) and “Nationally Significant Infrastructure” (*NSI Definition*). *CIAL*’s suggested wording for these definitions is set out below.

### DEFINITIONS

- 3 *CIAL* presented at the *EIT* hearing on 14 March 2023. The focus of *CIAL*’s evidence and hearing presentation was the *RSI Definition*. As outlined at the hearing, *CIAL* seeks changes to the *RSI Definition* so that the “airports” component (subclause 6) is not limited to the Otago region’s existing airport infrastructure assets, but enables the consideration of new airport infrastructure under the proposed Otago Regional Policy Statement (*pORPS*) framework.
- 4 Prior to *CIAL*’s presentation, during the hearing session on 13 March 2023, the reporting officer, Mr Langman, indicated that he agreed in principle with the changes *CIAL* seeks to the *RSI Definition*. During *CIAL*’s presentation, Mr Langman suggested that the airport component (subclause 6) should not include “ancillary commercial activities”, as is the approach taken in the relevant part (subclause h) of the *NSI Definition*.
- 5 Discussion followed between the Panel, Mr Langman and *CIAL*’s representatives as to the appropriate scope of a modern airport and what activities, including commercial activities not directly linked to core aviation activities, might or might not come within that concept. The short point is that the definition and concept of a modern airport has been well-traversed by the Courts, most notably in the *McElroy* (also known as *Craigie Trust*) cases in the Court of Appeal and High Court.<sup>1</sup>
- 6 Those cases have confirmed the broad scope of activities encompassed by the term “airport” in order to enable the proper functioning of a modern airport. This includes those often described as directly linked to core aviation activities (such as the terminals, navigation, freight, emergency services and other such facilities), and those often described as not directly linked to core aviation

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<sup>1</sup> *McElroy v Auckland International Airport* [2009] NZCA 621; and *McElroy v Auckland International Airport Ltd* CIV 2006 404 005980 27 June 2009 Williams J HC.

activities (such as rental car companies, retail and food outlets, shopping outlets, hotels, childcare facilities, and government agencies servicing national and international travellers).

- 7 As the High Court stated in the Auckland International Airport context in *McElroy*:<sup>2</sup>

*Examples include the provision of banking facilities for the millions of travellers and thousands of staff at Auckland Airport and the rental car and campervan parking and the supermarket servicing airport users and inbound tourists. Food outlets can be similarly regarded. Even Butterfly Creek, though primarily recreational, offers convention facilities, now an important facility at airports.*

- 8 CIAL's firm position is that this matter is settled law which need not, and should not, be re-litigated in this process. The scope of a modern airport is well established and should not be inappropriately restricted in this context. To do so would have significant implications for the functioning and upgrade of any (existing and future) airport infrastructure assets in the Otago region.

- 9 On this basis, Mr Langman's suggested addition of "excludes ancillary commercial activities" in subclause 6 of the RSI Definition should not be accepted. We have considered whether some alternative wording in subclause 6 to clarify the scope of a modern airport would be appropriate. In our submission, this would add uncertainty and confusion to an area of law that has been the subject of litigation and is now well-settled, and would be inconsistent with the general use of the terms "airports and aerodromes".

- 10 However, CIAL notes the potential inconsistency properly raised by Queenstown Airport Corporation (**QAC**) in that, with the exception of Dunedin, Queenstown and Wānaka Airports, the other airports listed in subclause 6 are not used by aeroplanes capable of carrying more than 30 passengers. CIAL's therefore suggests that its proposed changes are moved to the end, rather than then start, of the subclause. This would more clearly enable the protection of existing airport infrastructure as well as enabling future airport infrastructure. On this basis, the amended subclause 6 would read (with CIAL's changes shown in red and underlined):

**Regionally significant infrastructure means: ...**

6. *the following airports: Dunedin, Queenstown, ~~Wanaka~~ Wānaka, Alexandra, Balclutha, Cromwell, ~~Ōamaru~~ Ōamaru, Taieri and any other airports and aerodromes used for regular air transport services by aeroplanes capable of carrying more than 30 passengers.*

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<sup>2</sup> *McElroy v Auckland International Airport Ltd* CIV 2006 404 005980 27 June 2009 Williams J HC at [202].

- 11 In our submission, CIAL's suggested changes to the RSI Definition are the most appropriate approach to resolving the issue identified with subclause 6 as notified and achieving the objectives of the pORPS, and should be accepted.
- 12 Mr Langman referred to the airports component (subclause g) of the NSI Definition, which provides:

***Nationally significant infrastructure*** has, to the extent applicable to the Otago Region, the same meaning as in clause 1.4(1) of the **National Policy Statement for Urban Development 2020** (as set out in the box below)

*means all of the following:*

...

- g. any airport (but not its ancillary commercial activities) used for regular air transport services by aeroplanes capable of carrying more than 30 passengers*

- 13 In response to Mr Langman's comments and the discussion at the hearing, CIAL considers that a consequential change to subclause h of the NSI definition is necessary for the same reasons as set out above. This would read:

- g. any airport ~~(but not its ancillary commercial activities)~~ used for regular air transport services by aeroplanes capable of carrying more than 30 passengers*

- 14 It is noted that the NSI Definition is taken directly from the National Policy Statement for Urban Development 2020 (**NPS-UD**). However, "nationally significant infrastructure" is defined in the NPS-UD solely for the purpose of specifying "qualifying matters".<sup>3</sup>
- 15 A qualifying matter is a mechanism that enables a limitation on the level of development (or intensification) otherwise required by the NPS-UD. Qualifying matter (c) in clause 3.32 of the NPS-UD is "**any matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure**".
- 16 The definition of "nationally significant infrastructure" in the NPS-UD is therefore for a specific purpose and, by its nature, covers only the core of what it is intended to protect. As another example, qualifying matter (d) in clause 3.32 of the NPS-UD is "**open space provided for public use, but only in relation to the land that is open space**".

<sup>3</sup> See clause 3.32 of the NPS-UD which contains qualifying matter (c), "**any matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure**".

- 17 In contrast, the NSI Definition in the pORPS has much broader planning implications under the entirety of the pORPS itself and the lower-order planning documents for the Otago region. In our submission, subclause g of the NSI Definition should not be limited so that it only covers activities directly linked to core aviation activities. It should cover all activities that are lawfully (as per *McElroy*) part of a modern airport. Preventing the benefits of the nationally significant infrastructure provisions applying to these activities has the potential to impact the functioning, upgrade and establishment of airport infrastructure assets in the region. In our submission, CIAL's suggested changes set out at paragraph 13 above should be implemented.
- 18 We note CIAL's submission on the pORPS (page 1, paragraph 5.2) sought any other similar relief that would deal with CIAL's concerns set out in the submission. It is considered that this gives sufficient scope to make the consequential change proposed to subclause g of the NSI Definition.
- 19 Even if the Panel does not accept CIAL's suggested changes to the NSI Definition, CIAL considers its suggested changes to the RSI Definition stand alone and there is no need for an exclusion of ancillary commercial activities in subclause 6 of the RSI Definition. This is because, as outlined at the hearing, airports constitute both nationally and regionally significant infrastructure and are recognised as such for different purposes. While there will be overlap, different aspects and functions of an airport (existing and new) contribute to its national and regional significance.

#### **OTHER MATTERS**

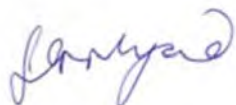
- 20 Over the course of the EIT hearing, common questions were asked of submitters by the Panel in relation to the RSI Definition. As CIAL was the first submitter to be heard, this section of our submissions briefly responds to questions asked of other submitters after CIAL's presentation which CIAL did not have the opportunity to respond to.
- 21 Counsel for Dunedin International Airport Limited (*DIAL*) submitted that if new (airport) infrastructure is to be established, the policy framework should be clear about potential conflicts between new and existing infrastructure.
- 22 Discussion between counsel for DIAL and the Panel followed and it became clear from the Panel's questions and the discussion that the policy framework (namely EIT-INF-P15) already appropriately deals with *direct* effects on nationally and regionally significant infrastructure from new activities establishing (including if that new activity is also nationally and regionally significant infrastructure). CIAL agrees and notes this is common and standard planning practice across the country.

- 23 The Panel asked counsel for DIAL if this matter was raised with an element of concern around competition. Counsel for DIAL responded that it was not, and instead suggested there was a direct issue around airspace control and a longer-term, admittedly speculative interest, in carbon emissions allocation.
- 24 In response, CIAL notes that the “direct issues” raised by DIAL are not resource-management related issues. Rather, they are matters governed by civil aviation and climate change legislation. Further, they are not matters on which this Panel has any evidence. If these matters were in any way relevant, they would be considered in relation to a particular proposal, not at this overarching plan-making stage.
- 25 CIAL agrees with the Panel’s proper characterisation of the matter that a commercial (rather than physical) constraint is a trade competition issue. CIAL would be concerned if trade competition issues arose in this broad and important context of setting the strategic planning direction for the Otago region. As the Panel rightly noted, trade competition and the effects of trade competition are precluded from the Panel’s consideration under section 61(3) of the RMA.
- 26 Counsel for QAC suggested that the policy framework gives preference to existing infrastructure and that new infrastructure does not obtain the benefits of the policy framework until it is in operation. As was clear from the Panel’s questions and subsequent discussion, such an approach would not be standard planning practice and would not enable the pORPS to appropriately anticipate and provide for the region’s future needs.

### **CONCLUSION**

- 27 In conclusion, the position for CIAL is that its suggested changes to the RSI Definition (as set out above) and the NSI Definition (as set out above) are the most appropriate way to meet the relevant objectives of the pORPS contained in the Infrastructure and Transport sections.<sup>4</sup>

Dated: 21 April 2023



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J Appleyard / A Hawkins  
Counsel for Christchurch International Airport Limited

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<sup>4</sup> E.g., EIT-INF-04, EIT-INF-05, EIT-TRAN-07, EIT-TRAN-08 and EIT-TRAN-09.

**From:** Hearings Administrator <hearingsadministrator@orc.govt.nz>  
**Sent:** Tuesday, 14 February 2023 12:09 pm  
**To:** Annabelle Lee  
**Subject:** RE: pORPS hearings 9/10 February

Hi Annabelle,

Neither of those parties have presented at any of the hearings to date.

Apologies for any confusion caused, we had a number of last minute amendments to the schedule for last week.

Kind regards,

**Kate McKinlay**  
Hearings Administrator



P [REDACTED] | M [REDACTED]  
[REDACTED]@orc.govt.nz  
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**From:** Annabelle Lee [REDACTED]@chapmantripp.com>  
**Sent:** Tuesday, 14 February 2023 12:05 p.m.  
**To:** Hearings Administrator <hearingsadministrator@orc.govt.nz>  
**Subject:** pORPS hearings 9/10 February

Good afternoon,

We are viewing the Integrated Management hearings that took place last week and understand that the presentations on Thursday 9 / Friday 10 February did not strictly follow the hearing schedule. Could you please confirm if Queenstown Airport and/or Sustainable Tarras Incorporated Society presented on the Integrated Management topic and, if so, at what time?

Thanks in advance.

Ngā mihi | Kind regards

ANNABELLE LEE (she/her)

SOLICITOR

**Chapman Tripp**

D: [REDACTED]

LEGAL ADMINISTRATOR: [REDACTED]

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**From:** Hearings Administrator <hearingsadministrator@orc.govt.nz>  
**Sent:** Thursday, 14 July 2022 10:58 am  
**To:** Hearings Administrator  
**Subject:** Further Details Requested in Relation to Submitters Request to be Heard  
**Attachments:** minute-1-and-direction-porps-28-february-2022.pdf

Hi,

Thank you for confirming that you wish to be heard.

As specified in Minute 1 (attached), could please respond to this email as soon as possible with the following details:

1. Submitter name and number ([submitter numbers can be found here](#))
- 2.
- 3.
4. Requested time allocation to speak to the submission and/or call evidence (see minute attached);
- 5.
6. Whether the address to the hearings will be in te reo;
- 7.
8. Whether there are any special requests (eg, projection equipment and screen);
- 9.
10. Whether there is any intention to call expert evidence (including any planning evidence), and the name(s) of the expert witnesses.

**If you could respond as soon as possible with this information, it would be much appreciated.**

Regards,

Hearings Administrator  
[hearingsadministrator@orc.govt.nz](mailto:hearingsadministrator@orc.govt.nz)



## Otago Regional Council

### Proposed Otago Regional Policy Statement 2021

#### FIRST MINUTE AND DIRECTIONS OF HEARINGS PANEL

On preparation for hearing of submissions

#### Minute 1

#### INTRODUCTION

On 17 December 2021, the then Chief Freshwater Commissioner Professor Peter Skelton CNZM appointed 4 of the 5 persons to the hearings panel for the Proposed Otago Regional Policy Statement (“PORPS”) from 17 January 2022, namely myself as Chair, Ron Crosby as the other Freshwater Commissioner member, and the two Otago Regional Council (“ORC”) nominees, Bianca Sullivan and Allan Cubitt. The fifth member, tangata whenua nominee Rauru Kirikiri was unable to be appointed at that time, so after I took office as Chief Freshwater Commissioner, I appointed him on 17 January 2022.

The panel members are therefore:

Judge Laurie Newhook (Chair)  
Ron Crosby  
Bianca Sullivan  
Allan Cubitt  
Rauru Kirikiri

It is the task of the panel under section 80A(5) of the Resource Management Act 1991 (“RMA”) to conduct the public hearing of submissions in accordance with its powers set out in Part 4 of Schedule 1 of the Resource Management Act (RMA) , and subsequently make recommendations to the ORC on this freshwater planning instrument.

## NOTICE OF HEARING

Notice is hereby given that the hearing into the PORPS and the submissions and further submissions received by the Council, will commence on Monday 30 May 2022 at 10am, at a venue to be advised soon (most likely Dunedin), and proceed throughout that week, and thereafter every second week until concluded around 7 October 2022.

The starting time on the first day of each hearing week will be 10am, and on subsequent days in each week, 9.30am.

The venue may change in any week after the first; as to which the panel will endeavour to provide parties with as much notice as possible in all circumstances.

At the time of issuing this notice, the panel hopes all hearings will be face-to-face, but it acknowledges the uncertainties around the Covid-19 pandemic in coming weeks and months, and needs to warn parties that remote electronic means of hearing may need to be employed. If that occurs in any given hearing week, the panel will endeavour to provide parties with as much notice as possible, and the Council will work with all involved to put fair means of access and attendance in place.

## DIRECTIONS

### Website

1. All information relevant to the hearings will be made available on the relevant page of the council's website:

<https://www.orc.govt.nz/proposedrps21hearing>

Submitters who wish to be heard are advised to view the information on the webpage at all stages of the process pre- and during the hearings.

## Service on the council

2. Any evidence or information required by this Minute, and any memorandum or application to the hearings panel, may be lodged by one of the following means:
  - By email to Anita Dawe<sup>1</sup> or later appointed hearings administrator at [hearingsadministrator@orc.govt.nz](mailto:hearingsadministrator@orc.govt.nz)
  - In writing, addressed to Otago Regional Council, Private Bag 1954, Dunedin 9054, marked for attention of the of the Hearings Administrator (PORPS); or
  - By delivery to Otago Regional Council at Philip Laing House, 144 Rattray Street, Dunedin 9016 for the attention of the Hearing Administrator (PORPS).

## Section 42A report

3. A section 42A report will be made available on the above webpage on and from 25 March 2022.

## Confirmation of wish to be heard

4. Submitters who wish to be heard at the public hearings are to confirm by email to the Hearings Administrator their intention no later than 5pm on 29 April 2022, and to confirm at that time:
  - The time allocation they seek to speak to their submission and/or call evidence (as to which they must consider the guidance about hearing procedures below);
  - Whether they wish to address the hearings in te reo;
  - Whether they have special requests (eg, projection equipment and screen);
  - Whether they intend to call expert evidence (including any planning evidence), and the name(s) of their expert witnesses.

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<sup>1</sup> Anita Dawe is Policy Manager for ORC and is the panel's prime administrative support as at the date of this Minute. She will soon appoint a dedicated hearings administrator for the PORPS hearings. Her email is [anita.dawe@orc.govt.nz](mailto:anita.dawe@orc.govt.nz).

## Hearing plan

5. The hearing plan is directed now but may be subject to change depending on the outcome of the recent High Court hearing concerning the status of the PORPS as a freshwater instrument.
6. The panel will soon decide whether all hearings will be in Dunedin, or whether other centres will host hearings. This decision will focus on the spread of submitters geographically, and topics.
7. A hearing plan will be emailed to submitters and posted on the webpage showing likely hearing date, sequence and time allocation granted to each submitter. The hearing plan may be subject to change from time to time.
8. Time allocations will be set in light of the content of each submission, evidence (if any), and the time estimate provided as required above. Given that all evidence will have been pre-read by the panel, the times allocated for speaking will be quite short (often a matter of a few minutes) plus any time needed to address new matters arising; followed by any cross-examination allowed by the panel and questions from the panel itself.

## Lodging of evidence

9. All evidence is to be focussed, relevant, and as succinct as possible. Parties need to be aware that good messages can get lost in evidence that does not have these qualities.
10. Evidence is to be divided out into separate statements on a chapter-by-chapter basis except in the case of whole-of-PORPS submissions.
11. To allow for timely lodging of any rebuttal evidence, and to allow the panel to read submissions and evidence prior to the hearing, submitters who intend to call or give evidence are to provide a written statement of the evidence of each witness in accordance with the following timetable:
  - (a) *All evidence in chief by 5pm on 14 April 2022*
  - (b) *All evidence in chief posted on the webpage by 22 April 2022*
  - (c) *All rebuttal evidence by 5pm on 13 May 2022*
  - (d) *All rebuttal evidence posted on the webpage by 20 May 2022*

## Hearing timetable

12. The hearings will commence on 30 May 2022 and continue every second week until approximately 7 October 2022, subject to the overall volume of business.

13. It is intended that submitters' evidence to the hearings will conclude by approximately 12 August 2022.
14. In that event, the council will lodge its reply evidence and amended draft PORPS provisions by 9 September 2022, to be posted on the webpage by 16 September 2022.
15. The parties' cases and later the council's replies, will proceed on a chapter-by-chapter basis (inclusive of related appendices and maps) to be determined by the panel in advance of the hearings (the panel appreciates that submitters may wish to present concerning more than one topic, but rather than take matters out of turn concerning this multi-faceted instrument, such parties will be encouraged to fit into the chapter-by-chapter approach, appearing by remote means on some occasions).
16. The panel will proceed to hear the council's reply evidence, the parties' closing submissions, and the council's closing submissions between 26 September and 7 October 2022.

#### Hearing procedure

17. Attention is drawn to clause 48 of Schedule 1 RMA part 4, concerning procedures of freshwater hearings panels. In summary, the panel is to regulate its proceedings in a manner that is appropriate and fair in the circumstances; keep a full record of the proceedings, and permit, regulate or prohibit cross-examination. Cross-examination can only be undertaken by leave of the panel. Numbers of parties or their representatives questioning any given witness may be limited, if leave is granted at all.
18. Any applications for leave to cross-examine any witness must be lodged with the panel via the hearing administrator in writing by 5pm on 25 May 2022. The application must specify with precision the topic(s) or issue(s) sought to be the subject of questions and the time sought to be allocated for the purpose.
19. Attention is further drawn to clause 40 ("Powers of freshwater hearings panel"), clause 41 ("Pre-hearing meetings"), clause 42 ("Council's role"), clause 43 ("Conference of experts"), clause 44 ("Alternative dispute resolution"), and clauses 45 and 46 about panels commissioning reports and appointing special advisors and "friends of submitters".
20. Such matters will be the subject of detailed attention and timetabling as necessary from time to time before and during the hearings, as the panel gains familiarity with the case materials.

21. The panel can indicate at this time that it favours conferencing of experts over cross-examination of them, to assist it to resolve scientific and technical issues as efficiently as possible.
22. By 5pm on 29 April 2022, parties are to advise the hearings panel in writing via the hearings administrator if they consider expert conferencing is required, and if so on what topics.
23. Parties may at any time request the panel to refer any matter to mediation, addressing for the panel the detailed matters set out in clause 44 of Part 4. Ideally such requests will be made well in advance of the hearing on the topic(s) so as to allow time for the session(s) to take place before such hearing, and for re-scheduling of hearing topics with fair advance notice.
24. An audio recording of the hearings will be made by council staff and will be available on the webpage. Excerpts of the recording may be transcribed at the request of the panel, or at the request of a submitter if agreed to by the panel.

For the panel,

Judge Laurie Newhook,  
Chair and Chief Freshwater Commissioner.

28 February 2022.

[REDACTED]

---

**From:** Hearings Administrator <hearingsadministrator@orc.govt.nz>  
**Sent:** Wednesday, 8 June 2022 11:51 am  
**To:** Annabelle Lee  
**Subject:** RE: pORPS - Christchurch International Airport Limited

Hi Annabelle.

Thanks for you email. We confirm receipt of your intent to be heard.

---

**From:** Annabelle Lee [REDACTED]@chapmantripp.com>  
**Sent:** Tuesday, 7 June 2022 11:11 a.m.  
**To:** Hearings Administrator <hearingsadministrator@orc.govt.nz>  
**Subject:** FW: pORPS - Christchurch International Airport Limited

Good morning,

We received an email bounce-back over the weekend - please see **below** our request for Christchurch International Airport to be heard at the ORPS hearings.

Many thanks,

ANNABELLE LEE (she/her)  
SOLICITOR

**Chapman Tripp**

D: [REDACTED]

LEGAL ADMINISTRATOR: [REDACTED]

www.chapmantripp.com

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**From:** Annabelle Lee  
**Sent:** Friday, 3 June 2022 2:55 PM  
**To:** [rps@orc.govt.nz](mailto:rps@orc.govt.nz); [hearing.administrator@orc.govt.nz](mailto:hearing.administrator@orc.govt.nz)  
**Cc:** Jo Appleyard <[REDACTED]@chapmantripp.com>; [REDACTED]@cial.co.nz; [REDACTED]@cial.co.nz  
**Subject:** pORPS - Christchurch International Airport Limited

Tēnā koutou,

We wish to advise that Christchurch International Airport Limited (*submitter 00307*) seek to be heard at the proposed Otago Regional Policy Statement hearings.

Ngā mihi,

ANNABELLE LEE (she/her)  
SOLICITOR

**Chapman Tripp**

D: [REDACTED]

LEGAL ADMINISTRATOR: [REDACTED]

www.chapmantripp.com

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**From:** Hearings Administrator <hearingsadministrator@orc.govt.nz>  
**Sent:** Friday, 19 August 2022 2:29 pm  
**To:** Annabelle Lee  
**Subject:** Re: pORPS evidence deadline

Good afternoon,

The situation is indeed quite complex. With reference to your questions, the current situation is this:

- Upon receipt of the High Court Decision, Judge Newhook issued this attached statement, which was sent to all submitters. Effectively the freshwater panel process has been dissolved and all timelines associated with that: [chief-freshwater-commissioner-minute-27-july-2022-pdf.pdf \(orc.govt.nz\)](#)
- 
- ORC is working through identifying what parts of the pORPS are considered to be a Freshwater Planning Instrument in light of the High Court Decision and will need to re-notify those parts by 30 September. The balance of the pORPS will continue through a Sch1 process, but with a new panel appointed and new timelines set. Further correspondence on this will occur late September.

I hope this answers your questions. Should you have any other questions, please do not hesitate to contact me.

Regards,

Hearings Administrator  
[hearingsadministrator@orc.govt.nz](mailto:hearingsadministrator@orc.govt.nz)

---

**From:** Annabelle Lee [REDACTED]@chapmantripp.com>  
**Sent:** 18 August 2022 1:48 PM  
**To:** Hearings Administrator <hearingsadministrator@orc.govt.nz>  
**Subject:** pORPS evidence deadline

Good afternoon,

We act for Christchurch International Airport Limited (*Submitter 0307*) and are hoping you could please clarify evidence deadlines for the proposed Otago Regional Policy Statement. Minute 6 (dated 15 July) indicates a 5 September deadline, however this has been superseded by the High Court freshwater decision and more recent Minute 7. We also observe that Council's supplementary evidence has not been provided (which was scheduled for 5 August in Minute 6).

Many thanks,  
ANNABELLE LEE (she/her)

SOLICITOR

**Chapman Tripp**

D: [REDACTED]

LEGAL ADMINISTRATOR: [REDACTED]

[www.chapmantripp.com](http://www.chapmantripp.com)

#### Disclaimer

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[Redacted]

**From:** Rhys Boswell  
**Sent:** Friday, 4 February 2022 3:48 pm  
**To:** [Redacted]@orc.govt.nz  
**Subject:** Central Otago Airport Project

Cr Forbes,

Thank you for taking the time to come and listen to us at the Cromwell Business Group discussion earlier this week.

Michael and I have the good fortune to be regularly in the region and so can arrange to catch up with you at your convenience.

You indicated that you were interested in some environmental and transport aspects of our project. We would gladly share our current thinking based on our investigations thus far.

Regards

**Rhys Boswell**  
**Project Lead Planning and Sustainability**

**T** [Redacted]  
**M** [Redacted]  
**F** [Redacted]  
**E** [Redacted]@cial.co.nz  
**W** christchurchairport.co.nz  
**P** PO Box 14001, Christchurch 8544, New Zealand



*Christchurch Airport – first in the world to achieve the new global standard in carbon reduction at airports*

**From:** Michael Singleton  
**Sent:** Tuesday, 6 April 2021 11:00 am  
**To:** Sarah Gardner  
**Cc:** Rhys Boswell  
**Subject:** Central Otago Project  
**Attachments:** Tarras Community Day Booklet Mar 21.pdf

Hi Sarah

I hope all is well with you in Dunedin.

I thought I'd give you an update on a couple of fronts. Firstly, as a courtesy Rhys Boswell, our GM Planning and Sustainability, is coming down your way tomorrow to meet some members of your Regulatory & Policy teams. Rhys has many years of deep experience of planning and infrastructure requirements particularly in an airport and transport context. I'm also pleased that Rhys will soon be transitioning over to a full time role with our Project Team and bringing those skills and knowledge to our project. No doubt he will be in regular contact with your team as we work through the various phases of our initiative.

We recently held two community drop in days in Tarras to let the local community know what we've heard, outline our next steps and give them a chance to add their feedback. I've attached an electronic copy of the brochure they were able to take with them. Please feel free to circulate to elected members and your team.

Pleasingly we had good numbers across the two days. We invited approximately 1000 people through a combination of electronic and hand delivered invitations and had approximately 120 people through the door. There was some media attention for the evening session on Wednesday however overall the tone was very positive with many noting a real concern that their very valid positive or interested voices were not being heard.

Our commitment to engage in an open and respectful manner with all of community remains. As they left the session we invited people to leave a Post-It note, while we have yet to go through all of this feedback, one that caught my eye particularly was "I feel more informed and optimistic that a good outcome for all interested parties is possible." We will continue to build on that sentiment.

Regards  
Michael

**Michael Singleton**

**Project Director**

T [REDACTED]

F [REDACTED]

E [central@christchurchairport.co.nz](mailto:central@christchurchairport.co.nz)

W [christchurchairport.co.nz](http://christchurchairport.co.nz)

P PO Box 14001, Christchurch 8544, New Zealand



# Community Drop-in Information

Tarras Community Hall  
3 and 4 March 2021



## Kia ora

We have now had the privilege of talking with many people in and around Tarras on the potential to build an airport in Tarras.

We'd now like to:

- Let you know what we've heard so far
- Give you the chance to add feedback
- Outline our next steps
- Explain more about why we're here in the first place!

We know our project (just like gold mining, the Clyde Dam, agriculture and viticulture before us) would create change in Central Otago.

We're committed to respectfully engaging with communities and stakeholders in an ongoing manner.

This includes mana whenua who have a longstanding connection with this region.

That way we can design the project so that it addresses concern and makes a sustainable difference for the future generations who will call this region home.

## The Challenge

Central Otago faces the challenge of how best to accommodate its future growth.

The lower South Island is an increasingly popular place to live, work and play. That means our current aviation infrastructure won't cope with growing numbers of people wanting to fly where they want to, and when they want to, in the long-term.

The pandemic has given us some time to find the best solution for everyone.

We believe a new airport to serve this area of the South Island makes sense. Its design will enable a lower carbon future and we can explore it now, while new generations of aircraft and fuels are being developed.

Doing nothing means we will face constraints, congestion or more difficult journeys. We'll also face economic issues and the stress of not being able to fly to friends and family when we need to.

Christchurch Airport has both the expertise and resources to help solve this challenge.

That's why we're here.

## Why Tarras?

Our 750-hectare site is well located from an aviation perspective. It's flat, easy to access and large enough to serve the region for a very long time.

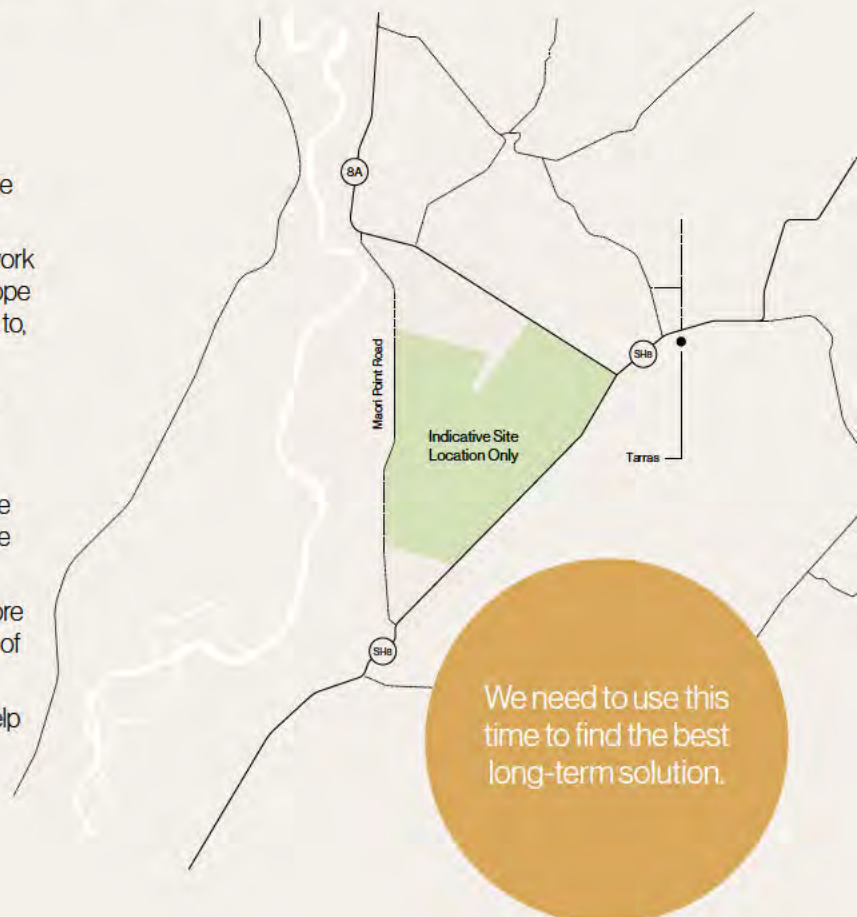
Our current thinking is the airport would be flexible and able to grow in line with demand and the connectivity needs of a growing region.

We know this would affect some who call Tarras home, however, we are confident we can find solutions or mitigate the impacts.

Our project offers the best solution as it could:

1. Grow alongside demand well into the future (50+ years)
2. Be designed to enable lower carbon aviation
3. Serve populations from, and disperse visitors to, multiple regions
4. Work operationally and commercially for airlines.

This is about creating opportunities, enabling business to grow and ensuring the whole region has access to aviation connectivity in the future.



# Project Overview

Creating a greenfield airport from scratch is complex and a long-term undertaking.

At this stage, we expect it'll take around three years to plan and explore the feasibility of the airport, another three years to get the required approvals and around three years to construct it.

As the diagram below shows, we'll continually engage with community, iwi and other stakeholders.



The next three or so years will see us focus on exploring viability and design. We have identified dozens of actions that we need to undertake.

Some actions are enormous and complex pieces of work that interconnect with others. Together they will give us a strong information base on which to make decisions.



\*This visual plan will change as the project progresses.

# Aviation

## How aviation delivers

Aviation makes a real difference to our world. It connects people with family, new experiences, places and opportunities while connecting our businesses to the global economy.



New Zealand is geographically isolated – aviation connects us to the rest of the world



Aviation is the only way New Zealand can export time-sensitive goods to high-value overseas markets



It disperses visitors across a wider area of New Zealand, putting money into regions



It enables businesses to access high-value markets – creating jobs for us and our children



Passenger planes carry cargo which makes exporting New Zealand goods more affordable



Aviation allows us to live where we want to and still connect with friends and family – 98% of NZ's international people movements are by air



It's an economic generator. Economists calculate that for every \$1 Christchurch Airport earns, \$50 is generated for South Island businesses



It's the best way to deliver critical supplies, including vaccines and medicines during emergency situations



Visitors spend 2 to 3 times more than residents, so help fund amenities like eateries, shops, museums and activities



Aviation creates jobs. Pre-COVID 1 in 8 New Zealanders was directly or indirectly employed by tourism



Travel generates tax income – visitors paid about \$7.3 billion to the Crown in FY2019 alone, helping fund public services for us all

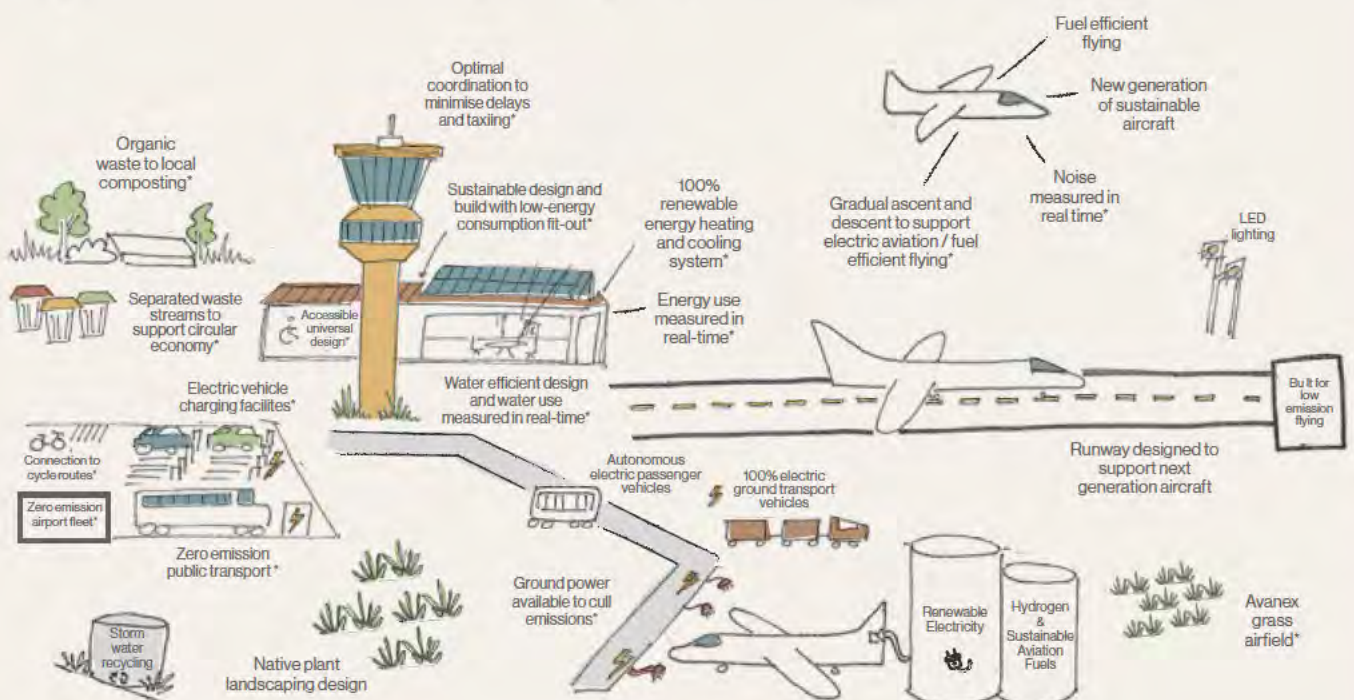


COVID brings home to us how much we had built travel and connections into our lives

Aviation has solved many of its own problems in the past. It has become safer, more efficient and more affordable. It is now working to solve its biggest challenge ... addressing the climate impacts of flying.

## Greener aviation

The greatest source of aviation emissions does not come from airport operations, but from planes' use of fossil fuel. Globally there is a focus on making aviation cleaner – our role is to constantly look for ways to help airlines decouple from fossil fuels.



\* Things we do at Christchurch Airport

# Community engagement

We are committed to respectfully engaging with communities, mana whenua and stakeholders in an ongoing manner.

**Engagement** is a broad and ongoing process of sharing information with the entire community and seeking feedback and involvement. Good engagement will allow different people and groups to express their diverse concerns and aspirations. We can take what we are hearing, reflect it back to the community and use it to inform planning and development. This will lead to better community outcomes that make a sustainable difference.

**Consultation** is a one-off legal process to obtain the public's feedback on specific proposals presented to them. This is generally part of any planning or approval process. Engagement does not replace any requirement for consultation.



## The initial feedback

Our first steps of engaging with the community centred around having one-on-one meetings with individuals so we could hear their thoughts, answer their questions and understand their concerns.

We've valued the time people have taken to speak with us and are listening closely to their concerns.

This is valuable insight which has already informed our thinking.

Broadly the feedback we've received fits into six categories:

- Environment
- Quality Infrastructure
- Rural Lifestyles
- Community Wellbeing
- Economic Opportunities
- Other Feedback

The following pages provide an overview of each category, showcase some of the feedback we've had and the issues we're exploring.

We will continue to engage with community and stakeholders – the final page of this booklet shows you how we'll do so.

The community feedback we've had so far is reflected on the following pages

A photograph of a person wearing a dark jacket, looking down at a tree with green leaves and clusters of small red fruit. A large, semi-transparent teal circle is overlaid on the image, containing the text.

# 1. Environment

Central Otago has a spectacular landscape that is highly valued. This is a region where people love to fish, boat, cycle and hike or just sit and enjoy the open spaces and vistas.

It is no surprise that the impact a new airport would have on the environment is a key issue of concern.

We hear and acknowledge this concern and it will be a core focus of our planning and design process.

We understand climate science and the urgency with which we all need to act.

**“What about carbon emissions and the airport’s carbon footprint?”**

## We’re listening

“

How does it make sense to be building an airport in a climate crisis?

“

We don’t want to damage our reputation for sustainable food production.

“

What about the effect of aviation gas on vineyards?

“

Water has always been a big issue for Tarras.

“

We acknowledge there is the opportunity to design and build the airport in a low impact manner.

## We’d like you to know

Building a new airport enables us to design an operation that will lower carbon emissions (including those of aircraft), and minimise other environmental impacts while enabling the connectivity this region deserves.

We are confident as to how the airport could manage its land while minimising its use of energy, water and the creation of waste.

Operating sustainably is something we are experienced in, being the first airport in the world to achieve the new global standard in carbon reduction at airports.



## We’re exploring

How airport operations can help airlines decarbonise

Designing a carbon neutral airport

The potential impact on the local environment (from air quality to groundwater)

Environmental best practice

We will conduct full environmental impact studies before entering the design phase and seeking planning approvals.



## 2. Quality Infrastructure

The pressure on local infrastructure is a concern identified by Tarras residents.

In particular, there's concern that building an airport would increase the safety risk and congestion on roads around the district.

Some residents say there's already a lack of infrastructure in relation to parking and toilets in the village; others say the pressure on infrastructure will get worse in the future regardless of whether the airport goes ahead.

Our feasibility phase will investigate our project's likely impact on infrastructure and we are happy to play our part in solving any issues.

**"We're worried about the lack of infrastructure including parking, toilets and accommodation for airport workers."**

---

### We're listening

“

Traffic will increase in the likes of the Kawarau Gorge.

“

I don't want increases in rates to pay for roading infrastructure.

“

What would be done about the one-lane bridges?

“

I do not want to see traffic bypassing the airport and driving through the Ardour Valley.

### We'd like you to know

We will be working with government and regional agencies to assess the impact an airport would have on infrastructure.

This is a chance to think differently. For example, we're keen to explore the possibilities of new sustainable transport linking the airport to nearby locations.

We will need to see what impact the project will have on the current infrastructure and what may need upgrading if the airport is built.

It's important to note that pressure on infrastructure will increase if other options to grow airline capacity in the region proceed.

---

### We're exploring

How to resolve infrastructure issues (with other agencies)

The potential impact on existing infrastructure

Sustainable public transport links to nearby locations

Whether new infrastructure would be required

Focus groups will explore key issues.  
Let us know if you're keen to take part.

# 3. Rural Lifestyle

Many residents have told us how much they value the peacefulness of this area and they worry that an airport would interrupt this.

We understand 'peace and quiet' is what has brought many to this place.

Our design process will focus on addressing issues like noise and light, and reducing the impact of these on the local community if the airport is built.

But first, our focus is on assessing what the impacts might be and who would be most affected.

"We moved to Tarras for peace and quiet, that is why we love our property."

---

## We're listening

“

We know there will be more noise, but we are not too worried about that.

“

We are worried the runway will point towards our property.

“

Where is the proposed flight path?

“

We don't want to hear aircraft flying overhead.

“

We need more information.

## We'd like you to know

There are many questions we cannot provide 100% certainty on at the moment.

We need to undertake multiple studies on elements including the area's meteorology and environmental features, as well as modelling the airspace and potential flight paths and noise impacts.

That will help us progress the airport's potential layout and answer more of your questions.

The design process will also look at how to measure and mitigate the impacts the airport may have.

---

## We're exploring

The airport's potential layout

Runway alignment

Ways to light the campus

Flight paths

Noise impacts

We will have more information to share during 2021.

# 4. Community Wellbeing

We understand our project, like other developments across Central Otago, has attracted a range of opinions in the community.

It's also created uncertainty for some residents.

Property owners are questioning whether they should go ahead with plans to renovate, sell or subdivide.

It's likely to be several years before we know whether the airport will get the required planning approvals and meet feasibility requirements.

Some of those timeframes, like getting regulatory approvals, are outside of our control (as they should be) but we will keep you informed.

"I'm worried Tarras will lose its community feel."

---

## We're listening

“

We feel that building the airport is progress, especially for our kids' generation.

“

We are unsure whether it's worth investing in our property anymore.

“

I am heavily focused on the uncertainty this project brings.

“

We think this will attract new families to Tarras.

“

I think property values will increase.

## We'd like you to know

We hear how important certainty and the need for more information is.

It's important to us to share accurate information. That means undertaking a large number of complex and inter-related studies before we can answer some questions.

While we can't give 100% certainty on timing, our current expectation is it's likely to be around 10 years before any airport could open on our site.

In the meantime, we will share information when we are able to, we'll answer all the questions we can and we'll let you know when we can't.

In time, we are confident you will see Christchurch Airport as an organisation with integrity and that we do what we say we will.

---

## We're committed to

Listening to your concerns

Factoring your feedback into our thinking

Communicating with you regularly

Exploring how this airport might impact property values

Answering questions when we are able to

You can contact the project team at any stage via [central@christchurchairport.co.nz](mailto:central@christchurchairport.co.nz)  
We will continue our regular newsletters. Sign up to receive them.

# 5. Economic Opportunity

Many Tarras residents see the airport as a significant economic and social opportunity.

The project's ability to create jobs that attract new families to the area is being welcomed by many – as are the commercial opportunities an airport would bring.

Aviation underpins the global economy and is the only way businesses can get time-sensitive or perishable goods to market quickly.

This would be a critical piece of infrastructure and would bring long-term economic benefits and add value to Central Otago and its neighbouring regions.

"I'm hoping this will bring opportunities for the next generation, including jobs for our kids."

---

## We're listening

“

It'd be great to see some more jobs created.

“

Freight is important and air connectivity plays a big role in that.

“

This is something positive for the region – economically and socially.

“

Will you use local contractors?

“

How will this impact my business?

## We'd like you to know

We are in the very early days of a very long-term project.

The validation and planning phase of the project will take up to three years because it involves a large number of interconnected and complex studies.

We will begin quantifying the economic, social and wellbeing impacts this year. This will likely take more than 12 months.

---

## We're exploring

The feasibility case for the airport

Social and wellbeing impacts

The economic impact of the airport

Opportunities for local businesses

## 6. Other Feedback

Many other thoughts have been raised with us during our conversations with residents so far.

They include access to water and its quality, impact on views and tourism concerns.

We will consider every concern and do what we can to address them as we establish a formal proposal for the airport.

“It would be great to see Tarras get back to the days when we had 80 kids at the school.”

---

### We're listening

“

We think it will be really handy for travel.

“

Will there be opportunities for local businesses?

“

What is the need for having three airports in the area?

“

How will farms that use helicopters and drones be affected?

“

The airport will be great for the community, especially in the current financial environment.

“

I am interested in CODC's stance on zoning and development restrictions around section size.

“

What support can the community expect from the airport?

“

I am interested in how CIAL will be providing feedback to the community.

“

The number of tourists should be capped.

“

I believe that the location is perfect for an airport.

“

I am concerned about the impacts on towns between Tarras and Christchurch.

“

We position ourselves as being neutral and open to hearing more about this.

---

### We'd like you to know

We genuinely appreciate your feedback so let us know if there is something you think we don't know about.

Listening now means we can factor your feedback into our planning and ensure we address as many concerns as possible.

We are undertaking a lot of work to determine what this airport might look like, how it might operate, and the impacts it could have on the local community.

There will be a place for an engaged community to be involved. This will ensure community feedback features in our planning.

Thank you for everything you have shared with us so far.

# Our Next Steps

There has been a wide variety of thoughts shared with us by Tarras residents – but one thing that we all agree on is the need for more information.

This year will see us begin work to bring more information to you. This involves progressing the potential design of the airport and assessing its impact.

You can expect us to:

- Communicate with you regularly
- Share more detailed information
- Have more people on our land and in the region from time to time, exploring different elements
- Answer any questions you raise (and let you know when we can't provide answers and why).

## How you can be involved

We want this project to be well-informed so we're committed to respectfully engaging with communities, mana whenua and stakeholders.

This engagement will not change any legal requirement to consult as part of the later planning processes. It is about ensuring the project has good community outcomes – both now and in the future.

Below is an outline of how we will engage with the community.

## It makes sense to start now

We have an opportunity to work towards a sensible solution to a real challenge that, if not addressed, will curb future economic growth and social opportunities in this part of the South Island.

We want to create a solution that helps aviation transition to a lower carbon future, takes the best of our past and adds value to multiple regions.

We're engaging with you now so we can hear your feedback and factor it into our planning.

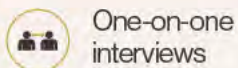
This is about listening, so we solve as many concerns as possible, create opportunities for Central Otago and get approval to build an asset this region can be proud of.

It won't be easy, but our team is up for the challenge.

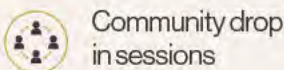


Together we can find solutions that work.

### August 2020- Ongoing



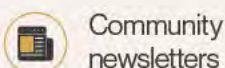
One-on-one interviews



Community drop in sessions

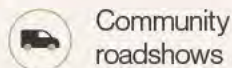


Briefings and meetings

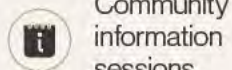


Community newsletters

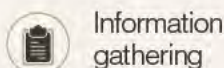
### Throughout 2021



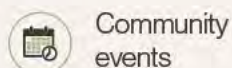
Community roadshows



Community information sessions

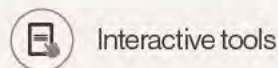


Information gathering

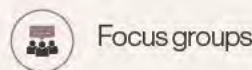


Community events

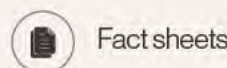
### From June 2021



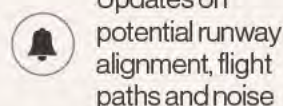
Interactive tools



Focus groups



Fact sheets



Updates on potential runway alignment, flight paths and noise

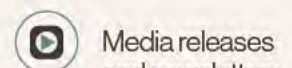
### Ongoing



Static displays



Website content and updates



Media releases and newsletters



Email

# Our Commitment

We will respect the values of Tarras and the wider Central Otago community throughout this project.

The values laid out in Central Otago's Regional Identity are a great reflection of the sorts of things residents have told us matter to them.

Below each is how we will work to respect that value.



## Making a difference

We'll focus on exploring an airport that makes a real difference to the region – economically and socially.



## Respecting others

We'll listen to and engage with the community and mana whenua to grow our understanding of what is important to you.



## Embrace Diversity

We'll engage widely and inclusively



## Adding value

We'll commit to adding value to your community and want to hear how you think we can do that.



## Having Integrity

We'll be open and honest and will show you that we will do as we say.



## Learning from the past

The case for the airport will be well-researched so informed decisions are made with foresight.



## Meeting our obligations

It's a given we'll meet our legal obligations. Rest assured, we take our duty to respect this community and environment equally seriously.



## Protecting our rich heritage

We'll investigate how this airport could reflect Central Otago's rich history



## Making a sustainable difference

This would be one of the most sustainable airports in the world.

You can email the project team at any time  
via [central@christchurchairport.co.nz](mailto:central@christchurchairport.co.nz)

CHRISTCHURCH  
AIRPORT

[REDACTED]

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**From:** Rhys Boswell  
**Sent:** Thursday, 2 September 2021 4:03 pm  
**To:** Gwyneth Elsum; Anita Dawe; [REDACTED]@orc.govt.nz  
**Subject:** CIAL Submissions to the ORC RPS  
**Attachments:** CIAL\_submission\_on\_proposed\_ORPS.pdf

Gwyneth, Anita and Richard,

I trust that you are all well and enduring L3 with a smile.

No doubt you will have been busy these last couple of weeks, and if not, you are about to be with submissions to your RPS due tomorrow.

We have taken some time to consider your draft and have made submissions that are generally supportive of the broad direction the ORC is taking. There are a small number of policies where we have identified and suggested some refinements and we look forward to engaging with you on these at the appropriate point in coming months. Out of courtesy, I have attached an advance copy of our submission for your information. Our final copy will be sent to the official channel / mailbox tomorrow.

Good luck for the next few weeks.

Regards

Rhys Boswell



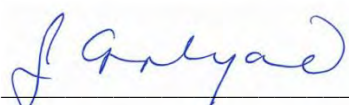
SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR POLICY STATEMENT OR  
PLAN, CHANGE OR VARIATION  
*Clause 6 of Schedule 1, Resource Management Act 1991*

To Otago Regional Council

Name of submitter: Christchurch International Airport Limited (CIAL)

- 1 This is a submission on the Proposed Otago Regional Policy Statement (the Proposed Statement or the Proposal).
- 2 CIAL could not gain an advantage in trade competition through this submission.
- 3 The specific provisions of the proposal that CIAL's submission relates to and the **reasons for CIAL's submission are set out in** Appendix A and Appendix B below.
- 4 CIAL's submission relates to the whole proposal. The general and specific reasons **for CIAL's relief sought in** Appendix B are set out in Appendix A.
- 5 CIAL seeks the following decision from the local authority:
  - 5.1 Grant the relief as set out in Appendix A and B;
  - 5.2 **Grant any other similar relief that would deal with CIAL's concerns set** out in this submission.
- 6 CIAL wishes to be heard in support of the submission.
- 7 If others make a similar submission, CIAL will consider presenting a joint case with them at a hearing.

Signed for and on behalf of Christchurch International Airport Limited by its solicitors and authorised agents Chapman Tripp.



Jo Appleyard  
Partner  
3 September

Address for service of submitter:

Christchurch International Airport Limited  
c/- Amy Hill  
Chapman Tripp  
Level 5, PwC Centre  
60 Cashel Street  
PO Box 2510  
Christchurch 8140  
Email address: Jo.Appleyard@chapmantripp.com / Amy.Hill@chapmantripp.com

## APPENDIX A

### Overview

- 1 CIAL is generally supportive of the Proposed Statement subject to the amendments that are outlined in this submission.
- 2 CIAL is the owner of a significant and strategic landholding in the Otago Region. It owns approximately 750ha in Tarras, Central Otago.
- 3 Outside of the Otago Region, CIAL owns and operates Christchurch International Airport (*The Airport / CIA*). CIA is the largest airport in the South Island and the second-largest in the country. The Airport connects Canterbury and the wider South Island to destinations in New Zealand, Australia, Asia and the Pacific, and accordingly has district, regional and national economic and social significance.
- 4 CIAL is an organisation with a long-term vision and a focus on supporting social and economic outcomes for the South Island. In 2020 CIAL purchased land near Tarras with the intention of assessing the feasibility of building a new sustainable airport in Central Otago to serve the fast-growing Central Otago/Queenstown-Lakes regions. The provision of domestic and international connectivity is an important driver of social and economic prosperity in the region, and that cannot be maximised within existing airport constraints at Queenstown which is forecast to reach its current capacity limits within the next 10 years.
- 5 CIAL is a portfolio business that has a strong proven performance in planning, developing and operating long lived transport infrastructure assets that serve the people of the South Island. **CIAL's interest in exploring the prospect of new airport infrastructure is focussed on meeting the region's air** capacity and connectivity needs for the next 50 years (and beyond) from a location that will be adjacent to a low immediately surrounding population, and favourable terrain to meet the technical and safety requirements of an airport. That connectivity needs to occur in a way that supports future low emissions aviation requirements and which is resilient to future hazards, climate change impacts, and global, national or local emergencies.
- 6 It is vital that the higher order planning framework in Otago enables and facilitates the development of new strategic infrastructure in suitable and appropriate locations. The Proposed Statement should recognise the functional and operational constraints that strategic infrastructure must operate within, which may require that infrastructure to be located in particular areas or to operate in a particular way.
- 7 The Proposed Statement must be forward-looking. It is important to future-proof the region as well as providing for existing infrastructure and community assets. As a planning document with a decade-long vision, the Proposed Statement should anticipate community needs in the future and establish a framework to guide future development to meet those needs.
- 8 Overall, CIAL seeks that the objectives and policies of the Proposed Otago Regional Policy Statement:
  - 8.1 Encourage and support the upgrading, maintenance and protection of regionally significant infrastructure;
  - 8.2 Encourage and support the development of new infrastructure projects in **appropriate locations to provide for the region's infrastructure needs in the future;**

- 8.3 Ensure that infrastructure provisions runs alongside community growth; and
  - 8.4 Provides for the investments that will be necessary to support the people of Central Otago and beyond as they adjust to the demands imposed by climate change. In particular, to facilitate the adaptations that will be required to relocate, substitute and reinforce key infrastructure assets that will likely become susceptible to the impacts of climate change.
- 9 Without limiting the generality of the above, CIAL has provided further specific comment on the proposed provisions in Appendix B below.

## APPENDIX B

The drafting suggested in this annexure reflects the key changes CIAL seeks. Consequential amendment may also be necessary to other parts of the proposed provisions to give effect to the relief sought.

Suggested amendments and alternative drafting is shown in track change – CIAL’s requested deletions are shown using ~~red strikethrough~~ and requested insertions shown using red underline.

#	PROVISION	POSITION	RELIEF SOUGHT
1	Definition of regionally significant infrastructure	Support in part	<p>CIAL supports the inclusion of a definition of “regionally significant infrastructure”. However, at present, this definition is drafted in an overall exhaustive way. This does not account for future upgrading or development of infrastructure (or entirely new types of infrastructure that may emerge) over the life of the Policy Statement.</p> <p>Sub-paragraph (6) is also drafted as an exhaustive list – that does not fit the same drafting approach as other sub-paragraphs, which are non-exhaustive.</p> <p>Exhaustive drafting does not future-proof the RPS, as it does not account for potential additional infrastructure of regional significance which may be built in the lifetime of the Policy Statement.</p> <p>CIAL seeks that the drafting is amended as follows:  <del>Means</del> <u>Includes</u>:</p> <ul style="list-style-type: none"> <li>(1) roads classified as being of regional importance in accordance with the One Network Road Classification,</li> <li>(2) electricity sub-transmission infrastructure,</li> <li>(3) renewable electricity generation facilities that connect with the local distribution network but not including renewable electricity generation facilities designed and operated principally for supplying a single premise or facility,</li> <li>(4) telecommunication and radiocommunication facilities,</li> <li>(5) facilities for public transport, including terminals and stations,</li> <li>(6) <u>airports and aerodromes and their ancillary infrastructure, including</u> the following airports: Dunedin, Queenstown, Wanaka, Alexandra, Balclutha, Cromwell, Oamaru, Taieri.</li> </ul>

#	PROVISION	POSITION	RELIEF SOUGHT
			<p>(7) navigation infrastructure associated with airports and commercial ports which are nationally or regionally significant,</p> <p>(8) defence facilities,</p> <p>(9) community drinking water abstraction, supply treatment and distribution infrastructure that provides no fewer than 25 households with drinking water for not less than 90 days each calendar year, and community water supply abstraction, treatment and distribution infrastructure (excluding delivery systems or infrastructure primarily deployed for the delivery of water for irrigation of land or rural agricultural drinking-water supplies)</p> <p>(10) community stormwater infrastructure,</p> <p>(11) wastewater and sewage collection, treatment and disposal infrastructure serving no fewer than 25 households, and</p> <p>(12) Otago Regional Council's hazard mitigation works including flood protection infrastructure and drainage schemes.</p>
2	SRMR-I2 – Climate change is likely to impact our economy and environment	Support.	<p>CIAL supports SRMR-I2 and seeks that it be retained as the impact of climate change is a significant resource management issue, particularly the risks that climate change poses to infrastructure, roads and bridges.</p> <p>Climate change events can compromise important infrastructure such as the road network. Air travel and freight delivery is vital in situations such as these.</p>
3	SRMR-I4 – Poorly managed urban and residential growth affects productive land, treasured natural assets, infrastructure and community well-being	Support in part.	<p>CIAL supports the recognition in SRMR-I4 that urban growth is a significant resource management issue, in particular the recognition that urban development can lead to reverse sensitivity effects and impacts on infrastructure if not appropriately managed and located.</p> <p>The discussion in this SRMR appears to be focused on infrastructure provision and capacity / servicing. However it is also important to recognise that incompatible or poorly planned urban growth can lead to adverse reverse sensitivity effects on significant infrastructure.</p> <p>CIAL seeks that SRMR-I4 is amended to include discussion of the risk that incompatible urban growth can pose for significant infrastructure. Urban growth and infrastructure provision and planning should be done hand-in-hand.</p>

#	PROVISION	POSITION	RELIEF SOUGHT
4	IM-O1 – Long term vision	Support.	CIAL supports this objective and seeks that it be retained.
5	IM-O3 Environmentally sustainable impact	Support.	CIAL supports this high level objective and seeks that it be retained.
6	IM-P2 – Decision priorities	Support in part.	<p>CIAL supports this policy in part but considers that the three matters listed are equally important.</p> <p>The present drafting introduces a hierarchy. “Securing the long-term, life-supporting capacity and mauri of the natural environment” is expressed as the primary outcome to be achieved by all decision-making. CIAL considers, however, that decision-making should seek to balance these goals.</p> <p>CIAL seeks that the words “firstly”, “secondly” and “thirdly” are deleted.</p>
7	IM-P7 – Cross boundary management	Support.	<p>CIAL supports the inclusion of a coordinated approach to environmental management across jurisdictional boundaries in the Otago region.</p> <p>CIAL seeks that this policy be retained.</p>
8	IM-P8 – Climate change impacts	Support.	<p>CIAL supports the identification and anticipation of climate change impacts through resource management processes and decisions.</p> <p>CIAL seeks that this policy be retained.</p>
9	IM-P9 – Community response to climate change impacts	Support.	<p>CIAL supports establishing community responses to adapt to climate change effects. Infrastructure has a role to play in this regard as well, as infrastructure can be developed and operated in a way that facilitates climate resilience and adaptation.</p> <p>CIAL seeks that this policy be retained.</p>

#	PROVISION	POSITION	RELIEF SOUGHT
10	IM-P10 – Climate change adaption and mitigation	Support.	<p>CIAL supports the recognition that there is a need for a co-ordinated approach to climate change adaptation and mitigation, especially in providing Otago communities with the best chance to thrive.</p> <p>CIAL seeks that this policy be retained.</p>
11	IM-P11 – Enhancing environmental resilience to effects of climate change	Support in part.	<p>CIAL agrees that there is a need for a co-ordinated approach to enhancing environmental resilience, including through facilitating activities which reduce our carbon footprint. CIAL notes, however, that certain infrastructure (often regionally significant infrastructure) may have a functional or operational need to operate in particular environments or locations. There should be policy recognition for that operational need.</p> <p>What is more, facilitating activities that reduce human impacts on the environment is not the only way to enhance resilience.</p> <p>CIAL proposes the following amendments to this policy to signal that there are other ways to enhance environmental resilience, and to make the policy non-exhaustive:</p> <p><i>Enhance environmental resilience to the adverse effects of climate change, <u>including</u> by facilitating activities that reduce human impacts on the environment.</i></p>
12	IM-P14 – Human impact	Support in part.	<p>CIAL supports the intent of this policy.</p> <p>However it is not clear what “beyond which the environment will be degraded” means. This threshold is subjective and does not appear to provide clear guidance for the setting of environmental limits. Nor does it identify the state of the environment against which an assessment of “degradation” will be made. Nor is it clear what would be considered “compatible” with natural capabilities and capacities of resources. This introduces uncertainty into the planning framework and does not provide adequate guidance for plan users.</p> <p>Some activities, such as significant infrastructure, have a functional and operational need to locate in particular areas and this should be accounted for when setting limits and considering compatibility.</p>

#	PROVISION	POSITION	RELIEF SOUGHT
			<p>CIAL seeks that this policy wording is amended to provide clearer guidance as to the purpose for setting limits and the state of environment which the limit is aiming to achieve or move towards. For example, a 'hard limit' beyond which an ecosystem or part of the environment would be considered to be in crisis would look quite different to a limit which was designed to achieve restoration or rehabilitation of a particular part of the environment.</p> <p>CIAL suggests it would also be appropriate to allow for offsetting or compensation to balance the overall impact of activities. This would allow limits to be achieved on a regional basis while permitting some flexibility at the individual activity level.</p> <p>CIAL seeks that the Policy is amended as follows:</p> <p><i>Preserve opportunities for future generations by:</i></p> <ol style="list-style-type: none"> <li>1. <i>identifying limits to both growth and adverse effects of human activities beyond which the environment will be degraded,</i></li> <li>2. <i>requiring that activities are established in places, and carried out in ways, that are within those limits and are compatible with the natural capabilities and capacities of the resources they rely on,</i></li> <li>3. <u><i>recognising that regionally significant infrastructure provides an important public benefit and may have functional or operational needs which should be recognised and taken into account, and</i></u></li> <li>4. <i>regularly assessing and adjusting limits and thresholds for activities over time in light of the actual and potential environmental impacts.</i></li> </ol>
13	ECO-P4 – Provision for new activities	Support.	<p>CIAL supports this policy, including reference to the effects management hierarchy in ECO-P6, and seeks it is retained.</p> <p>It is important to have a consenting pathway for the development or upgrade of significant infrastructure which has a functional or operational need to locate in sensitive environments, while setting out an appropriate approach to manage effects.</p>



#	PROVISION	POSITION	RELIEF SOUGHT
14	ECO-P6 – Maintaining indigenous biodiversity	Support in part.	<p>CIAL supports the clear description of the effects management hierarchy in this policy and seeks it is retained.</p> <p>In particular, CIAL supports provision for offsetting and compensation, as it may not always be possible to address all effects on-site, and in that case the option to offset or compensate provides opportunities to improve overall environmental outcomes.</p> <p>CIAL does not, however, support (5)(b). As expressly anticipated in the drafting, any effects remaining after avoidance, remedying, mitigation, offsetting and compensation will be residual. Residual effects will in the vast majority of cases be less than minor or de minimis. In such cases, this proposed policy direction is disproportionate and overly onerous.</p> <p>It is not appropriate to prohibit an activity entirely because it may generate residual effects – even if those residual effects are less than minor or de minimis and even if the rigorous exercise of avoiding, remedying, mitigating, offsetting and compensation has occurred to manage adverse effects from a proposal.</p> <p>CIAL seeks that (5)(b) is deleted.</p>
15	EIT-INF-04 – Provision of Infrastructure	Support in part.	<p>CIAL supports this objective. It is important to recognise the contribution that infrastructure makes to serving communities and providing for social and economic wellbeing.</p> <p>CIAL supports the concept of setting environmental limits but notes that these limits must be appropriate. Some activities, such as regionally significant infrastructure, have a functional and operational need to locate in particular areas, or to operate in certain ways. This should be accounted for when setting limits. Without knowing what the environmental limits are, it is difficult to comment on this objective in an informed manner.</p> <p>CIAL seeks that the Policy Statement provide clearer guidance as to the purpose for setting limits and the state of environment which the limit is aiming to achieve or move towards. It may also be appropriate to set limits differently with respect to regionally significant infrastructure to acknowledge the public benefits which this infrastructure generates, the fact that such infrastructure is often also operated by a lifeline utility, and to reflect the functional and operational constraints that infrastructure has to work within.</p>

#	PROVISION	POSITION	RELIEF SOUGHT
			<p>CIAL also seeks that this objective is amended to refer to "Effective, efficient, <u>safe</u> and resilient" infrastructure. Matters of safety (for example, management of bird strike risk at airports) are important to bear in mind in supporting the provision of infrastructure, as well as issues of resilience, effectiveness and efficiency.</p>
16	EIT-INF-O5 – Integration	Support.	CIAL supports this objective and seeks that it is retained.
17	EIT-INF-P10 – Recognising resource requirements	Support.	CIAL supports this policy and seeks that it is retained.
18	EIT-INF-P11 – Operation and maintenance	Support.	<p>CIAL supports this policy and seeks that it is retained.</p> <p>CIAL suggests that this policy could be further improved by making reference to the "<u>safe, efficient and effective</u> operation and maintenance" of regionally significant infrastructure.</p>
19	EIT-INF-P12 – upgrades and development	Support.	CIAL supports this policy and seeks that it is retained.
20	EIT-INF-P13 – Locating and managing effects of infrastructure	Oppose.	<p>CIAL opposes this policy and seeks that it is deleted. It is important to provide an appropriate consenting pathway for new infrastructure to be developed and operate in sensitive areas where there is an operational and functional need to do so. This is especially so in the case of regionally significant infrastructure.</p> <p>The proposed "avoid" policy does not strike the appropriate balance and will inhibit the safe and efficient operation and development of infrastructure which may be necessary to serve communities over the life of the Regional Policy Statement. It is more appropriate to provide policy direction which directs that the effects of infrastructure in sensitive areas are appropriately managed, and which leaves the full suite of options (avoid, remedy, mitigation) available to deal with the effects of infrastructure activities.</p>

#	PROVISION	POSITION	RELIEF SOUGHT
21	EIT-INF-P14 – Decision making considerations	Support.	CIAL supports this policy and seeks that it is retained.
22	EIT-INF-P15 – Protecting nationally or regionally significant infrastructure	Support.	CIAL supports the inclusion of a directive ‘avoid’ policy with respect to activities that may result in reverse sensitivity effects and/or activities that may compromise the functional or operational needs of significant infrastructure. CIAL seeks that this policy is retained. It is important that significant infrastructure is adequately protected against the establishment of incompatible activities which may subsequently affect operations. The best outcome is to avoid the establishment of those incompatible activities in proximity to significant infrastructure in the first place.
23	EIT-INF-P17 – Urban growth and infrastructure	Support in part.	<p>CIAL supports the policy provision for development infrastructure and additional infrastructure that is necessary to service growth demand.</p> <p>CIAL considers that this policy should also make reference to the importance of providing for the development and upgrade of regionally significant infrastructure in responding to, and servicing, urban growth over the life of the RPS.</p>
24	EIT-TRAN-O7	Support in part.	<p>CIAL supports this objective for an integrated transport network, which includes air travel. However, resilience of the transport network is not only related to natural hazards – this reference should be non-exhaustive. In particular, the effects of climate change will also be a key challenge for the transport network. And the transport network will be a key component in New Zealand’s efforts to decarbonise its economy in order to meet emissions reduction budgets.</p> <p>CIAL considers that the objective should be amended accordingly as follows:</p> <p><i>Otago has an integrated air, land and sea transport network that:</i></p> <p><i>(1) is effective, efficient and safe,</i></p> <p><i>(2) connects communities and their activities within Otago, with other regions, and internationally, and</i></p> <p><i>(3) is resilient, <u>including being resilient to challenges such as:</u></i></p> <p><i><u>(a) natural hazards,</u></i></p> <p><i><u>(b) the effects of climate change, and the changing needs of communities in responding to the challenge of climate change;</u></i></p>

#	PROVISION	POSITION	RELIEF SOUGHT
			<i>(c) global, national and local emergencies or events such as pandemics.</i>
25	EIT-TRAN-O8 – Transport system	Support in part.	<p>CIAL supports this objective and seeks it be retained. However, CIAL considers that it could be further improved.</p> <p>In particular, CIAL supports the inclusion of an objective that promotes a transport system that is adaptable to changes in demand and which supports the movement of freight and people. Current projections indicate that current air travel capacity in the Otago region will be subject to increased demand beyond its current capacity. The Otago Regional Policy Statement must be able to facilitate robust, long term solutions to this change in demand.</p> <p>CIAL considers that this objective should also highlight the need for the transport system to be developed in a way that is most efficient and optimises outcomes for communities in Otago as well as just supporting movement. The objective as notified appears focused on near-term objectives, but CIAL considers it should also be looking further into the future towards the outcomes which will be desirable across the lifetime of the plan.</p>
26	EIT-TRAN-O9 – Effects of the transport system.	Support.	CIAL supports this objective and seeks it be retained. CIAL is committed to reducing its emissions in line with future targets. CIAL sees airports as a key component of a decarbonised transport sector in New Zealand, as airports play a role in supporting the use of alternative aviation fuels and technology to transition the aviation sector towards a zero carbon future. This decarbonisation will occur via the increased use of low-emissions aviation technology, enhanced operating capabilities that reduce the energy needed for aviation operations, and by providing access between destination and origin locations that is as direct as possible.
27	EIT-TRAN-P19 – transport system design	Support.	CIAL supports the recognition that an integrated approach to land use and the transport system is important to enable resilience and adaptability and seeks that this be retained. CIAL notes that airports are a critical component of the public transport network.
28	EIT-TRAN-P20 – Public transport	Support.	CIAL supports this policy and seeks it be retained.

#	PROVISION	POSITION	RELIEF SOUGHT
29	EIT-TRAN-P21 – Operation of the transport system	Support.	CIAL strongly supports this policy, as a well-functioning transport system is essential for connecting both people and freight. Transport infrastructure must be able to adapt to meet future demand and must not be compromised by inappropriate development. CIAL also supports the future-looking aspects of this policy, particularly promotion of the development and use of transport hubs and avoidance of development that forecloses opportunities to adapt or develop the transport system to meet future demand.
30	EIT-TRAN-P22 – Sustainable transportation	Support.	CIAL supports this objective and seeks it be retained. CIAL is committed to reducing its greenhouse emissions in line with future targets and alongside other key players in the transport network. New technology is likely to be a key component of a decarbonised, sustainable transport sector. CIAL embraces the technological change that will promote transition to a zero carbon future in aviation.
31	HAZ-NH-O2 - Adaption	Support.	CIAL supports the recognition of the impact of natural hazards (particularly climate change) on people, properties and communities and seeks that this objective is retained.  Climate change events can compromise important infrastructure such as the road network and can increase the frequency and intensity of certain natural hazards such as storm events or drought. Air travel and freight delivery is vital in situations such as these and plays a crucial role in the region’s ability to respond.
32	HAZ-NH-P8 – Lifeline utilities and facilities for essential or emergency services	Support.	CIAL supports this policy and seeks it is retained.
33	HAZ-NH-P9 – Protection of hazard mitigation measures		CIAL supports this policy and seeks it is retained.
34	UFD-O1 – Form and function of urban areas	Support.	CIAL supports this objective and seek it is retained.

#	PROVISION	POSITION	RELIEF SOUGHT
35	UFD-O2 – Development of urban areas	Support in part.	<p>CIAL supports an urban form that integrates land use with existing and future infrastructure, with special protection for that infrastructure which is regionally significant. However, CIAL seeks that this objective explicitly recognise both current and future regionally significant infrastructure. The proposed statement must be forward looking and anticipate community needs in the future. It is important for land use to be integrated with the transport network as it develops and adapts to meet local, regional and national needs.</p> <p>CIAL seek the objective be amended as follows:</p> <p>...</p> <p>(9) achieves integration of <i>land</i> use with existing and planned <i>development infrastructure</i> and <i>additional infrastructure</i> and facilitates the safe and efficient ongoing use <b>and development</b> of <i>regionally significant infrastructure</i>,</p> <p>...</p>
36	UFD-O3 – Strategic planning	Support.	CIAL supports the integrated management of urban development with regionally significant infrastructure, including safeguarding the potential for future significant infrastructure.
37	UFD-P1 – Strategic planning	Support.	CIAL supports this policy and seek it is retained.
38	UFD-P2 – Sufficiency of development capacity	Support.	CIAL supports this policy and seeks it is retained. CIAL supports the inclusion of an objective that promotes a transport system that is adaptable to changes in demand. Current projections indicate that current air travel capacity in the Otago region will be subject to increased demand beyond its current capacity. The Otago Regional Policy Statement must be able to facilitate robust, long term solutions.
39	URF-P3 – Urban intensification	Support.	CIAL supports this policy and seeks it is retained. CIAL supports in particular subparagraph (6), as urban intensification can have adverse effects on other activities such as productive land use or infrastructure if it occurs in inappropriate locations.
40	UFD-P4 – Urban expansion	Support.	CIAL supports this policy and seeks it is retained. CIAL supports in particular subparagraph (5), as urban expansion, if located in inappropriate places, can have adverse effects on other activities such as productive land use or infrastructure.



**From:** Anita Dawe <[REDACTED]@orc.govt.nz>  
**Sent:** Thursday, 15 April 2021 11:45 am  
**To:** Rhys Boswell  
**Cc:** Gwyneth Elsum  
**Subject:** FW: Christchurch Airport

Hi Rhys

I have had a chat with Liz re: your attendance at a Council meeting. I don't think public forum is the correct avenue for you but there is a presentations time available which I think is more aligned with your intentions. If one of the date(s) below work for you, you can liaise with Liz about doing a presentation – she will advise what she needs from you but a brief indication of time initially to enable development of the agenda.

Hope this makes sense  
Anita

---

**From:** Liz Spector <[REDACTED]@orc.govt.nz>  
**Sent:** Thursday, 15 April 2021 9:35 a.m.  
**To:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Cc:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>; Richard Saunders <[REDACTED]@orc.govt.nz>; Anita Dawe <[REDACTED]@orc.govt.nz>; Dianne Railton <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Good afternoon, Rhys. I understand you would like to speak to ORC Councillors during public forum at an upcoming Council Meeting about a potential development of an airport in Tarras.

Standing orders addressing public forum provides individuals 5 minutes or groups 10 minutes to present, with additional time for questions afterwards. The Chairperson also has discretion to extend this time with agreement of the meeting body.

The next meeting where the full Council is together is the next Strategy and Planning Committee meeting. This meeting is scheduled for 1 p.m. on Wednesday, 12 May at the ORC Council Chamber in Dunedin. The next Council Meeting is Thursday, 27 May at 9 a.m. in Queenstown (at the Novotel Queenstown Lakeside conference room). After those two meetings, the Council will meet in June a couple of times, on 9 and 10 June in committee meetings and on 23 June in Council, all in Dunedin.

If none of those meetings work with your schedule, please let me know and I can provide future dates.

Kind regards,  
Liz Spector



**Liz Spector**  
GOVERNANCE SUPPORT OFFICER

---

P [REDACTED] | M [REDACTED]  
[REDACTED]@orc.govt.nz  
[www.orc.govt.nz](http://www.orc.govt.nz)

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**From:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Sent:** Wednesday, 14 April 2021 4:39 p.m.  
**To:** Liz Spector <[REDACTED]@orc.govt.nz>  
**Cc:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>; Richard Saunders <[REDACTED]@orc.govt.nz>; Anita Dawe <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Hello Liz.

I look forward to hearing from you when you get a moment to consider this matter.

Cheers

Rhys

---

**From:** Richard Saunders <[REDACTED]@orc.govt.nz>  
**Sent:** Wednesday, April 14, 2021 4:30 PM  
**To:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Cc:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>; Anita Dawe <[REDACTED]@orc.govt.nz>; Liz Spector <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Hi Rhys

Thanks for the email. I will leave Anita to provide clarity on the various planning processes.

I have copied in Liz Spector, who is our governance support officer. Liz will be able to advise you of the council meeting dates and confirm a spot at public forum that suits you and your team. Speaking to Council in a public forum would be the most appropriate way to brief them.

Regards

Richard



**Richard Saunders**  
GENERAL MANAGER REGULATORY AND COMMUNICATIONS

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P [REDACTED] | M [REDACTED]  
[REDACTED]@orc.govt.nz  
[www.orc.govt.nz](http://www.orc.govt.nz)

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**From:** Rhys Boswell [[mailto:\[REDACTED\]@cial.co.nz](mailto:[REDACTED]@cial.co.nz)]  
**Sent:** Wednesday, 14 April 2021 4:26 p.m.  
**To:** Anita Dawe <[REDACTED]@orc.govt.nz>; Richard Saunders <[REDACTED]@orc.govt.nz>  
**Cc:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Anita and Richard,

It was nice to meet you both last week. Next time I will be sure to better time my visit away from a holiday period so that more of your team can participate.

Thank you for the suggestion that we become involved in upcoming public planning processes. My notes from our meeting are likely incomplete, but from my scribbles I think I deciphered:

- Regional Policy Statement – upcoming
- QLDC Spatial Plan – under way
- Waitaki Spatial Plan - tba
- Land and Water Regional Plan - tba

Please let me know if my list is inaccurate or incomplete.

Thank you also for your suggestion that we seek an opportunity to brief your elected officials. This is a high priority for us and we will be grateful for any advice you may be able to offer in arranging a suitable date and time.

I have also attached for you a copy of the information pamphlet we have been sharing with interested parties over the last few weeks. Feel free to distribute it among your colleagues as you see fit.

Regards

**Rhys Boswell**  
General Manager Planning and Sustainability

T [REDACTED]

M [REDACTED]

F [REDACTED]

E [REDACTED]@cial.co.nz

W christchurchairport.co.nz

P PO Box 14001, Christchurch 8544, New Zealand



*Christchurch Airport – first in the world to achieve  
the new global standard in carbon reduction at airports*

---

**From:** Anita Dawe <[REDACTED]@orc.govt.nz>  
**Sent:** Monday, March 29, 2021 9:56 AM  
**To:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Cc:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Hi Rhys

Just heading into a meeting now but can call you after that.

I have read through the email chain and see you would like to come down on 7<sup>th</sup> April.

I will give you call soon but from a timing perspective, the 7<sup>th</sup> is possibly do-able , depending on who you would want to meet with and bearing in mind ORC offices are closed for Easter until 7<sup>th</sup>.

Talk soon

Anita

---

**From:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Sent:** Monday, 29 March 2021 9:53 a.m.  
**To:** Anita Dawe <[REDACTED]@orc.govt.nz>  
**Cc:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Subject:** FW: Christchurch Airport

Anita

I see that you are taking care of Gwyneth's role for now.

Would you please be able to call me so that I might better explain this email request?

Regards

Rhys

[REDACTED]

---

**From:** Rhys Boswell  
**Sent:** Monday, March 29, 2021 9:49 AM  
**To:** [REDACTED]@orc.govt.nz  
**Cc:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Good morning Gwyneth.

I have provisionally booked flights to visit Dunedin on 07 April. As discussed earlier this month, it is intention to simply introduce myself to the appropriate people at the ORC and to offer an informal update to those interested of our project and the intended works programme over the next 2-3 years.

Would Amanda possibly be able to arrange some time during the 7<sup>th</sup> for this type of catch up?

Kind regards

Rhys Boswell

---

**From:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Sent:** Wednesday, February 17, 2021 4:31 PM  
**To:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Subject:** RE: Christchurch Airport

Thanks Rhys. 10am will work for Gwyneth.  
I'll send through a meeting invite with Gwyneth's number for you to call her on.

Thanks  
Amanda

---

**From:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Sent:** Wednesday, 17 February 2021 3:29 p.m.

**To:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Amanda

Either 10am or 11am on the 23<sup>rd</sup> would work well.

Should only be perhaps a 20-30 minute conversation, if that.

Regards

Rhys

---

**From:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Sent:** Wednesday, February 17, 2021 3:25 PM  
**To:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Subject:** FW: Christchurch Airport

Dear Rhys

Hi I'm Amanda, Gwyneth's EA. Apologies for the delay in getting back to you.  
Would Tuesday morning (23<sup>rd</sup>) suit to have a phone conversation with Gwyneth?

Kind regards  
Amanda

**Amanda Keach**  
EXECUTIVE ASSISTANT - STRATEGY, POLICY AND SCIENCE

---

P [REDACTED]  
DDI [REDACTED]  
[REDACTED]@orc.govt.nz  
[www.orc.govt.nz](http://www.orc.govt.nz)

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**From:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>  
**Sent:** Friday, 12 February 2021 3:58 p.m.  
**To:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Subject:** FW: Christchurch Airport

Hi Amanda  
Can you please arrange a time for a phone call.  
Thanks  
Gwyneth

---

**From:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Sent:** Friday, 12 February 2021 3:23 p.m.  
**To:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>  
**Subject:** Christchurch Airport

Ms Elsum,

I am interested in having a brief conversation with you at your earliest convenience. Christchurch Airport (CIAL) has purchased some farm land near Tarras and we would very much like to start a dialogue with the ORC to better understand the issues of relevance (current and future). We have acquired this land because we believe that it holds potential for future development as an airport that will help connect the region to the rest of NZ and the world. That said, there is a significant amount of work we have to undertake before we can convince ourselves of this potential (from a further investment point of view), much less any agencies with regulatory responsibilities.

I would be grateful if you were able to get back to me perhaps some time next week.

Kind regards

**Rhys Boswell**

**General Manager Planning and Sustainability**

**T** [REDACTED]

**M** [REDACTED]

**F** [REDACTED]

**E** [REDACTED]@cial.co.nz

**W** christchurchairport.co.nz

**P** PO Box 14001, Christchurch 8544, New Zealand



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[REDACTED]

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[REDACTED]

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**From:** Annabelle Lee  
**Sent:** Wednesday, 23 November 2022 4:14 PM  
**To:** Hearings Administrator <[hearingsadministrator@orc.govt.nz](mailto:hearingsadministrator@orc.govt.nz)>  
**Cc:** Jo Appleyard <[\[REDACTED\]@chapmantripp.com](mailto:[REDACTED]@chapmantripp.com)>  
**Subject:** pORPS - evidence on behalf of CIAL

Good afternoon,

Please find **attached** the evidence of Mr Matthew Bonis and Mr Rhys Boswell on behalf of **Christchurch International Airport Limited** (*submitter 0307*) for the Proposed Otago Regional Policy Statement.

Ngā mihi | Kind regards

ANNABELLE LEE (she/her)  
SOLICITOR

**Chapman Tripp**

D: [REDACTED]  
LEGAL ADMINISTRATOR: [REDACTED]  
[www.chapmantripp.com](http://www.chapmantripp.com)

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Before a Hearings Panel  
Appointed by the Otago Regional Council

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*under:* the Resource Management Act 1991

*in the matter of:* submissions and further submissions in relation to the  
Proposed Otago Regional Policy Statement 2021  
(excluding parts determined to be a freshwater planning  
instrument)

*and:* Christchurch International Airport Limited  
Submitter 0307

Statement of Evidence of Matthew William Bonis

---

Dated: 23 November 2022

---

Reference: JM Appleyard (jo.appleyard@chapmantripp.com)  
AM Lee (annabelle.lee@chapmantripp.com)

chapmantripp.com  
T +64 3 353 4130  
F +64 3 365 4587

PO Box 2510  
Christchurch 8140  
New Zealand

Auckland  
Wellington  
Christchurch





## STATEMENT OF EVIDENCE OF MATTHEW WILLIAM BONIS

## INTRODUCTION

- 1 My full name is Matthew William Bonis.
- 2 I hold a Bachelor of Regional Planning degree and have been employed in the practise of Planning and Resource Management for 23 years. I am a full member of the New Zealand Planning Institute.
- 3 I am a Partner at Planz Consultants in Christchurch. I have held this position since 2009.
- 4 I am familiar with the submission made by Christchurch International Airport Ltd (*CIAL*) (submission number 0307) on 3 September 2021 on the Proposed Otago Regional Policy Statement 2021 (*pORPS*) and the planning issues raised.
- 5 I have been asked by CIAL to provide planning evidence in relation to its submission on the pORPS.
- 6 I am familiar with the site and operations of Christchurch International Airport and the work CIAL has been undertaking in relation to the demand for and feasibility of a new airport in the Otago Region, specifically in Central Otago. I have also been involved in planning matters associated with Dunedin Airport (*DUD*), as well as Queenstown Airport (*ZQN*) and Wanaka Airport (*WKA*).
- 7 I have also been involved in assisting Councils with the preparation of District Plans and Regional Policy Statements (including Auckland Council, Christchurch City Council and Canterbury Regional Council).
- 8 I have read:
- 8.1 The Otago Regional Council's **relevant** s42A Reports and supplementary evidence, including:
- (a) Chapter 3 – Definitions and Abbreviations (Ms Lisa Hawkins);
  - (b) Chapter 11 – Energy, Infrastructure and Transport (Mr Peter Stafford);
  - (c) Chapter 11 – Supplementary Evidence (Mr Marcus Langman); and
- 8.2 The evidence of Mr Rhys Boswell on behalf of CIAL.
- Code of Conduct
- 9 I acknowledge that I have read and am familiar with the Environment Court's Code of Conduct for Expert Witnesses, contained in the Environment Court updated Practice Note 2014, and agree to comply with it. I confirm that the issues addressed in

this statement of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

- 10 Two of my colleagues at Planz Consultants, Ms Carmen Taylor and Ms Susannah Tait are also providing planning evidence at this hearing, for Ravensdown Ltd and Fonterra Co-operative Group Ltd respectively. This planning evidence, which addresses a specific matter associated with Definitions and abbreviations (s42A Report – Chapter 11) does not, based on my review of their evidence, overlap with their evidence or result in inconsistent policy outcomes.

#### SCOPE OF EVIDENCE

- 11 My evidence will deal with the following:
- 11.1 Summary and recommendations;
  - 11.2 **CIAL's** submission, my assessment and response to the s42A Report position;
  - 11.3 The legislative and planning architecture associated with Airports; and
  - 11.4 Conclusions.

#### SUMMARY AND RECOMMENDATIONS

- 12 This evidence addresses the definition of '*Regionally Significant Infrastructure*' contained in the pOPRS.
- 13 As notified, that definition is constrained to specific airports being **Dunedin, Queenstown, Wānaka, Alexandra, Balclutha, Cromwell, Ōamaru, and Taieri**. That approach lacks clarity and is not future focused.
- 14 This lack of precision in the notified definition could preclude the ability for new airport proposals within the Otago Region to appropriately engage with the respective planning architecture.
- 15 Such an approach would provide an inappropriate barrier to a broader, merit-based **consideration of a proposal's** regional economic and social wellbeing benefits against the need to avoid, remedy or mitigate adverse effects.
- 16 The provisions engaged are not limited to the Otago Regional Policy Statement. Relevant National Policy Statements (*NPS*) and National Environmental Standards (*NES*) refer to and apply to '*specified*

*infrastructure', being 'regionally significant infrastructure identified as such in a regional policy statement or regional plan'.<sup>1</sup>*

- 17 The notified approach would therefore not be the most appropriate way to achieve the objectives of the pORPS<sup>2</sup> and, subsequently, achieve the purpose of the Resource Management Act 1990 (the Act).
- 18 I note that the Chapter 11 reporting officer recommends<sup>3</sup> an amendment to the definition of '*Regionally Significant Infrastructure*' to insert, on the basis of submissions:<sup>4</sup>

*(13) Any infrastructure identified as nationally significant infrastructure.*

- 19 I agree with this recommendation, although I consider that an **amendment to the 'Airport' component of the definition**, in clause (6) remains necessary.
- 20 I consider that the following amendment to the definition, for the reasons outlined in this evidence, is appropriate for inclusion within the pORPS (as shown in red, bold and underlined):

*Regionally Significant Infrastructure means:*

...

- (6) *airports and aerodromes used for regular air transport services by aeroplanes capable of carrying more than 30 passengers, and includes* the following airports: *Dunedin, Queenstown, Wanaka, Alexandra, Balclutha, Cromwell, Oamaru, Taieri.*

THE CIAL SUBMISSION, ASSESSMENT AND RESPONSE TO S42A POSITION

- 21 CIAL's **submission (0307)** is generally in support of the provisions contained within the pORPS.
- 22 I confirm that my evidence does not traverse the freshwater planning instrument parts of the pORPS 2021 which were re-notified on 30 September 2022.
- 23 The key matter for CIAL is the submission point seeking to amend the **definition of '*Regionally Significant Infrastructure*'** such that it

<sup>1</sup> NPS for Freshwater Management 2020, clause 3.21(b).

<sup>2</sup> For example EIT-INF-04.

<sup>3</sup> S42A Chapter 11 [512 – 549, Recommendation 550].

<sup>4</sup> S42A Chapter 11 [540] Subs 003 00311.003 Trustpower, 00301.007 Port Otago.

does not **exclude 'airports and aerodromes' that are not** specifically included in the detailed list provided in (6) of that definition.

- 24 The substance of this evidence is a particularly concise matter, simply assessing and recommending an insertion of an inclusive reference to 'airports and aerodromes' **within the definition of 'Regionally Significant Infrastructure'**, such that the definition is not confined to those airports currently listed.
- 25 Within the statutory framework for establishing a regional policy statement,<sup>5</sup> I consider that the proposed amendment:
- 25.1 Better meets the requirements associated with s32, including the efficiency and effectiveness of the pORPS provisions in achieving the objectives;<sup>6</sup>
- 25.2 Will improve and provide clarity<sup>7</sup> in the notified provisions for the subsequent interpretation and application of the pORPS; and
- 25.3 Will better integrate with the wider national planning architecture.
- 26 Without the proposed amendment, it is considered that:
- 26.1 There is an absence of clarity as to whether a new airport venture would appropriately engage with the respective New Zealand planning architecture, including the Otago Regional Policy Statement, NPS such as the NPS for Highly Productive Land 2022,<sup>8</sup> and NES such as the NES for Freshwater 2020.<sup>9</sup>
- 26.2 The pORPS would not fully recognise the social and economic wellbeing benefits attributable to new ventures associated

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<sup>5</sup> Section 61 Matters to be considered. Section 62 Contents.

<sup>6</sup> For example EIT-INF-O4 and EIT-INF-O5.

<sup>7</sup> Section 18A(b)(ii).

<sup>8</sup> NPS – **Highly Productive Land 2020. Clause 1.3: Definition of 'Specific Infrastructure'** [Clause (b) - Infrastructure that is recognised as regionally or nationally significant in a National Policy Statement... regional policy statement ....].

<sup>9</sup> NES – **Freshwater 2020. Definition of 'Specified Infrastructure'** [Clause 3] has the meaning given by the National Policy Statement for Freshwater Management. NPS – **Freshwater Management 2020. Definition of 'Specified infrastructure'** means any of the following: (a) infrastructure that delivers a service operated by a lifeline utility (as defined in the Civil Defence Emergency Management Act 2002) (b) regionally significant infrastructure identified as such in a regional policy statement or regional plan.

with air connectivity,<sup>10</sup> and enable a balancing of such against environmental effects.

26.3 There remains an inequity in the definition, whereas facilities for public transport, or Balclutha aerodrome, which appears to support only recreational general aviation users, is provided positive policy support, and any new airport proposal enabling commercial domestic and/or international services may not be.

27 I note that the Chapter 11 s42A Report recommends that the amendment sought by CIAL be rejected,<sup>11</sup> on the basis that:

*[T]he amendment broadens the scope of coverage for airports to all aviation infrastructure through the reference to unspecified "aerodromes";*

and

*[T]he recommended cross reference to the definition of **nationally significant infrastructure will resolve the submitter's concern.***

28 I disagree with this position, for the reasons set out in this evidence.

29 I also note that the reporting officer, in relation to the definition for 'Nationally Significant Infrastructure' states that:<sup>12</sup>

*I further consider use of consistent definitions within the New Zealand regulatory framework are critical to the interoperability of the pORPS with related regulatory and policy frameworks with Otago and nationally.*

30 I agree and consider that **CIAL's** proposed amendment assists in the operability of the pORPS within that wider New Zealand regulatory framework.

31 Furthermore, at [533] the reporting officer states:

*For the purposes of the following analysis I consider regionally significant infrastructure supports, at the regional level, economic and societal functions and, most importantly, interconnectivity (with respect to transport, electricity generation and transmission, communications, three waters, hazard management).*

---

<sup>10</sup> Statement of evidence of Rhys Boswell [21 – 23].

<sup>11</sup> S42A Report – Chapter 11 – Peter Stafford [533, 545].

<sup>12</sup> S42A Report – Chapter 11 – Peter Stafford [442].

- 32 **I consider that 'airport and aerodromes' as defined through the case law and in legislation, and as associated with regular air transport services by aeroplanes capable of carrying more than 30 passengers - accords with each of the respective criteria, (economic, social and interconnectivity) as set out by the reporting officer above.**

#### THE STATUTORY CONTEXT FOR AIRPORTS

- 33 The (interchangeable) meaning of airport and aerodrome  
As outlined above, the CIAL submission seeks the definition of '*Regionally Significant Infrastructure*' in the pORPS to refer non-exclusively to '*airports and aerodromes*'.
- 34 As also outlined above, inclusion of the term '**aerodrome**' is opposed by the reporting officer on the basis that the amendment '*broadens the scope of coverage for airports to all aviation infrastructure through the reference to unspecified 'aerodromes*'.
- 35 The meaning of the **terms 'airport' and 'aerodrome'** is one that has been addressed at length in case law and these terms are outlined in key aviation-related legislation.
- 36 **The term 'airport' or 'aerodrome' is typically used in statutes and planning documents somewhat interchangeably, and with an ambulatory meaning.**
- 37 Whether either or both terms (airport or aerodrome) are used, does not (of itself) constitute a narrow and specific meaning to include only uses directly involved in the primary aviation activity of landing and taking off of aircraft. The meaning also extends to the provision of passenger and freight services, air traffic services and infrastructure, and the related servicing of aircraft. For example, other effects on land may arise from aviation, including noise, approach paths, avoidance of bird strike and airport security; the land for which is held by the airport/aerodrome may extend to avoid or mitigate these effects.
- 38 The use and meaning of these terms is largely a legal matter which will be addressed in legal submissions for CIAL at the hearing. However, from a planning perspective, I consider there is sufficient certainty from the case law and legislation such that these are not '**unspecified' terms** and it is appropriate to include them both in the definition.
- 39 In my planning view, **CIAL's** proposed amendment is not unnecessarily broad, but rather is consistent with how aviation infrastructure is and has been defined in case law and key legislation and other higher order planning documents, as below.

40 In terms of the manner in which aerodrome and airport are used in relevant statutes:

40.1 The Civil Aviation Act 1964 – **defined “aerodrome” as:**

*“Aerodrome” means any defined area of land or water intended or designed to be used either wholly or partly for the landing, departure, movement, and servicing of aircraft; and includes any buildings, installations, and equipment on or adjacent to any such area used in connection with the aerodrome or its administration:*

40.2 The Airport Authorities Act 1966 – contains no definition of **“aerodrome” but defines “airport” as:**

*“Airport” means any defined area of land or water intended or designed to be used either wholly or partly for the landing, departure, movement, or servicing of aircraft; and includes any other area declared by the Minister to be part of the airport; and also includes any buildings, installations, and equipment on or adjacent to any such area used in connection with the airport or its administration.*

40.3 The Public Works Act 1981 contains no definition of **“airport” but repeats the definition of “aerodrome” from the Civil Aviation Act 1964 and adds:**

*And also includes any defined air space required for the safe operation of aircraft using the aerodrome; and also includes a military airfield.*

40.4 The Civil Aviation Act 1990 contains no definition of **“airport” and repeats the 1964 definition of “aerodrome”,** though dividing it at the semi-colon into subparagraphs as below, **the Act also contains a definition of “approach control service”** which extends to air traffic control service which extends to associated infrastructure:

*“aerodrome”*

*(a) means any defined area of land or water intended or designed to be used either wholly or partly for the landing, departure, and surface movement of aircraft; and*

*(b) includes any buildings, installations, and equipment on or adjacent to any such area used in connection with the aerodrome or its administration*

*“approach control service” means an air traffic control service for arriving or departing controlled flights*

- 40.5 **The definition of “airport” in the Resource Management Act 1991** similarly to the other statutes provides:

*“Airport means any defined area of land or water intended or designed to be used, whether wholly or partly, for the landing, departure, movement, or servicing of aircraft:”*

- 40.6 The Civil Aviation Bill, which has been drafted to repeal and replace the Civil Aviation Act 1990 and the Airport Authorities Act 1966, and is currently at second reading stage, contains the following definitions:

*aerodrome –*

*(a) means any defined area of land or water intended or designed to be used, either wholly or partly, for the landing, departure, or surface movement of aircraft; and*

*(b) includes any other areas, buildings, installations, and equipment that are on or adjacent to an area mentioned in paragraph (a) and that are used in connection with that area or its administration; and*

*(c) where an airport operator is registered in respect of the aerodrome, includes any area included under section 222(3)(b) or 223.*

*airport – means an aerodrome covered by a registration issued under section 222.*

- 40.7 For completeness, I note that the Civil Defence Emergency Act 2002 provides a list of Specific Entities in Schedule 1 – Part A which extends to the major trunk Airports of Auckland, Wellington and Christchurch, and entities as defined in section 2 of the Airport Authorities Act 1966 including specified airports including Dunedin, Queenstown and Invercargill. New aviation infrastructure would not therefore be deemed ‘Lifeline **utilities**’.

- 41 In terms of higher order planning documents, the NPS for Urban Development 2020 defines “*Nationally Significant Infrastructure*” as:

*Means all of the following:*

*(h) any airport (but not its ancillary commercial activities) used for regular air transport services by aeroplanes capable of carrying more than 30 passengers.*



42 The threshold at 30 passengers references Civil Aviation Rules - Part **121 'Air Operations – Large Aeroplanes'** which prescribes the operating requirements for air operations conducted by a holder of an Airline Air Operator Certificate issued in accordance with Part 119 using an aeroplane that has:

*(1) a seating configuration of more than 30 seats, excluding any required crew member seat; or*

*(2) a payload capacity of more than 3410 kg.*

43 Reference to aeroplanes with a carrying capacity of more than 30 passengers therefore provides scale to the extent of significant airport operations, and hence the relative social and economic wellbeing benefits.

Recognition of statutory context in pORPS definition

44 In my view the reporting officer's concern as to the undefined nature of the term aerodrome is addressed by the context outlined above. To also ensure that such facilities are of such a scale as to facilitate reciprocal social and economic wellbeing benefits, the following additional amendment is recommended to the definition of '*Regionally Significant Infrastructure*'. **I note that this is a revision of the amendments proposed in CIAL's submission:**

44.1 Inclusion of a threshold to a carrying capacity of 30 passengers, as related back to the Airline Air Operator Certificate issued in accordance with Part 119 of the Civil Aviation Rules, and hence a sufficient scale of social and economic wellbeing benefits.

The importance of inclusion in the definition of '*Regionally Significant Infrastructure*'

45 It is important to note that recognising potential new aviation infrastructure in the definition of '*Regionally Significant Infrastructure*' does not foreclose the requirements for new aviation infrastructure to account for its environmental impacts and engage with the requirements of s5(2)(c) of the Resource Management Act.

46 Some relevant provisions of the pORPS (such as EIT-INF-P13) as amended by the **reporting officer's** recommendations would account for substantial new aviation infrastructure under the definition of '*Nationally Significant Infrastructure*' or '*Infrastructure*' and provide for a hierarchy of management, commencing with avoidance as the first priority, but not foreclosing management as associated with functional needs.

47 However, others do not, meaning that such aviation infrastructure could not engage with such provisions, or would be confronted with **a clear 'avoidance' approach.**

- 48 For example, the application of LF-FW-P9 **'Protecting natural wetlands'** relies on the definition of 'Specified Infrastructure', noting that this provision comprises part of the freshwater planning instrument parts of the pORPS 2021 as were re-notified on 30 September 2022.<sup>13</sup>
- 49 New aviation infrastructure would not be accounted for under clause (a)<sup>14</sup> (as it is not listed in Specific Entities in Schedule 1 – Part A of the Civil Defence Emergency Management Act 2002).
- 50 Neither would there be certainty as to whether such would also be accounted for under LF-FW-P9 (b)<sup>15</sup> as to whether new aviation infrastructure constitutes as *'Regionally Significant Infrastructure'*.
- 51 Even should the reporting **officer's recommended amendment** to the definition of *'Regionally Significant Infrastructure'* be accepted - inserting into the definition **reference to 'Nationally Significant Infrastructure'** under a new clause (13), a possible interpretation is that the more specific provision in the definition at clause (6) **curtails 'Airports' to** only those listed. It would be undesirable to have such uncertainty in the pORPS from its inception.
- 52 Accordingly, the inclusion of a non-exhaustive reference to **'airports and aerodromes'** within the definition of *'Regionally Significant Infrastructure'* provides clarity that the economic and social wellbeing benefits of such infrastructure is recognised, and provides clarity as to approval pathways that **may otherwise seek to 'avoid'** or set non-complying rule thresholds against development.
- 53 **In my view, CIAL's proposed** amendment is the most appropriate way of achieving the objectives of the pORPS based on:
- 53.1 Ensuring consistency of application in Otago's **planning regime**; and
- 53.2 Ensuring appropriate engagement with the wider New Zealand planning architecture.
- Regional plan framework
- 54 The Otago Regional Council is developing its new Land and Water Regional Plan. Accordingly, **the definition for 'Regionally Significant**

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<sup>13</sup> As the same meaning as clause 3.21 of the NPS for Freshwater Management 2020.

<sup>14</sup> *Infrastructure that delivers a service operated by a lifeline utility (as defined in the Civil Defence Emergency Management Act 2002).*

<sup>15</sup> *Regionally significant infrastructure identified as such in a regional policy statement or regional plan.*

*Infrastructure*' in the pORPS will have prominence in that document in terms of giving effect to any regional policy statement.<sup>16</sup>

- 55 I understand there is no consistent definition for '*Regionally Significant Infrastructure*' in the current Regional Plans.
- 56 The operative Regional Plan: Waste for Otago (Waste Plan) defines Airports as follows: Policy 7.4.11A<sup>17</sup> **reference to 'airports defined as *Nationally Significant Infrastructure*'** includes:

***'any airport (but not its ancillary commercial activities) used for regular air transport services by aeroplanes capable of carrying more than 30 passengers'.***

- 57 The operative Regional Plan: Air for Otago (2009), Regional Plan: Water for Otago (2022), or Regional Plan: Coast for Otago (2012) do not provide definitions for '*Nationally Significant Infrastructure*' nor '*Regionally Significant Infrastructure*'. The latter does provide a broad definition of '**Infrastructure**'.<sup>18</sup>

Higher order national planning documents

- 58 The emerging NPS's and NES's provide important, but very directive provisions relating to the use and management of natural resources. Where not explicitly recognised as '*Regionally Significant Infrastructure*' **new aviation infrastructure will not** necessarily be able to engage with those provisions that recognise and provide for their inherent economic and social benefits.

- 59 For example:

59.1 The NPS for Freshwater Management 2020 (and the NES for Freshwater 2020) distinguish activities based on whether they are termed '*Specified Infrastructure*' (as identified above). **Certainty that 'Airports'**, (and not just those listed) are defined as Regionally Significant Infrastructure in the pORPS would mean that the any new aviation infrastructure would not be confronted with prohibitive provisions such as:

- (a) NPS-FW: Clause 3.22(a) which seeks to avoid the loss of the extent of natural inland wetlands, except where loss arises as associated with Specified Infrastructure and the management regime in clause (b) is satisfied.

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<sup>16</sup> S67(3)(c).

<sup>17</sup> As a result of the decision of the Environment Court dated 30 May 2022 [Re Otago Regional Council [2022] NZEnvC 91].

<sup>18</sup> Means: *Those built structures necessary for operating and supplying essential utilities and services to the community.*

- (b) NES-F: Whereas the consenting regime as associated with Specified Infrastructure proximate to natural wetlands (Regulation 45, 56) establishes a pathway that would otherwise be non-complying / prohibited under Regulation 52, 53 and 54.

59.2 The NPS for Highly Productive Land 2022 also defines **'Specified Infrastructure' (as identified above). Certainty that 'Airports' are** not defined as Regionally Significant Infrastructure in the ORPS would challenge any new aviation infrastructure pursuant to: Policy 4 **'prioritise primary production'**; Policy 5 **'avoid urban rezoning'**; Policy 7 **'avoid subdivision of highly productive land'**; and Policy 8 **'protect highly productive land from inappropriate development'** of the NPS.

59.3 In addition, specific clauses also require (must) the avoidance of:

- (a) the subdivision of highly productive land (clause 3.8); and
- (b) the inappropriate use or development of highly productive land (clause 3.9);

unless associated with Specified Infrastructure.

#### CONCLUSION

60 It is considered, for this discrete matter, that the most appropriate approach (in terms of clarity, efficiency and effectiveness) would be for the following amendment to be made the definition of *'Regionally Significant Infrastructure'* in the pORPS and hence then able to be applied within the architecture of the respective planning framework as follows:

*Regionally Significant Infrastructure means:*

...

- (6) *airports and aerodromes used for regular air transport services by aeroplanes capable of carrying more than 30 passengers, and includes* the following airports: *Dunedin, Queenstown, Wanaka, Alexandra, Balclutha, Cromwell, Oamaru, Taieri.*

Dated: 23 November 2022

Matt Bonis

Before a Hearings Panel  
Appointed by the Otago Regional Council

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*under:* the Resource Management Act 1991

*in the matter of:* submissions and further submissions in relation to the  
Proposed Otago Regional Policy Statement 2021  
(excluding parts determined to be a freshwater planning  
instrument)

*and:* Christchurch International Airport Limited  
Submitter 0307

Statement of Evidence of Rhys Boswell

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Dated: 23 November 2022

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Reference: JM Appleyard (jo.appleyard@chapmantripp.com)  
AM Lee (annabelle.lee@chapmantripp.com)

chapmantripp.com  
T +64 3 353 4130  
F +64 3 365 4587

PO Box 2510  
Christchurch 8140  
New Zealand

Auckland  
Wellington  
Christchurch



## STATEMENT OF EVIDENCE OF RHYS BOSWELL

### INTRODUCTION

- 1 My full name is Rhys Duncan Boswell.
- 2 I am the Project Lead Planning and Sustainability at Christchurch International Airport Limited (*CIAL*). I have held this role since March 2021.
- 3 I have been employed by CIAL in a variety of management and planning roles including General Manager, Strategy and Sustainability since March 2000.
- 4 My qualifications include a Bachelor of Arts and a Master of Regional and Resource Planning from the University of Otago.
- 5 I have been authorised by CIAL to provide evidence on its behalf in relation to the Proposed Otago Regional Policy Statement 2021 (*pORPS*).

### SCOPE OF EVIDENCE

- 6 My evidence will deal with the following:
  - 6.1 an overview of CIAL;
  - 6.2 an overview of the demand for new airport infrastructure in the Otago region, specifically in Central Otago;
  - 6.3 the implications of a changed and changing climate; and
  - 6.4 **CIAL's involvement in the pORPS to date.**

### OVERVIEW OF CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED

- 7 CIAL is the owner of a significant and strategic landholding in the Otago region. It owns approximately 750ha in Tarras, Central Otago. CIAL purchased this land in 2020 with the intention of assessing the feasibility of building a new sustainable airport to serve the fast-growing Central Otago region. When I refer to **"Central Otago"** I am referring to the **Central Otago and Queenstown Lakes Districts**, which have been identified as the primary catchment area for a new airport.
- 8 Outside of the Otago region, CIAL owns and operates Christchurch International Airport (*Christchurch Airport*). Christchurch Airport is the largest airport in the South Island and the second-largest in the country. It connects Canterbury and the wider South Island to

destinations in New Zealand, Australia, Asia and the Pacific and beyond. Accordingly it has district, regional and national economic and social significance.

- 9 Over 7,000 people are employed on the Christchurch Airport campus in full-time, part-time or casual roles, making it the largest single centre of employment in the South Island. CIAL is actively championing a sustainable future, with its overarching approach to **sustainability best captured by the Māori concept of Kaitiakitanga**, which refers to guardianship, conservation and the connection humans have with the natural world. Christchurch Airport was the first in the world to receive the highest carbon certification an airport can achieve (Airports Carbon Accreditation Level 4). Innovation is also a core driver of growth, performance and value for CIAL.
- 10 CIAL is a portfolio business that has a strong proven performance in planning, developing and operating long lived transport infrastructure assets that serve the people of the South Island. With that in mind, CIAL continues to embark on new infrastructure projects with a long-term vision and focus to support social and economic outcomes. Of particular importance, this includes exploring the prospect of a new airport for Central Otago, where there are identified capacity constraints on existing airport infrastructure.

#### SUMMARY OF EVIDENCE

- 11 In summary, as outlined in detail in my evidence:
- 11.1 Within Otago, the Central Otago region is fast-growing both in terms of its resident population and domestic and international visitors;
- 11.2 It is conceivable, if not inevitable, that over time the existing airport infrastructure in the Otago region servicing Central Otago will not meet forecast demand for air capacity and connectivity;
- 11.3 New airport infrastructure is a potential solution to meet the shortfall in capacity;
- 11.4 Issues of demand and appropriateness would obviously be scrutinised in detail in relation to a proposal for new airport infrastructure through the relevant planning processes, however the planning framework must allow for such scrutiny of a particular proposal;
- 11.5 The pORPS, as the overarching planning document for the Otago region, should enable proper consideration of potential

new infrastructure of regional significance which may be planned or built in the lifetime of the pORPS in order to meet **the region's social and economic needs, and** not foreclose on opportunities before consideration can be given;

- 11.6 In particular, this should include infrastructure solutions that allow for future needs, that anticipate climate change effects, and that enable the deployment of low carbon aviation; and
- 11.7 **The definition of "Regionally Significant Infrastructure" in the pORPS should therefore refer non-exhaustively to 'airports and aerodromes', rather than only listing existing airports/aerodromes as notified.**

#### DEMAND FOR AIRPORT INFRASTRUCTURE IN CENTRAL OTAGO

- 12 Every region needs good infrastructure to function well and enjoy social and economic prosperity, now and into the future. Within the Otago region, Central Otago is one **of New Zealand's fastest growing** areas and the existing airport infrastructure is unlikely to meet **Central Otago's** air capacity and connectivity needs within the lifetime of the pORPS. New airport infrastructure is a potential solution to meet that shortfall.
- 13 The next sections of my evidence set out the various factors illustrating the demand for additional airport infrastructure in the region and how that need might best be met by new airport infrastructure. I note that there may be varying views on how best to address this demand, however ultimately the key point for CIAL is that the pORPS, and the wider planning framework, should not foreclose on new opportunities before they can be properly considered.
- 14 As outlined above, **when I refer to "Central Otago"** I am referring to the Central Otago and Queenstown Lakes Districts, which have been identified as the primary catchment area for a new airport.



- 15 Central Otago is one of the fastest growing areas in New Zealand, its residents are travellers and it has many visitors. Central Otago grew by an average of 3.6% per annum over the last 25 years and is forecast to grow by around 1.3% – 1.8% per annum over the next 25 years.<sup>1</sup> This makes it the second fastest growing area in the country behind Canterbury’s Selwyn District.

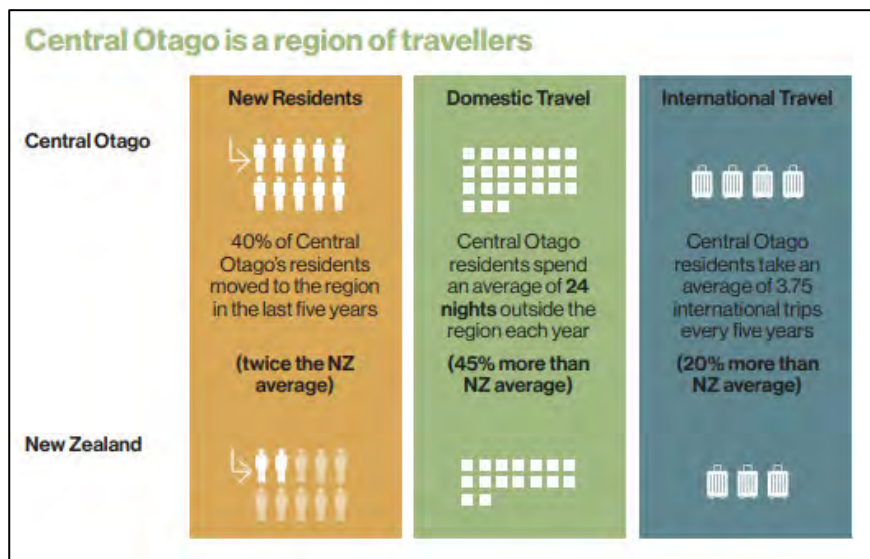


Figure 1 Central Otago domestic population and travel patterns

- 16 Figure 1 above outlines statistics about the domestic population and travel patterns of Central Otago residents.<sup>2</sup> In particular, 40% of Central Otago residents have moved to the region in the last five years, which is twice the national average. New residents often maintain strong connections with their home region or country, driving demand for travel.
- 17 These attributes, together with the area’s **geographic remoteness**, mean that demand for air connectivity among Central Otago residents is high and growing at a significant rate. As outlined in Figure 1 above, the average Central Otago resident takes around 45% more domestic trips and 20% more international trips each year than the average New Zealander.<sup>3</sup>
- 18 While Central Otago is one of the fastest growing areas in New Zealand and its residents are travellers, air connectivity needs far exceed what its resident population could sustain due to the

<sup>1</sup> Based on Statistics NZ medium-high series projections (2018).

<sup>2</sup> The 'Central Otago region', comprising Queenstown Lakes District and Central Otago District, has been identified as the primary catchment area for a new airport. International data sourced from Statistics NZ, domestic data sourced from Fresh Info mobility data.

<sup>3</sup> International data sourced from Statistics NZ, domestic data sourced from Fresh Info mobility data.

demand for air services generated by domestic and international visitors. 90% of passengers arriving in Central Otago on domestic and international flights in 2019 were visitors to the area.<sup>4</sup>

**The vitality of Central Otago's economy depends on the**

efficient movement of people and products

- 19 **Many of Central Otago's key sectors of employment require high-quality transport connections to operate successfully. Some examples include:**

19.1 Wine producers and fruit and vegetable growers rely on travellers (e.g. backpackers) for their seasonal workforce. The wine industry also relies on visitors as customers, with around 22% of international visitors going to a winery when visiting New Zealand.<sup>5</sup>

19.2 Exporters of premium fresh foods, like stone fruit and seafood, rely on airfreight to get their products to overseas markets in a timely way.

19.3 The visitor economy relies on the efficient movement of visitors, staff and supplies in and out of the region. Visitors that arrived in Central Otago by air spent \$1.55B in the region (40% of all visitor expenditure) in 2019.<sup>6</sup>

19.4 Growing sectors like screen production, technology and education rely on the efficient movement of people and equipment in and out of the region.

- 20 Efficient air connectivity will help enable these and other sectors of the Central Otago economy to grow and thrive, providing employment opportunities for current and future generations.

High-quality air connectivity is an important driver of social and economic wellbeing

- 21 Access to affordable, convenient air travel underpins many aspects of amenity that communities value. Below are some examples of positive social and economic outcomes that are enabled by high-quality air connectivity.

- 22 Social outcomes:

22.1 more job options;

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<sup>4</sup> Data sourced from International Travel and Migration Data (Stats NZ); Domestic Mobility Data (Fresh Info); Domestic Travel Survey (Fresh Info & AA).

<sup>5</sup> Deloitte, Wine industry benchmarking and insights, December 2017, p 5.

<sup>6</sup> Data sourced from International Visitor Survey (MBIE); Monthly Regional tourism Estimates (MBIE); Domestic Travel Survey (Fresh Info & AA).

- 22.2 easy to see friends and family;
  - 22.3 convenient access to healthcare and education;
  - 22.4 convenient access to leisure and work opportunities; and
  - 22.5 high-quality infrastructure and social amenity.
- 23 Economic outcomes:
- 23.1 access to high-value freight markets;
  - 23.2 ability to attract and retain talent;
  - 23.3 opportunities to grow new and existing businesses;
  - 23.4 dispersal of investment and tourism across the region; and
  - 23.5 a diverse and resilient economy.

Central Otago will outgrow its air capacity in the short-medium term

- 24 While difficult to predict with certainty, air passenger volumes in and out of Central Otago are widely expected to return to pre-Covid levels within the next 2-5 years, if not before. Figure 2 below shows that in the short period since late July 2022, when **New Zealand's pandemic border restrictions were removed, passenger movements at Queenstown Airport have returned to around pre-pandemic levels.**
- 25 Queenstown Airport Corporation (QAC) is forecasting 38% growth in passenger movements between 2019 and 2032, when approximately 3.2 million passengers are expected to use Queenstown Airport.<sup>7</sup> This means the **area's** existing airport infrastructure faces increased demand over the next 10 years and beyond. In fact, the demand to the area may be higher as airports that Queenstown Airport directly connects to are forecasting 65% growth over the same period.<sup>8</sup> QAC has noted that passenger numbers and aircraft movements growing faster than forecasted could result in airport infrastructure not being provided at the right size and at the right time.<sup>9</sup>
- 26 Queenstown Airport faces infrastructure and noise constraints that may prevent it from scaling to accommodate this increased demand. QAC has indicated that Queenstown Airport does not have enough

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<sup>7</sup> QAC Strategic Plan, FY23-FY32, pp 13, 17.

<sup>8</sup> Long-term forecasts produced by Brisbane, Auckland, Christchurch, Melbourne, and Sydney Airports.

<sup>9</sup> QAC Strategic Plan, FY23-FY32, p 11.

space within its current airfield and terminal infrastructure to accommodate expected future passenger demand.<sup>10</sup> QAC has indicated that Queenstown Airport terminal infrastructure can facilitate up to 2.2 million total passenger movements before the passenger experience is adversely impacted.<sup>11</sup> Significant investment is required to meet the forecast increase from 2.2 million to 3.2 million passengers.

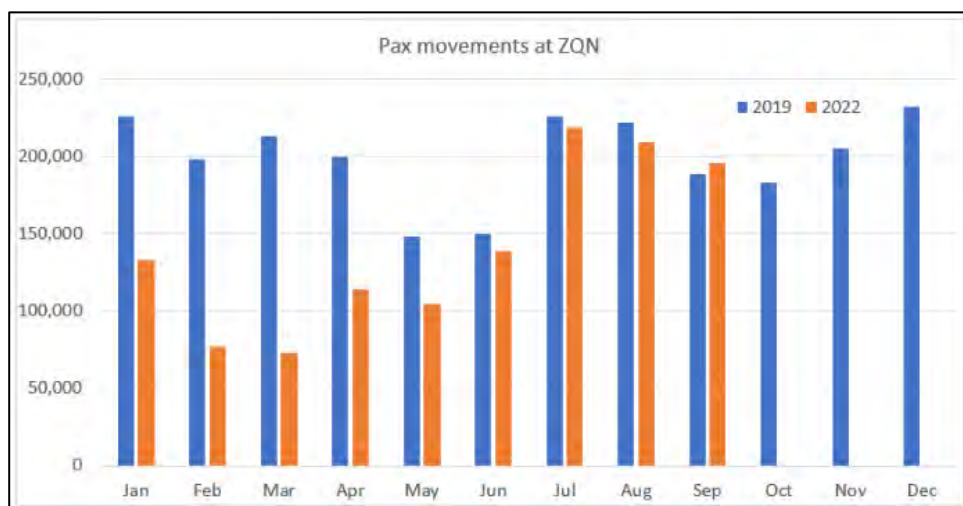


Figure 2 Queenstown Airport Passenger Movements by Month

Queenstown Airport is subject to noise restrictions that limit the number of scheduled aircraft movements that it operates each year. In 2018, QAC predicted that this limit would be reached by around 2022.<sup>12</sup> QAC has more recently indicated that demand over the next 10 years can be met within the existing noise boundaries, although this relies on changing fleet types, scheduling restrictions, significant terminal redevelopment and potential on-ground interventions.<sup>13</sup> Long term demand beyond 2032 is not addressed in current public information.

- 27 Alternatives for capacity within Otago Region  
 For completeness, it should be considered whether **Central Otago's** future aviation infrastructure needs can be met by increased use of existing airports in the lower South Island, including Dunedin and Invercargill Airports. This strategy would require the Central Otago area to be serviced by airports that are between two- and three-hours' drive from the centre of **Central Otago's** population. It also

<sup>10</sup> Queenstown Airport Master Plan Options Report, 2017. See also QAC Strategic Plan, FY23-FY32, pp 47-49.

<sup>11</sup> QAC Strategic Plan, FY23-FY32, p 17.

<sup>12</sup> See NZ Airports Association Resource Library – "Queenstown Airport begins public consultation on changes to air noise boundaries".

<sup>13</sup> QAC Strategic Plan, FY23-FY32, pp 31-33.

requires the use of airports that have been identified as being vulnerable to inundation from climate change.<sup>14</sup>

28 In 2018 OAC proposed the development of Wānaka Airport as a potential solution to the capacity constraints Queenstown Airport is facing. Subsequently those plans have been challenged and we understand that there are currently no plans to upgrade infrastructure at Wānaka to the level required to meet predicted demand or the fleet mix operated by airlines into Central Otago.<sup>15</sup>

29 In addition, a new airport would be designed and built with specific infrastructure to cater for low carbon aviation. This would be difficult to cater for at existing airports without significant investment, and available land.

#### Implications for Central Otago

30 If the demand outlined above is not met in Central Otago, air capacity constraints will impact the movement of people and products in and out of Central Otago.

31 Specifically, a shortage of air capacity and connectivity is likely to result in:

31.1 reduced choice: it will become harder to secure seats or freight slots at the times and days people want;

31.2 longer journey times: some people will need to drive or send freight to other airports further away to access flights;

31.3 increased cost: prices are likely to rise as competition for seats and freight capacity increases;

31.4 higher emissions: CO<sup>2</sup> emissions are likely to grow as a result of increased driving and over-flying;<sup>16</sup> and

31.5 higher capital costs and embodied emissions associated with upgrading of existing airport assets and land transport networks to connect over-flight passengers to central Otago.

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<sup>14</sup> International Centre for Aviation Organisation, Climate Resilient Airports – available at <https://www.ncl.ac.uk/press/articles/archive/2021/01/coastalairports/>. See also NIWA and Reserve Bank publications on this topic.

<sup>15</sup> OAC Strategic Plan, FY23-FY32, p 44.

<sup>16</sup> Over-flying occurs when air passengers fly over their point of origin or destination. For example, a Central Otago resident who takes a flight from Dunedin Airport to Australia will fly back over Central Otago, covering some of the same ground twice.

- 32 Central Otago residents are more likely to be disadvantaged by a supply shortage than visitors, who often book earlier and have a higher willingness to pay for travel.
- 33 The further infrastructure is located from its need, the greater both the impact of constraints and dilution of benefits.
- 34 Can air capacity constraints be used to manage demand?  
Demand for access to Central Otago will continue to grow even if air capacity is constrained, due to its strong visitor offering and forecast population growth. Doing nothing about air capacity constraints is not an effective demand management strategy. It will cause congestion and inefficient travel patterns. These problems can be avoided by taking a proactive approach to managing growth that ensures the right infrastructure is in place to support it, which **underpins CIAL's approach towards the assessment** of new airport infrastructure in Central Otago.
- 35 From a supply and demand perspective alone, Central Otago will need further airport infrastructure, at some point in the future. Accordingly, it is vital that the higher order planning framework for the Otago region enables the development of new strategic infrastructure in suitable and appropriate locations. As a planning document with a decade-long vision, the pORPS should anticipate community needs in the future and establish a framework to guide future development to meet those needs.

#### IMPLICATIONS OF A CHANGED AND CHANGING CLIMATE

- 36 Airports must be resilient to climate change impacts  
The International Centre for Aviation Organisation (ICAO) report '**Climate Resilient Airports**' has identified **nine primary** climate impacts that might impact airports including sea level rise; storm surge; increased storm intensity; changes in temperature; increased/decreased precipitation; changing icing conditions; changing winds; desertification (soil erosion); and changes in biodiversity.
- 37 These climate factors will impact airport infrastructure and operations, and the impacts to one airport may be extended to others due to the interdependencies of aviation networks. To build resilience, airports must identify the potential climate risks they face and take actions to minimise the impacts. Airport operators may also wish to consider how the effects of climate impacts could propagate through the local, national and wider aviation networks.
- 38 Of particular note in the New Zealand context is research by the National Institute of Water and Atmospheric Research, as part of the Deep South National Science Challenge, indicating that 30cm of sea-level rise (which it stated is foreseeable in the next 30 years) may

expose \$18.49 billion worth of New Zealand buildings, 2,000km of roads, 4,000km of water pipelines, 1,600km<sup>2</sup> of agricultural land and 14 airports.<sup>17</sup>

- 39 Given their elevation relative to sea level of both Dunedin (1.2m) and Invercargill (1.5m) Airports, it would be prudent for strategic planning instruments to contemplate, or at the very least not preclude, a range of climate change adaptation pathways, which may necessarily include the development of new airport infrastructure.
- 40 As outlined above, and as part of a long-term transition vision, CIAL is investigating the establishment of a new airport in Central Otago. Noting that at present New Zealand is committing to reducing greenhouse gas emissions and creating a low-emissions economy, it is CIAL's hypothesis that:
- 40.1 the embodied emissions of constructing an airport will be achieved within **New Zealand's** national framework for emissions targets, as is expected to become a legal obligation for new infrastructure projects;
  - 40.2 a new airport could become a node in an infrastructure network facilitating sustainable aviation;
  - 40.3 aviation from a new airport could save emissions otherwise incurred by road freight journeys to Christchurch or other parts of the South Island; and
  - 40.4 a new airport could stimulate the local economy, benefit the wider region, and fulfil the objectives of a transition to a low emission, highly connected economy and community.
- 41 These are the kinds of questions CIAL are investigating - exploring infrastructure solutions that allow for future needs, that anticipate climate change effects, and that enable the deployment of low carbon aviation.

#### **CIAL'S INVOLVEMENT IN PROPOSED OTAGO REGIONAL POLICY STATEMENT**

- 42 CIAL is generally supportive of the pORPS subject to amendments sought in its submission and presented through evidence. The **context for CIAL's involvement in the pORPS is obviously its interest in exploring the prospect of new airport infrastructure to meet the Otago region's air capacity and connectivity needs.**

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<sup>17</sup> National Institute of Water and Atmospheric Research (NIWA): Coastal Flooding Exposure Under Future Sea-level Rise for New Zealand.

- 43 **CIAL's submission** sought, amongst other things, that the pORPS encourage and support the development of new infrastructure **projects to provide for the region's infrastructure needs in the future.**
- 44 However, somewhat unusually and without a clear rationale, the part of the definition within the pORPS for Regionally Significant Infrastructure addressing airport infrastructure is limited to a list of existing airports and airfields. This approach is in stark contrast to the more enabling approach taken with the remainder of Regionally Significant Infrastructure.
- 45 CIAL considers it critical that the definition accounts for potential new infrastructure of regional significance which may be planned or built in the lifetime of the pORPS.
- 46 CIAL is concerned that a new airport required in the future, which would provide the same or more social and economic benefits as other regionally significant infrastructure listed in the definition, **would not be captured by "regionally significant infrastructure", nor any of the objectives and policies that relate to it.**
- 47 The task of planning for and delivering a low emissions future for New Zealand is challenging enough without it being made increasingly difficult when national, regional and district planning frameworks do not actively enable the bold thinking and investment that will be essential to ultimate success. New Zealand is a signatory to binding international agreements (including the International Civil Aviation Organisation, Airports Council International, and United Nations) that require our country take meaningful steps to reduce aviation emissions to net zero by 2050. For its part, CIAL proposes to contribute to these efforts by delivering a strong, sustainable **aviation network for the region's communities.**

Dated: 23 November 2022

Rhys Boswell



## Ash Muir

---

**From:** Amy Hill <[REDACTED]@chapmantripp.com>  
**Sent:** Tuesday, 28 September 2021 9:07 am  
**To:** Rhys Boswell; Michael Singleton  
**Cc:** Jo Appleyard  
**Subject:** FW: Proposed Regional Policy Statement 2021 ("PORPS") – High Court Declaratory Proceedings

Hi Rhys & Michael

A small update on the proposed Otago Regional Policy Statement.

The Otago Regional Council has decided that the entirety of the proposed RPS is a "Freshwater Planning Instrument" (as per s80A RMA) and has filed declaration proceedings in the High Court to have this confirmed (so that the whole RPS can be determined using the new [freshwater planning framework](#)).

The Council's approach is unusual, as there are parts of the RPS which are not related to freshwater (though the council says everything is interconnected). We suspect its position may have something to do with the fact that Prof Skelton (freshwater commissioner) told the council their planning framework was insufficient to manage freshwater issues in Otago in about 2019 and made them re-do their planning documents accordingly.

CIAL could join this proceeding as an interested party but we do not think it necessary to do so. This is something that we can leave for the Council to sort out (as the submissions on the RPS will be heard one way or another, this declaration just determines the process that will be followed for hearings).

We think it is likely the Court will order the council to hold hearings on non-freshwater elements of the Plan in the usual way.

However, if you would nevertheless like to be involved then let us know.

Kind regards

Amy

AMY HILL (she/her)

SENIOR SOLICITOR

### Chapman Tripp

D: [REDACTED]

M: [REDACTED]

LEGAL ADMINISTRATOR: [REDACTED]

[www.chapmantripp.com](http://www.chapmantripp.com)

---

**From:** RPS <rps@orc.govt.nz>

**Sent:** Monday, 27 September 2021 2:39 PM

**To:** Amy Hill <[REDACTED]@chapmantripp.com>

**Subject:** Proposed Regional Policy Statement 2021 ("PORPS") – High Court Declaratory Proceedings

Dear Submitter

Thank you for submitting on the proposed Regional Policy Statement 2021 ("proposed RPS 21").

High Court Proceedings have been issued to determine if the proposed RPS 21 is a freshwater instrument in terms of section 80A of the Resource Management Act 1991.

The Court has directed that all primary submitters on the proposed RPS 21 be served with a copy of these proceedings.

Accordingly, please find **attached**, by way of service, a [Microsoft OneDrive link](#) containing:

1. Statement of Claim;
2. Notice of Proceedings;
3. Affidavit of Anita Jayne Dawe; and
4. Court Directions.

The above documents and further information can also be found on the ORC's website [www.orc.govt.nz/rps](http://www.orc.govt.nz/rps)

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[REDACTED]

[REDACTED]

[REDACTED]

**From:** Anita Dawe [REDACTED]@orc.govt.nz>  
**Sent:** Wednesday, 4 May 2022 5:49 PM  
**To:** RPS <rps@orc.govt.nz>  
**Subject:** Release of s42A Reports

Dear Parties,  
You are receiving this email because you have submitted on the proposed Otago Regional Policy Statement. In accordance with Minute 3, please be advised the S.42a reports have been uploaded on to the pORPS Hearings Page on the ORC website. You can find them here – [Section 42A Hearing Report \(orc.govt.nz\)](http://orc.govt.nz/section-42a-hearing-report)  
If you have any questions, please direct them to [hearing.administrator@orc.govt.nz](mailto:hearing.administrator@orc.govt.nz)  
Kā mihi nui  
Anita



**Anita Dawe**  
ACTING GENERAL MANAGER POLICY AND SCIENCE

P [REDACTED] | M [REDACTED]  
[\[REDACTED\]@orc.govt.nz](mailto:[REDACTED]@orc.govt.nz)  
[www.orc.govt.nz](http://www.orc.govt.nz)

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[REDACTED]

---

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** Ben Farrell <[REDACTED]@cuee.nz>  
**Date:** 17 October 2022 at 1:29:44 PM NZDT  
**To:** Hearing Administrator <hearingsadministrator@orc.govt.nz>  
**Cc:** Jo Appleyard <[REDACTED]@chapmantripp.com>, Amy Hill <[REDACTED]@chapmantripp.com>, Phil Page <[REDACTED]@gallowaycookallan.co.nz>, Tom Kay <[REDACTED]@forestandbird.org.nz>, [REDACTED]@forestandbird.org.nz, [REDACTED]@queenstownairport.co.nz  
**Subject:** Further submissions by Sustainable Tarras Society Inc

May it please the hearings panel, and parties

1. I have been asked by Sustainable Tarras Incorporated Society (Sustainable Tarras) to assist them in the Otago RPS process.
2. By way of filing/service please find attached four further submissions by Sustainable Tarras Incorporated Society:
  1. In support of relief sought by Forest & Bird
  2. In opposition to relief sought by Dunedin Airport
  3. In opposition to relief sought by Queenstown Airport
  4. In opposition to relief sought by Christchurch Airport
3. I understand further submissions can be accepted or rejected by the panel (on behalf of ORC) by agreeing to an extension on the timeframe for the filing of the submissions. In this case, allowing an extension to accept these further submissions:
  1. Will not affect or prejudice any party. The only persons who might initially be thought to be affected by allowing the extension are the primary submitters, but they will not be directly affected, because the further submissions do not add any "new" positions: they either promote the as-notified provisions or support the position of the primary submitter;
  2. Are in the interests of the community. For example the interests of the community will be better served by allowing the extension, as Sustainable Tarras represents a significant part of the community who wish to express their views on the matters raised in the further submissions;

3. Does not create any delay to the process. This is because a timetable is already in place and is unaffected by allowing these further submissions to be received late.
4. This email inclusive of the further submissions has been sent to the original submitters.

Kind regards

**Ben Farrell**

Owner & Director

**Phone** [REDACTED]

**Mobile** [REDACTED]

**Email** [REDACTED]@cuee.nz

**Website** [www.cuee.nz](http://www.cuee.nz)

**Office:** Level 2, The Station, Queenstown

**Postal** PO BOX 1922 Queenstown 9300

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# Further Submission in support of, or in opposition to, submission on notified proposed Otago Regional Policy Statement 2021

To: Otago Regional Council ([rps@orc.govt.nz](mailto:rps@orc.govt.nz))

1. This is a further submission by **Sustainable Tarras Incorporated Society**
2. This further submission is in support of a submission by Royal Forest & Bird Protection Society NZ on the **Proposed Otago Regional Policy Statement 2021**
3. **Sustainable Tarras Incorporated Society** is a person representing a relevant aspect of the public interest; and a person who has an interest in the proposal that is greater than the interest the general public has. Sustainable Tarras represents the views of the majority of the Tarras community.
4. **Sustainable Tarras Incorporated Society** wishes to be heard in support of this further submission.
5. **If others make a similar submission**, Sustainable Tarras Incorporated Society will consider presenting a joint case with them at a hearing.
6. **Further Submitter Details**



PP

**a. Signature of person making further submission**

Dr Marilyn Duxson, Deputy Chair Sustainable Tarras (email: [marilyn@maoripoint.co.nz](mailto:marilyn@maoripoint.co.nz))

**b. Signatory name, position, and organisation**

**c. Date:** 17 October 2022

**Address for service of person making further submission**

**d. Contact Person:** Ben Farrell, Cue Environmental Limited

**e. Email:** [ben@cuee.nz](mailto:ben@cuee.nz)

**f. Telephone:** 021767622

**g. Postal address:** PO Box 1922, Queenstown

**7. Our further submission is:**

Sustainable Tarras Incorporated Society supports parts of the submission of the Royal Forest and Bird Protection Society NZ (Forest & Bird)

**The particular parts of the submission** Sustainable Tarras Incorporated Society supports are:

<b>Original Submission Point Number</b>	<b>Support or Oppose</b>	<b>The reasons for our support are</b>	<b>Part of the submission sought to be allowed or disallowed</b>
All points beginning with 00230 other than those relating to “Coastal Environment”, “Hazards and Risks” and “Contaminated Land”	Support	Sustainable Tarras Incorporated Society generally agrees with the relief sought by Forest and Bird, and the reasons provided by Forest & Bird for the relief they are seeking.	Sustainable Tarras Incorporated Society seeks that all of the identified submission points be allowed



## Further Submission in support of, or in opposition to, submission on notified proposed Otago Regional Policy Statement 2021

To: Otago Regional Council ([rps@orc.govt.nz](mailto:rps@orc.govt.nz))

1. This is a further submission by **Sustainable Tarras Incorporated Society**
2. This further submission is in opposition to a submission by Dunedin International Airport Ltd on the **Proposed Otago Regional Policy Statement 2021**
3. **Sustainable Tarras Incorporated Society** is a person representing a relevant aspect of the public interest; and a person who has an interest in the proposal that is greater than the interest in the general public has. Sustainable Tarras represents the views of the majority of the Tarras community.
4. **Sustainable Tarras Incorporated Society** wishes to be heard in support of this further submission.
5. **If others make a similar submission**, Sustainable Tarras Incorporated Society will consider presenting a joint case with them at a hearing.
6. **Further Submitter Details**



PP

**a. Signature of person making further submission**

Dr Marilyn Duxson, Deputy Chair Sustainable Tarras (email: [marilyn@maoripoint.co.nz](mailto:marilyn@maoripoint.co.nz))

**b. Signatory name, position, and organisation**

**c. Date:** 17 October 2022

**Address for service of person making further submission**

**d. Contact Person:** Ben Farrell, Cue Environmental Limited

**e. Email:** [ben@cuee.nz](mailto:ben@cuee.nz)

**f. Telephone:** 021767622

**g. Postal address:** PO Box 1922, Queenstown

**7. Our further submission is:**

Sustainable Tarras Incorporated Society opposes part of the submission of Dunedin International Airport Limited (Dunedin Airport)

**The particular part of the submission** Sustainable Tarras Incorporated Society opposes is:

<b>Original Submission Point</b>	<b>Support or Oppose</b>	<b>The reasons for my support are</b>	<b>Part of the submission sought to be allowed or disallowed</b>
00316.004	Oppose	Sustainable Tarras Incorporated Society does not agree with the relief sought by Dunedin Airport, or the reasons provided by Dunedin Airport for the relief they are seeking.	Sustainable Tarras Incorporated Society seeks that the amendment requested by Dunedin Airport be disallowed

# Further Submission in support of, or in opposition to, submission on notified proposed Otago Regional Policy Statement 2021

To: Otago Regional Council ([rps@orc.govt.nz](mailto:rps@orc.govt.nz))

1. This is a further submission by **Sustainable Tarras Incorporated Society**
2. This further submission is in opposition to a submission by Queenstown Airport Corporation Ltd on the **Proposed Otago Regional Policy Statement 2021**
3. **Sustainable Tarras Incorporated Society** is a person representing a relevant aspect of the public interest; and a person who has an interest in the proposal that is greater than the interest the general public has. Sustainable Tarras represents the views of the majority of the Tarras community.
4. **Sustainable Tarras Incorporated Society** wishes to be heard in support of this further submission.
5. **If others make a similar submission**, Sustainable Tarras Incorporated Society will consider presenting a joint case with them at a hearing.
6. **Further Submitter Details**



PP

**a. Signature of person making further submission**

Dr Marilyn Duxson, Deputy Chair Sustainable Tarras (email: [marilyn@maoripoint.co.nz](mailto:marilyn@maoripoint.co.nz))

**b. Signatory name, position, and organisation**

**c. Date:** 17 October 2022

**Address for service of person making further submission**

**d. Contact Person:** Ben Farrell, Cue Environmental Limited

**e. Email:** [ben@cuee.nz](mailto:ben@cuee.nz)

**f. Telephone:** 021767622

**g. Postal address:** PO Box 1922, Queenstown

**7. Our further submission is:**

Sustainable Tarras Incorporated Society opposes parts of the submission of the Queenstown Airport Corporation Ltd (QAC)

**The particular parts of the submission** Sustainable Tarras Incorporated Society opposes are:

<b>Original Submission Point Number</b>	<b>Support or Oppose</b>	<b>The reasons for my support are</b>	<b>Part of the submission sought to be allowed or disallowed</b>
All submission points that have requested amendments to the notified provisions.	Oppose	Sustainable Tarras Incorporated Society does not agree with the relief sought by the QAC, or the reasons provided by the QAC for the relief they are seeking.	Sustainable Tarras Incorporated Society seeks that all of the amendments requested by the QAC submission be disallowed.

# Further Submission in support of, or in opposition to, submission on notified proposed Otago Regional Policy Statement 2021

To: Otago Regional Council ([rps@orc.govt.nz](mailto:rps@orc.govt.nz))

1. This is a further submission by **Sustainable Tarras Incorporated Society**
2. This further submission is in opposition to a submission by Christchurch International Airport Limited on the **Proposed Otago Regional Policy Statement 2021**
3. **Sustainable Tarras Incorporated Society** is a person representing a relevant aspect of the public interest; and a person who has an interest in the proposal that is greater than the interest the general public has. Sustainable Tarras represents the views of the majority of the Tarras community.
4. **Sustainable Tarras Incorporated Society** wishes to be heard in support of this further submission.
5. **If others make a similar submission**, Sustainable Tarras Incorporated Society will consider presenting a joint case with them at a hearing.
6. **Further Submitter Details**



PP

**a. Signature of person making further submission**

Dr Marilyn Duxson, Deputy Chair Sustainable Tarras (email: [marilyn@maoripoint.co.nz](mailto:marilyn@maoripoint.co.nz))

**b. Signatory name, position, and organisation**

**c. Date:** 17 October 2022

**Address for service of person making further submission**

**d. Contact Person:** Ben Farrell, Cue Environmental Limited

**e. Email:** [ben@cuee.nz](mailto:ben@cuee.nz)

**f. Telephone:** 021767622

**g. Postal address:** PO Box 1922, Queenstown

**7. Our further submission is:**

Sustainable Tarras Incorporated Society opposes parts of the submission of Christchurch International Airport Limited (CIAL)

**The particular parts of the submission** Sustainable Tarras Incorporated Society opposes are:

<b>Original Submission Point Number</b>	<b>Support or Oppose</b>	<b>The reasons for our opposition are</b>	<b>Part of the submission sought to be allowed or disallowed</b>
00307.001 00307.011 00307.015 00307.023 00307.024 00307.025 00307.035	Oppose	Sustainable Tarras Incorporated Society does not agree with the relief sought by CIAL, or the reasons provided by CIAL for the relief they are seeking.	Sustainable Tarras Incorporated Society seeks that all of the identified submissions points be disallowed

**From:** Sarah Gardner [REDACTED]@orc.govt.nz>  
**Sent:** Thursday, 8 April 2021 9:04 am  
**To:** Michael Singleton  
**Subject:** RE: Central Otago Project

Thanks Michael, the update is much appreciated.  
Kind regards  
Sarah

---

**From:** Michael Singleton [REDACTED]@cial.co.nz>  
**Sent:** Tuesday, 6 April 2021 11:00 a.m.  
**To:** Sarah Gardner <[REDACTED]@orc.govt.nz>  
**Cc:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Subject:** Central Otago Project

Hi Sarah

I hope all is well with you in Dunedin.

I thought I'd give you an update on a couple of fronts. Firstly, as a courtesy Rhys Boswell, our GM Planning and Sustainability, is coming down your way tomorrow to meet some members of your Regulatory & Policy teams. Rhys has many years of deep experience of planning and infrastructure requirements particularly in an airport and transport context. I'm also pleased that Rhys will soon be transitioning over to a full time role with our Project Team and bringing those skills and knowledge to our project. No doubt he will be in regular contact with your team as we work through the various phases of our initiative.

We recently held two community drop in days in Tarras to let the local community know what we've heard, outline our next steps and give them a chance to add their feedback. I've attached an electronic copy of the brochure they were able to take with them. Please feel free to circulate to elected members and your team.

Pleasingly we had good numbers across the two days. We invited approximately 1000 people through a combination of electronic and hand delivered invitations and had approximately 120 people through the door. There was some media attention for the evening section on Wednesday however overall the tone was very positive with many noting a real concern that their very valid positive or interested voices were not being heard.

Our commitment to engage in an open and respectful manner with all of community remains. As they left the session we invited people to leave a Post-It note, while we have yet to go through all of this feedback, one that caught my eye particularly was "I feel more informed and optimistic that a good outcome for all interested parties is possible." We will continue to build on that sentiment.

Regards  
Michael

**Michael Singleton**  
**Project Director**

**T** [REDACTED]  
**F** [REDACTED]  
**E** [central@christchurchairport.co.nz](mailto:central@christchurchairport.co.nz)  
**W** christchurchairport.co.nz  
**P** PO Box 14001, Christchurch 8544, New Zealand



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**From:** Michael Singleton  
**Sent:** Thursday, 29 April 2021 5:21 pm  
**To:** Sarah Gardner  
**Cc:** Janice Coldicott  
**Subject:** Re: Christchurch Airport

That sounds great. Thanks

Sent from my iPhone

On 29/04/2021, at 4:54 PM, Sarah Gardner <[REDACTED]@orc.govt.nz> wrote:

Thanks Michael  
I am free for an hour on that day between 11 and 12 if that works for you?  
Cheers  
Sarah

---

**From:** Michael Singleton <[REDACTED]@cial.co.nz>  
**Sent:** Thursday, 29 April 2021 4:26 p.m.  
**To:** Sarah Gardner <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport  
Sorry Sarah, I had one mind on a wee airfield issue we were having today. I'm down on Tuesday 4 May.

---

**From:** Sarah Gardner <[REDACTED]@orc.govt.nz>  
**Sent:** Thursday, 29 April 2021 4:07 PM  
**To:** Michael Singleton <[REDACTED]@cial.co.nz>  
**Subject:** RE: Christchurch Airport  
Hi Michael  
Thanks for staying in touch. Which date are you down here? Once you reply I can check my availability.  
Kind regards  
Sarah

---

**From:** Michael Singleton <[REDACTED]@cial.co.nz>  
**Sent:** Thursday, 29 April 2021 3:32 p.m.  
**To:** Sarah Gardner <[REDACTED]@orc.govt.nz>  
**Subject:** FW: Christchurch Airport

Hi Sarah

It's great to see Rhys and your team starting a dialogue around our project.

I am in Dunedin and wondered whether you had any time for a quick check-in. At the moment I arrive around 10.30 and other than a 12.30-2.00pm meeting would generally be free.

Regards

Michael

---

**From:** Rhys Boswell  
**Sent:** Friday, 16 April 2021 10:58 AM  
**To:** Anita Dawe <[REDACTED]@orc.govt.nz>  
**Cc:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>; Michael Singleton <[REDACTED]@cial.co.nz>  
**Subject:** RE: Christchurch Airport

Anita,

Thank you for the consideration of Liz's proposal. I agree with your sentiments, it would be our preference to have a low key (no public) preliminary session(s) with either full council or perhaps the CEO and Chair. Our intention is that we set the right tone at the start of what will be an enduring relationship. We also want to make this meeting a worthwhile update for the Councillors and by mid to late May we will be able to share some research outcomes that are under way but not completed just yet.

We will be in contact in coming weeks to coordinate diaries.

Kind regards

Rhys

---

**From:** Anita Dawe <[REDACTED]@orc.govt.nz>  
**Sent:** Thursday, April 15, 2021 11:45 AM  
**To:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Cc:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>  
**Subject:** FW: Christchurch Airport

Hi Rhys

I have had a chat with Liz re: your attendance at a Council meeting. I don't think public forum is the correct avenue for you but there is a presentations time available which I think is more aligned with your intentions.

If one of the date(s) below work for you, you can liaise with Liz about doing a presentation – she will advise what she needs from you but a brief indication of time initially to enable development of the agenda.

Hope this makes sense

Anita

---

**From:** Liz Spector <[REDACTED]@orc.govt.nz>  
**Sent:** Thursday, 15 April 2021 9:35 a.m.  
**To:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Cc:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>; Richard Saunders <[REDACTED]@orc.govt.nz>; Anita Dawe <[REDACTED]@orc.govt.nz>; Dianne Railton <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Good afternoon, Rhys. I understand you would like to speak to ORC Councillors during public forum at an upcoming Council Meeting about a potential development of an airport in Tarras.

Standing orders addressing public forum provides individuals 5 minutes or groups 10 minutes to present, with additional time for questions afterwards. The Chairperson also has discretion to extend this time with agreement of the meeting body.

The next meeting where the full Council is together is the next Strategy and Planning Committee meeting. This meeting is scheduled for 1 p.m. on Wednesday, 12 May at the ORC Council Chamber in Dunedin. The next Council Meeting is Thursday, 27 May at 9 a.m. in Queenstown (at the Novotel Queenstown Lakeside conference room). After those two meetings, the Council will meet in June a couple of times, on 9 and 10 June in committee meetings and on 23 June in Council, all in Dunedin.

If none of those meetings work with your schedule, please let me know and I can provide future dates.

Kind regards,

Liz Spector

<image001.png>

**Liz Spector**  
GOVERNANCE SUPPORT OFFICER

---

P [REDACTED] | M [REDACTED]  
[REDACTED]@orc.govt.nz  
[www.orc.govt.nz](http://www.orc.govt.nz)

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**From:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Sent:** Wednesday, 14 April 2021 4:39 p.m.  
**To:** Liz Spector <[REDACTED]@orc.govt.nz>  
**Cc:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>; Richard Saunders <[REDACTED]@orc.govt.nz>; Anita Dawe <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Hello Liz.

I look forward to hearing from you when you get a moment to consider this matter.

Cheers

Rhys

---

**From:** Richard Saunders <[REDACTED]@orc.govt.nz>  
**Sent:** Wednesday, April 14, 2021 4:30 PM  
**To:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Cc:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>; Anita Dawe <[REDACTED]@orc.govt.nz>; Liz Spector <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Hi Rhys

Thanks for the email. I will leave Anita to provide clarity on the various planning processes.

I have copied in Liz Spector, who is our governance support officer. Liz will be able to advise you of the council meeting dates and confirm a spot at public forum that suits you and your team. Speaking to Council in a public forum would be the most appropriate way to brief them.

Regards

Richard

<image001.png>

**Richard Saunders**

GENERAL MANAGER REGULATORY AND COMMUNICATIONS

---

P [REDACTED] | M [REDACTED]  
[REDACTED]@orc.govt.nz  
[www.orc.govt.nz](http://www.orc.govt.nz)

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**From:** Rhys Boswell [[mailto:\[REDACTED\]@cial.co.nz](mailto:[REDACTED]@cial.co.nz)]  
**Sent:** Wednesday, 14 April 2021 4:26 p.m.  
**To:** Anita Dawe <[REDACTED]@orc.govt.nz>; Richard Saunders <[REDACTED]@orc.govt.nz>  
**Cc:** Gwyneth Elsum [REDACTED]@orc.govt.nz  
**Subject:** RE: Christchurch Airport

Anita and Richard,

It was nice to meet you both last week. Next time I will be sure to better time my visit away from a holiday period so that more of your team can participate.

Thank you for the suggestion that we become involved in upcoming public planning processes. My notes from our meeting are likely incomplete, but from my scribbles I think I deciphered:

- Regional Policy Statement – upcoming
- QLDC Spatial Plan – under way
- Waitaki Spatial Plan - tba
- Land and Water Regional Plan - tba

Please let me know if my list is inaccurate or incomplete.

Thank you also for your suggestion that we seek an opportunity to brief your elected officials. This is a high priority for us and we will be grateful for any advice you may be able to offer in arranging a suitable date and time.

I have also attached for you a copy of the information pamphlet we have been sharing with interested parties over the last few weeks. Feel free to distribute it among your colleagues as you see fit.

Regards

**Rhys Boswell**

<image002.jpg>

**General Manager Planning and Sustainability**

**T** [REDACTED]

**M** [REDACTED]

**F** [REDACTED]

**E** [REDACTED]@cial.co.nz

**W** christchurchairport.co.nz

**P** PO Box 14001, Christchurch 8544, New Zealand

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<image005.png>

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**From:** Anita Dawe <[REDACTED]@orc.govt.nz>

**Sent:** Monday, March 29, 2021 9:56 AM

**To:** Rhys Boswell [REDACTED]@cial.co.nz

**Cc:** Amanda Keach [REDACTED]@orc.govt.nz

**Subject:** RE: Christchurch Airport

Hi Rhys

Just heading into a meeting now but can call you after that.

I have read through the email chain and see you would like to come down on 7<sup>th</sup> April.

I will give you call soon but from a timing perspective, the 7<sup>th</sup> is possibly do-able , depending on who you would want to meet with and bearing in mind ORC offices are closed for Easter until 7<sup>th</sup>.

Talk soon

Anita

---

**From:** Rhys Boswell [REDACTED]@cial.co.nz

**Sent:** Monday, 29 March 2021 9:53 a.m.

**To:** Anita Dawe <[REDACTED]@orc.govt.nz>

**Cc:** Amanda Keach [REDACTED]@orc.govt.nz

**Subject:** FW: Christchurch Airport

Anita

I see that you are taking care of Gwyneth's role for now.

Would you please be able to call me so that I might better explain this email request?

Regards

Rhys

[REDACTED]

---

**From:** Rhys Boswell  
**Sent:** Monday, March 29, 2021 9:49 AM  
**To:** [REDACTED] <[REDACTED]@orc.govt.nz>  
**Cc:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Good morning Gwyneth.

I have provisionally booked flights to visit Dunedin on 07 April. As discussed earlier this month, it is intention to simply introduce myself to the appropriate people at the ORC and to offer an informal update to those interested of our project and the intended works programme over the next 2-3 years.

Would Amanda possibly be able to arrange some time during the 7<sup>th</sup> for this type of catch up?

Kind regards

Rhys Boswell

---

**From:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Sent:** Wednesday, February 17, 2021 4:31 PM  
**To:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Subject:** RE: Christchurch Airport

Thanks Rhys. 10am will work for Gwyneth.

I'll send through a meeting invite with Gwyneth's number for you to call her on.

Thanks

Amanda

---

**From:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Sent:** Wednesday, 17 February 2021 3:29 p.m.  
**To:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Subject:** RE: Christchurch Airport

Amanda

Either 10am or 11am on the 23<sup>rd</sup> would work well.

Should only be perhaps a 20-30 minute conversation, if that.

Regards

Rhys

---

**From:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Sent:** Wednesday, February 17, 2021 3:25 PM  
**To:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Subject:** FW: Christchurch Airport

Dear Rhys

Hi I'm Amanda, Gwyneth's EA. Apologies for the delay in getting back to you.

Would Tuesday morning (23<sup>rd</sup>) suit to have a phone conversation with Gwyneth?

Kind regards

Amanda

**Amanda Keach**  
EXECUTIVE ASSISTANT - STRATEGY, POLICY AND SCIENCE

---

P [REDACTED]

DDI [REDACTED]  
[REDACTED]@orc.govt.nz  
[www.orc.govt.nz](http://www.orc.govt.nz)

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**From:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>  
**Sent:** Friday, 12 February 2021 3:58 p.m.  
**To:** Amanda Keach <[REDACTED]@orc.govt.nz>  
**Subject:** FW: Christchurch Airport

Hi Amanda

Can you please arrange a time for a phone call.

Thanks

Gwyneth

---

**From:** Rhys Boswell <[REDACTED]@cial.co.nz>  
**Sent:** Friday, 12 February 2021 3:23 p.m.  
**To:** Gwyneth Elsum <[REDACTED]@orc.govt.nz>  
**Subject:** Christchurch Airport

Ms Elsum,

I am interested in having a brief conversation with you at your earliest convenience. Christchurch Airport (CIAL) has purchased some farm land near Tarras and we would very much like to start a dialogue with the ORC to better understand the issues of relevance (current and future). We have

acquired this land because we believe that it holds potential for future development as an airport that will help connect the region to the rest of NZ and the world. That said, there is a significant amount of work we have to undertake before we can convince ourselves of this potential (from a further investment point of view), much less any agencies with regulatory responsibilities.

I would be grateful if you were able to get back to me perhaps some time next week.

Kind regards

**Rhys Boswell**  
**General Manager Planning and Sustainability**

<image002.jpg>

**T** [REDACTED]

**M** [REDACTED]

**F** [REDACTED]

**E** [REDACTED]@cial.co.nz

**W** christchurchairport.co.nz

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**From:** Michael Singleton  
**Sent:** Friday, 11 September 2020 5:20 pm  
**To:** Sarah Gardner  
**Subject:** RE: Meeting

Thanks Sarah.

---

**From:** Sarah Gardner <[REDACTED]@orc.govt.nz>  
**Sent:** Friday, 11 September 2020 5:17 PM  
**To:** Michael Singleton <Michael.Singleton@cial.co.nz>  
**Subject:** RE: Meeting

Hi Michael

Thank you for your email. My EA Janice Coldicott will be in touch on Monday with a view to a meeting on Wednesday.

I look forward to meeting.  
Kind regards  
Sarah

---

**From:** Michael Singleton <[REDACTED]@cial.co.nz>  
**Sent:** Friday, 11 September 2020 5:12 p.m.  
**To:** Sarah Gardner <[REDACTED]@orc.govt.nz>  
**Subject:** Meeting

Hi Sarah,

Christchurch Airport recently announced it had acquired 750ha of land at Tarras and intends to explore the long-term potential of building a world-class sustainable airport servicing the region. We see this as an opportunity to create an intergenerational project of national significance and take a new approach to resolving an issue that will impact the region and its people in the longer term.

Otago Regional Council will be a key stakeholder during this project and, as Project Director, I would like to take the opportunity to introduce myself properly. I will be in Dunedin for a meeting on Wednesday 16 September and wondered whether you have any space in your diary to meet the following morning?

I look forward to hearing from you.

Regards

**Michael Singleton**  
**Project Director**

**T** [REDACTED]  
**F** [REDACTED]  
**E** [central@christchurchairport.co.nz](mailto:central@christchurchairport.co.nz)  
**W** [christchurchairport.co.nz](http://christchurchairport.co.nz)  
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