

TO: Freepost 1201
RLTS Submission
Environment Canterbury
PO Box 345
Christchurch

**SUBMISSIONS: DRAFT CANTERBURY REGIONAL LAND TRANSPORT
STRATEGY**

**From: Winstone Aggregates, a division of Fletcher Concrete and
Infrastructure Ltd**

Introduction

Thank you for the opportunity to comment on the Draft Canterbury Regional Land Transport Strategy (RLTS). Winstone Aggregates (Winstone) is New Zealand's largest manufacturer and distributor of aggregates and sand to roading, ready mixed concrete, concrete product manufacturers, and to building and civil engineering customers.

A sustained supply of aggregate is essential for the continued development of the Canterbury region and to enable people and communities of Canterbury to provide for their social, economic and cultural well being. In particular, a sustained supply will be absolutely critical over the next decade to enable reconstruction and repair work arising from the spate of earthquakes causing severe damage throughout Christchurch. It will provide for 'business as usual' demand to cope with building and development associated with population growth, maintenance of existing buildings and infrastructure, and provide for considerable volumes associated with infrastructure projects within the region such as those proposed by NZTA including the Christchurch Motorways Package.

The aggregate extraction market particularly in greater Christchurch but to an extent throughout the wider Canterbury Region is entering a period of significant uncertainty and change. Areas that have traditionally provided significant aggregate resources to supply the Canterbury population are facing significant limitations and new sources are not readily apparent.

A number of studies have been undertaken in recent years which have all emphasised that demand for aggregates is increasing while aggregate reserves, including sustainable river yields are diminishing rapidly.

These studies include:

- *Regional Gravel Management Report 2006*
- *Gravel Management Strategy : Historical and Projected Demands 2007*
- *Urban Development Strategy: Gravel Management 2009/2010*

The importance of road transportation for our aggregate distribution means Winstone has a strong interest in the Draft Canterbury RLTS.

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1)

1.1 The specific provisions which are supported in part are:

Strategic Direction: Freight Modes Page 16

1.2 Winstone's submission is:

While Winstone agrees with and recognises the importance of shifting freight around the region as discussed in '*Freight Modes*', p.16, Winstone also considers it important to recognise the impact that the Christchurch earthquakes have had on the region and how that may affect freight transportation. The last paragraph of page 16 considers that the DRLTS will not see any changes in freight patterns from those seen today. Given the impact the Christchurch earthquakes have had on the city including the future rebuild, it is considered that freight movements will change significantly, particularly with regards to trucking movements as the clean-up and rebuild gets underway. This increased demand will bring with it a need for quarries and cement plants to operate outside traditional hours which will increase freight efficiency and speed up the rebuild. Following this, provisions should be made to incorporate extended hours for trucking movements.

1.3 Winstone seeks the following decision from the Council:

Amend *Freight Modes*, p.16 as follow:

Delete the final paragraph:

~~*The strategy does not envisage significant change to the patterns of freight movement that are seen today. This means that the role of freight modes will not change significantly over the life of the strategy.*~~

And replace with:

Following the effects of the Christchurch earthquakes, it is considered that there will be a significant increase in freight movements in and around greater Christchurch as the rebuild takes place. To compensate for the increased supply of materials now required to be brought into the city and hardfill and cleanfill to be brought out of the city, an increase of hours for trucking movements shall be required. This is necessary to assist in the rapid rebuild of the city without being unduly constrained by operational hours.

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2)

2.1 The specific provisions which are supported in part are:

Implementation, Greater Christchurch, Land Use Planning, p.34

2.2 Winstone generally agrees with the method of implementation associated with the land use planning implementation methods for the short and medium terms. Winstone however, considers that provisions need to be included to accommodate the increased and diverse freight requirements following the Christchurch earthquakes. Therefore provisions for such requirements should be included within the implementation actions and policies for land use planning.

2.3 The following decision is sought from the Council:

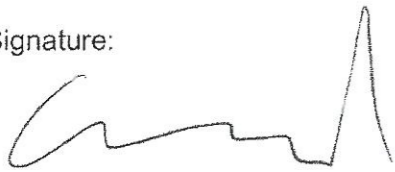
Add the underlined words to the end of the Land Use Planning short and medium term implementation policies:

City and district plans are amended over time to support greater mode choice, local trip making, improved integration between land use and transport, and between transport modes flexible and extended operational hours for freight and associated landuse activities which assist the rebuild of Christchurch e.g. quarries, concrete plants, ports and manufacturing.

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Should the council wish, Winstone is willing to discuss these submissions in person. Please feel free to contact the undersigned accordingly.

Signature:



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