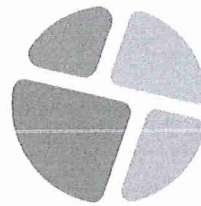


Stage 4 – Background

Discussion Paper: Airport Zone



Mackenzie

DISTRICT PLAN REVIEW

TOMORROW'S MACKENZIE
KA AWATEA HŌU

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Date 14 June 2023
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Executive Summary

This discussion paper relates to a review of the Airport Zone as part of Stage 4 of the Mackenzie District Plan Review (MDRP). It explains the background work that has been undertaken, which includes an outline of the approach taken in the Operative Plan, issues identified with that approach, relevant provisions in other plans and strategies, and the approach taken in other district plans.

There are three sites within the Mackenzie District that are currently zoned Airport within the Operative Mackenzie District Plan - Glentanner, Tekapo and Pukaki (Twizel). The Pukaki (Twizel) site is also designated by Mackenzie District Council as an aerodrome. The National Planning Standards provide for Special Purpose Zone – Airport Zone, and this approach aligns with the current District Plan. The designation over the Pukaki (Twizel) site warrants further discussion and may be more effective in realising the outcomes desired by Council (as the operator) than relying on a zoning framework.

Additionally, the location of all three sites within the Mackenzie Basin means that consideration needs to be given to landscape and ecological matters that have not historically been considered within the context of the three sites. The introduction of Plan Change 18 has implications on potential uses and development within these areas, if indigenous vegetation is present in these areas, and a better on-site understanding of the vegetation is recommended to help inform the appropriateness of a new zone framework.

Whilst the same approach should be taken with all three sites it is noted that the Council is also the owner of Pukaki Airport, and there are likely to be economic effects of any rule framework change. With this in mind, consideration needs to be given to the management of conflicts in pursuing a plan change.

Potential conflicts between Council's regulatory arm and economic arm need to be viewed in the context that technical reports recommended such as landscape and ecology may identify that further development would impact on the ability to protect values and further development should be limited, or in some cases, not pursued. With this in mind, it is recommended that an independent consultant should lead the work and Council's economic/ land owner arm be treated the same as any other landowner.

It is noted that the large number of freehold titles at the Pukaki (Twizel) airport means specific consultation should occur. The project team and Council should be cognisant of the divergent views that may be held about the future of the sites and intended uses. The development of non-aviation related activities has occurred and this may result in support for this type of activity continuing.

Purpose of Paper

The purpose of this paper is to summarise the “background” tasks that have been carried out for the Airport Zone topic of Stage 4 of the District Plan review, and to suggest the way forward based on what these have identified. This paper is one of a series of discussion papers prepared in relation to the Stage 4 topics.

There are four main phases for Stage 4, being:

- Background – this stage
- Development of preferred approach
- Preparation of s32 assessment and provisions
- Notification onwards through to decision

Mana whenua are working as partners as part of the project team, and consultation with iwi, stakeholders and interested community will be ongoing throughout the District Plan review project.

Scope

The scope of this topic covers the following sections of the Operative District Plan:

- Section 9 – Special Purpose Zones – Airport Zone
- Appendix L – Mackenzie Basin Aviation Strategy – Final Draft

The components of the proposed District Plan that are included in this topic, are (in accordance with the NP Standards):

Part 3 – Area Specific Matters – Zones

- Airport (to be confirmed)

Operative Plan Review

The Airport Zone is located at three sites within the Mackenzie District, being, Pukaki (Twizel), Glentanner and Lake Tekapo. The zone provides for existing aviation activities and some future development of these airports. A range of aviation facilities and activities are possible within the zone, including the establishment of residential accommodation within a hangar.

Conditions apply which limit activities in relation to noise, glare, lighting, parking, screening and other potential effects of aviation activities on the environment. There are no objectives and policies that relate to the Airport Zone.

Appendix L – Mackenzie Basin Aviation Strategy – Final Draft, gives a summary of the Aviation Strategy which evolved from a consultation exercise facilitated by Council, in January 1996. The strategy formed the basis for provisions in the District Plan, but notes that it should be appreciated that some elements would/ have been amended through the District Plan development process.

It is noted that all three sites are located within the Mackenzie Basin which is identified as an Outstanding Natural Landscape. The Pukaki (Twizel) site is also designated as the ‘Pukaki Aerodrome’ by Mackenzie District Council (the requiring authority) (Designation 69), with most of the site also identified as a Site of Natural Significance (SONS 16).

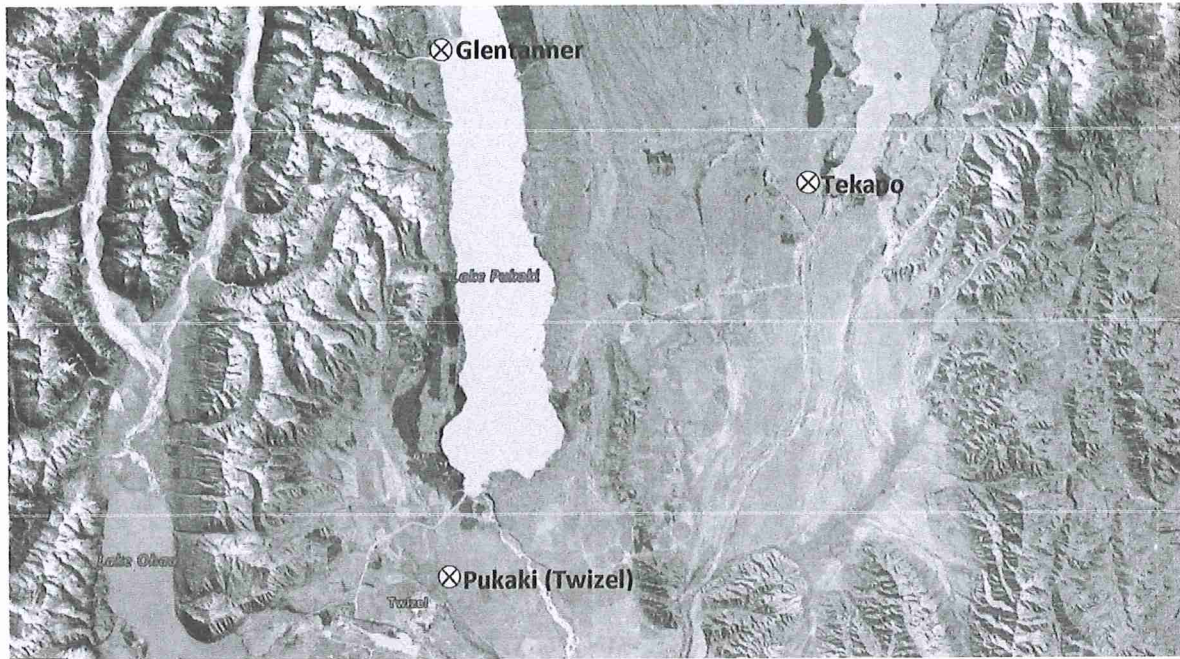


Figure 1 – Airport Zone Locations

Summary of Issues

Identified Issues with Current Approach

Investment Logic Map (ILM)

The ILM development for the District Plan review identified four key problems which the Plan Review should address. All four are relevant to this topic:

- *Uncoordinated & fragmented development is enabled, disrupting social & economic wellbeing, putting pressure on infrastructure.*
- *Failure to protect our natural landscapes, water & indigenous biodiversity, erodes Mackenzie's unique environment.*
- *Mana whenua values & footprint are missing, reducing the strength of the plan & inhibiting the ability of our tangata & mokopuna to thrive.*
- *The outdated & permissive nature of the plan, results in inconsistent and ad hoc decision making, creating perverse & undesirable outcomes.*

The below headings provide an assessment that links back to the ILM issues outlined above. All four have some degree of relevance to this topic.

Objectives and Policies

No strategy exists yet!

As outlined above, the Operative Plan has no objectives and policies related to the Airport Zone. The lack of objectives and policies provides no guidance for decision makers resulting in inconsistent and ad-hoc decision making. The presence of small freehold titles at the Pukaki (Twizel) site has resulted in development pressures and the establishment of development which is not provided for by the current District Plan i.e., motel development not related to aviation activities. The lack of objectives and policies resulted in a situation where there was no guidance for decision makers to assess the proposed activities against the intent of the District Plan. This resulted in a situation that due to the applicants having written approvals the effects of the proposals were considered to be less than minor, resulting in Council granting consent for activities which would otherwise not be anticipated in an airport zone.

Permissive Rule Framework

The three Airport Zone sites are located within the Mackenzie Basin, which is identified as an Outstanding Natural Landscape. Most built form in the Airport Zone however is provided for as a permitted activity, providing for no assessment of the design and appearance of buildings apart from a colour palette. This means there is limited ability to consider the protection of natural landscapes as part of the resource consent process resulting in scope for uncoordinated and fragmented development to occur.

Plan Change 18 Integration

Plan Change 18 introduces to the Mackenzie District Plan a suite of rules that control the management of indigenous vegetation. The location of the three sites within the Mackenzie Basin and the sites' largely un-developed nature means that it is highly likely that indigenous vegetation is present.

This means that future development will be subject to the provisions contained within Plan Change 18, with the current zoning providing for no consideration of the presence of indigenous vegetation. It is possible that Plan Change 18 will restrict the ability to develop the Tekapo and Glentanner sites, which is contrary to the current zone framework.

The entire undeveloped area of the Pukaki (Twizel) site is identified as a SONS, with Plan Change 18 now introducing a rule framework that applies district wide, where prior to Plan Change 18, the Airport Zone contained no rules that related to the SONS. The application of the PC18 rules within the Airport Zone is likely to limit the development potential.

Pukaki (Twizel) Airport Dam Breach Inundation

Mapping introduced into the Rural Zone as part of the Plan Change 13 process identifies areas that are subject to inundation during a dam breach of the Waitaki Power Scheme canal and dam network. The Pukaki (Twizel) Airport is located within the dam breach area but is currently not mapped due to the Airport Zone not being within the scope of the Plan Change 13 process. Consultation with Meridian will need to occur to understand any possible implications on the Airport Zone.

Pukaki (Twizel) Airport Land Tenure

The Pukaki (Twizel) Airport is held in multiple ownerships due to previous subdivisions of circa 1,000 meter square allotments. Additionally, a portion of the undeveloped land area extends to land under the control of the Department of Conservation. The reality of having multiple land ownerships on the site means that there needs to be wider discussions and consideration around future intended use of the sites and wider airport.

Glentanner Surrounding Land Use

Glentanner is surrounded by Tourist G and Open Space G Zoning, which effectively applies a development plan to this area. The interaction of these zones with the Airport Zone provides an opportunity for further consideration of how they are best managed collectively.

Planning Context

Resource Management Act (RMA)		
Relevance: The purpose of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of the Act.		
Provision	Summary	Relevance

Section 5	<p>Stipulates the purpose of the RMA which is to promote sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety while –</p> <ul style="list-style-type: none"> a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment. 	<p>The Council when reviewing the District Plan must give effect to the purpose of the Act. In terms of the Airport Zone this includes sustaining the potential for physical and natural resources and avoiding, remedying, or mitigating adverse effects of activities within these areas on the environment.</p>
Section 6	<p>Section 6 of the RMA sets out matters of national importance which Councils are required to recognise and provide for when reviewing District Plans, including:</p> <ul style="list-style-type: none"> a) the preservation of the natural character of the coastal environment (including coastal marine area), wetlands, and lakes and rivers and their margins,, and the protection of them from inappropriate subdivision, use and development. b) the protection of outstanding natural features and landscape from inappropriate subdivision, use, and development. c) the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna. e) the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga. 	<p>The three Airport Zone sites are located within the Mackenzie Basin, an area of land that is recognised for its Outstanding Natural Landscapes and predominance of significant indigenous vegetation and fauna. The Glentanner site adjoins Lake Pukaki, which is a Statutory Acknowledgement Area, with strong ties to Mana Whenua.</p>
Section 7	<p>Section 7 of the Act sets out other matters which Councils are required to have particular regard for when reviewing District Plans, including:</p> <ul style="list-style-type: none"> a) kaitiakitanga b) the efficient use and development of natural and physical resources c) the maintenance and enhancement of amenity values d) intrinsic values of ecosystems f) maintenance and enhancement of 	<p>The subject sites are large land areas that are largely undeveloped, and future development will impact on the amenity values, ecosystems, and the quality of the environment. Development will therefore impact on the natural physical resources present, which are finite in nature.</p>

	<p>the quality of the environment</p> <p>g) any finite characteristics of natural and physical resources</p>	
Regional Policy Statement Relevance: District Plan must give effect to		
Provision	Summary	Relevance
Objective 5.2.1	<p><i>Development is located and designed so that it functions in a way that:</i></p> <ol style="list-style-type: none"> <i>1. achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and</i> <i>2. enables people and communities, including future generations, to provide for their social economic and cultural well-being and health and safety; and which:</i> <ol style="list-style-type: none"> <i>a) Maintains, and where appropriate, enhances the overall quality of the natural environment, outstanding natural features and landscapes and natural values;</i> <i>b) provides sufficient housing choice to meet the region's housing needs;</i> <i>c) encourages sustainable economic development by enabling business activities in appropriate locations;</i> <i>d) minimises energy use and/or improves energy efficiency</i> <i>e) enables rural activities that support the rural environment including primary production;</i> <i>f) is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;</i> <i>g) avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;</i> <i>h) facilitates the establishment of papakainga and marae; and</i> <i>i) avoids conflicts between incompatible activities.</i> 	<p>The largely undeveloped nature of the Airport Zone sites means that revised provisions will need to be cognisant of the need to ensure future development is designed and functions in a manner that reflects the location and values present.</p> <p><i>Strategy!</i></p>
Policy 5.3.3	<p><i>To ensure that substantial developments are designed and built to be of a high-quality, and are robust and resilient:</i></p>	<p>This policy requires that any further development of the subject sites is of a high-quality and recognises the</p>

	<ol style="list-style-type: none"> 1. through promoting, where appropriate, a diversity of residential, employment and recreational choices, for individuals and communities associated with the substantial development; and 2. where amenity values, the quality of the environment, and the character of an area are maintained, or appropriately enhanced. 	surrounding environment and existing character.
Policy 5.3.5	<p>Within the wider region, ensure development is appropriately and efficiently served for the collection, treatment, disposal or re-use of sewage and stormwater, and the provision of potable water, by:</p> <ol style="list-style-type: none"> 1. avoiding development which will not be served in a timely manner to avoid or mitigate adverse effects on the environment and human health; and 2. requiring these services to be designed, built, managed or upgraded to maximise their on-going effectiveness. 	This policy requires that appropriate consideration be given to the future servicing of the sites. There is currently mixed levels of servicing across the three sites.
Policy 5.3.6	<p>Within the wider region:</p> <ol style="list-style-type: none"> 1. Avoid development which constrains the on-going ability of the existing sewerage, stormwater and potable water supply infrastructure to be developed and used. 2. Enable sewerage, stormwater and potable water infrastructure to be developed and used, provided that, as a result of its location and design: <ol style="list-style-type: none"> a) the adverse effects on significant natural and physical resources are avoided, or where this is not practicable, mitigated; and b) other adverse effects on the environment are appropriately controlled. 3. Discourage sewerage, stormwater and potable water supply infrastructure which will promote development in locations which do not meet Policy 5.3.1. 	This policy requires that the adverse effects of future servicing be avoided, or where not practical mitigated.
Objective 9.2.1	<i>The decline in the quality and quantity of Canterbury's ecosystems and indigenous biodiversity is halted and their life-supporting capacity and mauri safeguarded.</i>	This objective requires that decline in quality and quantity of indigenous biodiversity be halted. This is of relevance to the three sites.
Policy 9.3.1	<ol style="list-style-type: none"> 1. Significance, with respect to ecosystems and indigenous biodiversity, will be determined by assessing areas and habitats against the following matters: <ol style="list-style-type: none"> a. Representativeness Regional Policy Statement / Chapter 9 - Ecosystems 	This policy requires areas that meet significance criteria that relate to indigenous biodiversity be identified and protected. This impacts on the Pukaki (Twizel) site, with further consideration and assessment likely required at Glentanner and Tekapo.

What decline?

	<p>and Indigenous Biodiversity Environment Canterbury Page 142</p> <p>b. Rarity or distinctive features</p> <p>c. Diversity and pattern</p> <p>d. Ecological context</p> <p>The assessment of each matter will be made using the criteria listed in Appendix 3.</p> <p>2. Areas or habitats are considered to be significant if they meet one or more of the criteria in Appendix 3.</p> <p>3. Areas identified as significant will be protected to ensure no net loss of indigenous biodiversity or indigenous biodiversity values as a result of land use activities.</p>	
Policy 9.3.4	<p>To promote the enhancement and restoration of Canterbury’s ecosystems and indigenous biodiversity, in appropriate locations, where this will improve the functioning and long term sustainability of these ecosystems</p>	<p>This policy requires that enhancement of ecosystems and indigenous biodiversity occur where appropriate. This will need to be considered in the context of each of the subject sites.</p>
Objective 12.2.1	<p>Outstanding natural features and landscapes within the Canterbury region are identified and their values are specifically recognised and protected from inappropriate subdivision, use, and development.</p>	<p>The sites sit within an ONL, and this objective requires that the associated values are recognised and protected.</p>
Objective 13.2.1	<p>Identification and protection of significant historic heritage items, places and areas, and their particular values that contribute to Canterbury’s distinctive character and sense of identity from inappropriate subdivision, use and development.</p>	<p>The District Plan will need to avoid adverse effects on wāhi tapu and other sites of cultural heritage value as a result of inappropriate land-use, subdivision and development.</p>
Objective 13.2.2	<p>Recognition that cultural and heritage values are often expressed in a landscape setting and to make provision for the protection of such landscapes from inappropriate subdivision, use and development.</p>	<p>There are no specific values identified at the three subject sites. Discussion will continue with runanga to ensure no adjoining values are impacted.</p>
Policy 13.3.2	<p>To recognise places of historic and cultural heritage significance to Ngāi Tahu and protect their relationship and culture and traditions with these places from the adverse effects of inappropriate subdivision, use and development.</p>	
Regional Plans		
Relevance: District Plan must not be inconsistent with		
Document	Summary	Relevance

SNL vs ONL?

Land and Water Regional Plan	Directs how land and water is managed in the Canterbury region in relation to the regional council's functions for those activities.	Aspects of this plan will need to be considered as part of the framework applying to the Airport Zone.
Other Documents Relevance: District Plan must have regard to		
Document	Summary	Relevance
Te Manahuna Ki Uta /Destination Mackenzie - Destination Management Plan	Is intended to provide strategic direction on how tourism within the District will be managed, to guide planning within and across agencies.	The principles introduced through this document should be considered when assessing and evaluating the future planning framework for the site. Aviation activities already play an important role in the existing tourism offering. ✓✓
Other Documents Relevance: District Plan must have regard to		
Document	Summary	Relevance
Te Whakatau Kaupapa Ngai Tahu Resource Management Strategy for the Canterbury Region 1990	Provides Ngai Tahu views on resource management in Canterbury.	The District Plan will give effect to Ngai Tahu views across the plan. Mana Whenua has not identified any areas of significance that require consideration beyond the plan wide approach for the three subject sites.
Iwi Management Plan of Kati Huirapa 1992	Describes the values of Kati Huirapa (hapū), issues relating to environmental matters of concern.	No specific values have been identified on the subject sites. The District Plan as a whole will provide recognition of wider values through other chapters, as well as protection to anything that is discovered through undertaking earthworks. Council will continue to work as partners with Mana Whenua and will discuss appropriate provisions if any new information is to come to light.
Resource Management Plan of Kati Huirapa 2022*	<p>Describes the values of Kati Huirapa, issues relating to these, the expectations of Kati Huirapa in remedying the issues, and the outcomes required to address the issues in order to meet resource management values.</p> <p>This plan is prepared by Kati Huirapa (hapū), whom include Te Rūnanga o Arowhenua (primary Rūnanga), Te Rūnanga o Waihao and Te Rūnanga o Moeraki.</p> <p>This plan covers the area from the Rakaia River in the north to the Waitaki River in the south, and from the coast to the main divide.</p>	

Waitaki Iwi Management Plan 2019	Describes the values of the Te Papatipu Rūnaka (Te Rūnanga o Arowhenua, Te Rūnanga o Waihao and Te Rūnanga o Moeraki) in relation to the Waitaki River and the wider catchment that provides a life source to the river (Aoraki/Mount Cook to the sea). The plan outlines the issues relating to the area, and direction for how these are addressed and how their relationship with the identified resource can be provided for.
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* This document is yet to receive a formal name. The document has not been publicly released as it is currently undergoing its final edit/review before being signed off by the rūnanga.

Plan Change 21

Plan Change 21 introduced the following strategic directions that are of relevance to the Pukaki Downs Tourist Zone:

ATC-O1	Live, Work, Play and Visit
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The Mackenzie District is a desirable place to live, work, play and visit, where:

1. there are a range of living options, businesses, and recreation activities to meet community needs;
2. activities that are important to the community's social, economic and cultural well-being, including appropriate economic development opportunities, are provided for; and
3. the anticipated amenity values and character of different areas are maintained or enhanced.

The Airport Zone will contribute to the achievement of this object through providing an additional area for business and recreational opportunities.

NE-O1	Natural Environment
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The values of the natural environment, including those that make the District unique, contribute to its character, identity and well-being, or have significant or outstanding intrinsic values, are recognised and provided for, and where appropriate protected and enhanced. This includes, but is not limited to, values associated with the following important natural resources:

1. mahika kai resources;
2. night sky darkness;
3. outstanding natural features and landscapes;
4. significant indigenous biodiversity; and
5. water bodies and their margins.

The location of the site within the Mackenzie Basin means that the natural environmental values present will be of importance.

National Planning Standards Consideration

The National Planning Standards (NPS) provide national consistency for the structure and form of resource management plans to make them more efficient and easier to prepare and use. A District Plan must only contain the zones listed in Table 13 of the NPS, except:

A special purpose zone may be created when the proposed land use activities or anticipated outcomes of the zone meet all of the following criteria:



- a. are significant to the district, region or country;
- b. are impractical to be managed through another zone;
- c. are impractical to be managed through a combination of spatial layers.

An assessment of the NPS zone names and descriptions relevant to this topic is provided in the Table below:

Zone	Zone Description	Assessment
Special Purpose Zone – Airport Zone	<i>Areas used predominantly for the operation and development of airports and other aerodromes as well as operational areas and facilities, administrative, commercial and industries associated with airports and aerodromes.</i>	The District Plan currently has an Airport Zone that manages the three subject sites. The descriptor from within the National Planning Standards aligns with the current zone intent and largely provides for the development that has occurred to date.
Designations	<i>Designations are provided for under the Resource Management Act 1991.</i>	The Pukaki (Twizel) site is also designation within the Operative Mackenzie District Plan. The merits of the existing designation should be considered.

Comparison of Operative District Plan with Other Plan Approaches

The Airport is unique as it relates to specific areas within the Mackenzie District that are largely undeveloped, whilst still having a distinct intended purpose. Examining other District Plans is useful insofar that it can provide examples of how other Districts manage similar sites.

Relevant Plan	Approach
Timaru Proposed District Plan	The Timaru Airport is provided for through a designation with the underlying zone being General Rural.
Queenstown Lakes Proposed District Plan – Consolidated Decisions Chapter	The Queenstown and Wanaka Airports are provided for through an Airport Zone. This chapter provides for a range of aviation related activities at Queenstown and Wanaka Airports. Whilst the scale of these two airports is different, the chapter differentiates between the rural and urban locations, whilst also recognising the strategic importance of the airports at a regional and national scale. Both airports are also provided for by way of designation.
Draft Waitaki District Plan	The Draft Waitaki District Plan indicates that it will be introducing a separate special purpose zone for the Oamaru and Omarama Airports. The draft includes no provisions to examine.

Summary

The Mackenzie District has three current sites zoned as Airports, two of which are in private ownership (Glentanner and Tekapo). The Pukaki (Twizel) site is owned by Mackenzie District Council and is also designated. An analysis of draft and proposed District Plans highlights that there are different options for addressing multiple airport sites within a district, including the designation and zoning of a site, separate special purpose zones, or just a designation. This indicates that the approach taken within the Mackenzie District context can be catered to meet the needs of the site.

The use of an Airport Zone for Tekapo seems to be most appropriate to recognise the development present, the existing District Plan and the private ownership. The outcome of discussions with the landowner, and the owners of the other two airport sites will inform whether there needs to be variance in the provisions that relate to the site when compared to the others. This will help inform whether a single Special Purpose Airport Zone is appropriate or if a zone specific to the Tekapo Airport would be a better outcome.

The Glentanner Airport site is surrounded by Tourist G and Open Space G zoning, with the open space zoning acting as a form of mitigation to compensate for the development occurring within the Airport and Tourist Zoning. There is an opportunity to group the three zonings at Glentanner into a single Special Purpose Zone. This does not mean that the provisions that relate to the airport activity need to differ from those relating to the other sites, but a single special purpose zone would better reflect the outcomes intended for the wider Glentanner Development.

The Pukaki (Twizel) site is a little more unique due to the presence of 48 freehold titles. Further discussions should occur around the overlapping designation and zoning and what the benefits are with the dual approach versus a single approach. The existing Site of Natural Significance over the vast majority of the undeveloped areas also needs to be investigated, as well as the zoning and designation sitting over the neighbouring Department of Conservation land. Until further engagement occurs it is challenging to envisage what a future planning framework may look like.

Further investigation and discussion with Mackenzie District Council should occur before deciding on a preferred approach to address the wider Pukaki (Twizel) site. Engagement with the 48 freehold title owners will have to occur as well to understand their views. The dual role of Council as a regulator and landowner highlights the need to engage independents to carry out this work with the Council needing to provide specific input as a landowner.

Recommended Next Steps

Introduction

This section of the document outlines the next steps recommended by the Project Team. This includes identification of further input or work required; recommendations on the approach to addressing issues where there is one, or a preliminary preference only where community engagement is considered necessary before confirming a preference; and recommendations for community engagement. Feedback is sought on the recommendations as well as the topics for community engagement.

Where different options have been identified for addressing issues, a table of options with a brief assessment of the pros and cons of each option is provided. Recommendations on the way forward and for engagement are included at the end of each section in a grey shaded table for ease of reference.

Technical Inputs

The following technical inputs have been identified as being required to support the Airport related Chapter for Stage 4:

Expertise	Description of Input
Natural Hazards	Technical input from Meridian in relation to a dam breach analysis for the Pukaki (Twizel) site.
Ecological	Technical input from an ecologist to assess the values present on the sites and to determine what constraints this may create for future development in light of Plan Change 18.
Landscape and Design	Technical input from a landscape architect to consider the location of the sites within an Outstanding Natural Landscape and any design controls that need to be applied to future development.

Zoning

The different context of each site means that whilst they could all lend themselves to being a Special Purpose Zone – Airport Zone, this may not be the best outcome on each site for a number of reasons below. In the first instance further examination of the constraints to future development, as well as understanding the landowner intentions needs to occur so that the options below can be further refined and a preferred approach reached.

Glentanner Site		
Option	Pros	Cons
Apply the Airport Zone	<ul style="list-style-type: none"> Aligns with current zoning and envisaged use. 	<ul style="list-style-type: none"> Does not reflect the wider Glentanner use which may be better addressed as a single Special Purpose Zone.
Include the site as part of a broader Special Purpose Zone	<ul style="list-style-type: none"> Allows for the recognition of the wider Glentanner land use, and enables consideration of mitigation factors currently provided for through different zones. 	<ul style="list-style-type: none"> No cons are identified. However, the landowner may hold concerns that they are being treated differently to the Council owned airport and therefore this potential perception requires careful management.

Tekapo Site		
Option	Pros	Cons
Apply the Airport Zone	<ul style="list-style-type: none"> Aligns with current zoning and envisaged use. 	<ul style="list-style-type: none"> No cons are identified.

Pukaki (Twizel) Site		
Option	Pros	Cons
Apply the Airport Zone	<ul style="list-style-type: none"> Aligns with current zoning. 	<ul style="list-style-type: none"> Will be challenges associated with freehold title owners versus wider Airport development. Additional guidance through objectives and policies will be needed to guide development. E
The Pukaki (Twizel) site under ownership of Mackenzie District Council is Designated	<ul style="list-style-type: none"> Clearly identifies the use of the site for airport purposes moving forward and gives Mackenzie District Council an additional layer of control. The designation would provide a different approach under the RMA which may better enable airport development, acknowledging the sites location in the ONL and the presence of a Site of Natural Significance on the bulk of undeveloped land. 	<ul style="list-style-type: none"> Does not recognise the presence of the freehold titles, which would provide challenges with designation over these sites likely not appropriate. Would also likely restrict the development potential of the site if a wider variety of activities other than airport activities was anticipated.

No more freeh!

Recommendation	<p>No recommendation is currently provided, due to the need to carry out engagement with the affected landowners and to seek additional technical input.</p> <p>Due to the Mackenzie District Council being a significant landowner it is recommended that discussions occur in relation to managing any conflicts and that legal advice be sought as to the appropriate level of input from a Council level in pursuing any plan change.</p>
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Engagement	In the first instance engage with the landowners regarding their future intended use of the sites and to assess the appropriateness of the existing rule framework.
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