

**IN THE ENVIRONMENT COURT
AT CHRISTCHURCH**

ENV-2025-CHC-

**I TE I TE KŌTI TAIAO
KI ĪTAUTAHI**

UNDER the Resource Management Act 1991

IN THE MATTER of an appeal under clause 14(1) of
Schedule 1 of the Act

BETWEEN **HELIVENTURES NZ LIMITED**

Appellant

AND **MACKENZIE DISTRICT COUNCIL**

Respondent

NOTICE OF APPEAL

Dated: 3 September 2025

TODD&WALKER law
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TO: The Registrar
Environment Court
Christchurch

AND TO: The Respondent

- [1] Heliventures NZ Limited (**Appellant**) appeals part of a decision of the Mackenzie District Council on Plan Change 30 (**PC30**) of the Mackenzie District Plan.
- [2] The Appellant made a submission on PC30.
- [3] The Appellant is not a trade competitor for the purposes of section 308D of the Resource Management Act 1991.
- [4] The Appellant received notice of the decision on 24 July 2025.
- [5] The decision was made by an Independent Hearings Panel appointed by the Mackenzie District Council (**Panel**), on 24 July 2025.
- [6] The part of the decision the Appellant is appealing are the:
 - (a) Thresholds for staff, residential, and visitor accommodation set in the Airport Special Purpose Zone (**AIRPZ**) chapter;
 - (b) Non-complying activity status for visitor accommodation in AIRPZ-R9 and AIRPZ-R10;
 - (c) References to noise sensitive activities and effects on airport operation and development in AIRPZ-P1; and
 - (d) Setback standards contained in AIRPZ-S1.
- [7] The reasons for the appeal are as follows:
 - (a) Residential activity, staff accommodation, and aviation related visitor accommodation are anticipated within the AIRPZ and are provided for by objectives and policies that allow for such activities associated with the operation of the airport. Residential activity, staff accommodation, and aviation related visitor accommodation

are a permitted activity, yet residential visitor accommodation and commercial visitor accommodation are a non-complying activity. The section 32 report does not provide sufficient justification for this different activity status, nor does it address how these activities can be complementary to the purpose of the zone. Amendments are required to ensure consistent treatment of these activities, and to ensure that rules for residential and visitor accommodation are sufficiently flexible and workable to achieve an appropriate consenting pathway under the attendant objectives and policies.

- (b) The thresholds for residential, staff, and aviation related visitor accommodation in the AIRPZ set an unreasonable constraint on the use of airport buildings for these types of accommodation. These thresholds conflict with overarching objectives and policies which seek to support airport operations and functions and are not supported by sufficient section 32 analysis in terms of concerns as to potential adverse effects of the same. The objectives and policies provide for the efficient use and development of airport zoned land and facilities to support the economic and social well-being of the Mackenzie District. Maximum occupancy limits restrict the use of airport buildings for accommodation, which may constrain the use of the building to one type of activity, removing flexibility to create a range and diversity of complementary activities. A higher gross floor space threshold would also allow increased levels of accommodation and have associated wider economic benefits.
- (c) The reference to noise sensitive activities in AIRPZ-P1 is unnecessarily restrictive. As noted above, the AIRPZ provides for, and anticipates, a range of accommodation activities within the zone. As such, reference to noise sensitive activities and the potential effect or restriction on airport operation and development is ineffective and inappropriate, as the AIRPZ already enables such activities and mitigation can be achieved through noise attenuation methods.

(d) The setback standards contained in AIRPZ-S1 unreasonably constrain the development potential of the Appellant's site. Objectives and policies of the AIRPZ seek to enable future development and expansion of existing airport activities. As such, restrictive setback standards conflict with the desire to enable the efficient use and development of airport zoned land and are not otherwise justified based upon any potential adverse effects.

Relief Sought

[8] The Appellant seeks the following relief:

- (a) Increased gross floor space threshold for accommodation activities, including residential activity, staff accommodation, and aviation related visitor accommodation;
- (b) The removal of maximum occupancy limits and replacement with compliance with a new standard to manage adverse reverse sensitivity effects;
- (c) That residential visitor accommodation and commercial visitor accommodation have a restricted discretionary status;
- (d) Amend reference to noise sensitive activities in AIRPZ-P1 and introduce standards relating to the management of reverse sensitivity effects associated with existing airport operations;
- (e) That setback standards contained in AIRPZ-S1 are reduced;
- (a) Or other consequential amendments to objectives, policies, rules, standards, and associated definitions to address the issues set out in the Appeal above, and to enable a suitable diversity and level of residential activity and accommodation in the AIRPZ.

[9] Without derogating from the generality of the above, the table below provides further suggested amendments to rules, policies, and objectives.

Provision appealed (Appeal relief struckout / underlined in red)	Reason
<p>AIRPZ-P1 Airport and Supporting Activity</p> <p>Provide for airport activity and airport support activity to operate in a safe and efficient manner, while maintaining the function, character and amenity of the AIRPZ, by:</p> <p>...</p> <p>2. Ensuring <u>new</u> noise sensitive activities appropriately mitigate any adverse effects on do not restrict effective and efficient airport operation and development;</p> <p>3. Providing for a range of airport support activities where these do not:</p> <ul style="list-style-type: none"> i. Adversely affect the character and amenity values anticipated within the AIRPZ; ii. <u>Inappropriately constrain</u> on-going airport activity; and iii. Detract from the existing commercial centres in Takapō/Lake Tekapo or Twizel; 	<p>The policy is sought to be amended so that it is sufficiently flexible to allow consideration for new noise sensitive activities which can provide appropriate standards of mitigation, for example, through noise attenuation, restrictive complaints covenants, or other standards. Amendments are also sought to constrain adverse effects on existing effective and efficient airport operations, rather than future development of the same, as such a future receiving environment is unknown.</p>
<p>AIRPZ-R3 Residential Unit / Residential Activity</p> <p>Activity Status: PER</p> <p>Where:</p> <p>1. The use is contained within an airport building and the maximum combined total gross floor area of any residential, staff accommodation and aviation related visitor accommodation does not exceed 150m² 50% of the building's total gross floor area; and</p> <p><u>2. Compliance with AIRPZ-S10 is achieved.</u></p> <p><i>Amend the non-compliance activity status from discretionary to restricted discretionary and include matters of restricted discretion as set out in the original submission.</i></p>	<p>More flexibility is required to support a consenting pathway for these activities, and to reflect the policy direction for the zoning. Any controls on maximum occupancy can be more appropriately included through consent conditions and management plans, based upon actual effects of a proposal.</p>
<p>AIRPZ-R4 Staff Accommodation</p> <p>Activity Status: PER</p> <p>Where:</p> <p>1. The use is contained within an airport building and the maximum combined total gross floor area of any residential, staff accommodation and aviation related visitor accommodation does not exceed 150m² 50% of the building's total gross floor area; and</p> <p><u>2. The maximum building occupancy does not exceed six staff per night.</u></p> <p><u>2. Compliance with AIRPZ-S10 is achieved.</u></p> <p><i>Amend the non-compliance activity status from discretionary to restricted discretionary and include matters of restricted discretion as set out in the original submission.</i></p>	<p>More flexibility is required to support a consenting pathway for these activities, and to reflect the policy direction for the zoning. Any controls on maximum occupancy can be more appropriately included through consent conditions and management plans, based upon actual effects of a proposal.</p>
<p>AIRPZ-R5 Aviation Related Visitor Accommodation</p> <p>Activity Status: PER</p> <p>Where:</p> <p>1. The use is contained within an airport building and the maximum combined total gross floor area of any residential, staff accommodation and aviation related visitor accommodation does not exceed 150m² 300m²; and</p> <p><u>2. The maximum building occupancy does not exceed six guests per night.</u></p>	<p>More flexibility is required to support a consenting pathway for these activities, and to reflect the policy direction for the zoning. Any controls on maximum occupancy can be more appropriately included through consent conditions and management plans, based upon actual effects of a proposal.</p>

AIRPZ-R9 Residential Visitor Accommodation Activity Status: NC-RD	The activity status for Residential Visitor Accommodation (VA) and Commercial VA is sought to be amended to RD, rather than NC, to enable a consenting pathway that is effects-based and allows for a diversity of suitable activities that support the zone objectives and policies, while suitably mitigating any adverse effects on the operation of the Airport. There is considered to be no greater effects from Residential and Commercial VA as compared to Aviation Related VA, given that effects of both can be effectively controlled through resource consent conditions and visitor accommodation management plans. Furthermore, expectations around amenity levels for those renting under short term VA can be effectively managed (so as to address any issues of perceived reverse sensitivity) on the same basis whether aviation related or not. Matters of restricted discretion could include the nature and scale of activities, total nights of VA per calendar year, access and parking arrangements, and any controls as to reverse sensitivity / noise attenuation.
AIRPZ-S1 Boundary Setbacks 1. Any building or structure greater than 5m2 in area, excluding ancillary structures, shall be setback a minimum of: a. 6m-3m from any internal boundary; and b. 50m 7m from any arterial road boundary; and c. 10m 3m from any other road boundary.	Reduced setbacks are sought to ensure a more efficient and effective use of developable site area, and on the basis that any resulting increased built form can be more effectively managed through conditions of consent in terms of design, landscaping, and area controls.
New standard sought: AIRPZ-S10 1. <u>A legal instrument is registered against the site's Record of Title to ensure that the owner(s) or occupier(s) of the site cannot make formal complaints about, object to, or submit against, any adverse effects from aviation activities or aviation support activities at the Pukaki Airport that are either lawfully established, permitted by the Mackenzie District Plan or its successor, or included as part of the airport designation.</u> 2. <u>For any visitor accommodation activities, a management plan is prepared and submitted to Mackenzie District Council for acceptance that explains how visitor accommodation guests will be informed of the no complaints instrument registered on the site's Record of Title and how guests will be kept safe from airport activities.</u>	These standards will ensure that adverse reverse sensitivity effects are suitably managed, in conjunction with new built form standards set out above in relation to noise attenuation of buildings. The result will allow an appropriate consenting pathway for VA that is complementary to residential, staff, and aviation related development enabled by Plan Change 30. It is considered that this option is most effective and efficient to allow for such further diversity, while ensuring that airport activities are not inappropriately constrained.

[10] The following documents are **attached** to this notice:

- (a) A copy of the Appellant's submission (**Attachment A**);
- (b) A copy of the Mackenzie District Council's decision, comprising the decision report (**Attachment B.1**) and the decision version of the AIRPZ chapter (**Attachment B.2**); and
- (c) A list of names and addresses of persons to be served with a copy of this notice (**Attachment C**).

Dated: 3 September 2025



.....
Signed for Heliventures NZ Limited
by its solicitor and duly authorised agent
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Advice to recipients of copy of notice of appeal

How to become a party to proceedings

You may be a party to the appeal if you made a submission or further submission on the matter of this appeal.

To become a party to the appeal, you must,—

- a) within 15 working days after the period for lodging a notice of appeal ends, lodge a notice of your wish to be a party to the proceedings (in form 33) with the Environment Court and serve copies of your notice on the relevant local authority and the appellant; and
- b) within 20 working days after the period for lodging a notice of appeal ends, serve copies of your notice on all other parties.

You may apply to the Environment Court under section 281 of the Resource Management Act 1991 for a waiver of the above timing requirements (see form 38).

Your right to be a party to the proceedings in the court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Resource Management Act 1991.

Advice

If you have any questions about this notice, contact the Environment Court in Auckland, Wellington, or Christchurch.

Submission

On Plan Change 30 to the Mackenzie District Plan

By Heliventures New Zealand Ltd



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General Information

This is a submission on Plan Change 30 to the Mackenzie District Council

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1.0 Introduction

This is a submission made on behalf of Heliventures New Zealand Limited on Plan Change 30 to the Mackenzie District Plan.

2.0 Executive Summary

The submitter is a helicopter company that has lodged a resource consent application to develop their land at Pukaki Airport. The development includes a helicopter hanger and associated facilities, along with staff, client and visitor accommodation. The visitor accommodation will be used when the accommodation is not being used by staff or clients and will provide a supplementary and sustainable financial return that will assist in financing the significant capital investment need for the helicopter hanger and associated facilities.

The submitter accepts that incompatible activities can constrain and compromise the safe and efficient functioning of airports. However, they consider that Plan Change 30 fails to recognise that commercial visitor accommodation is a key, ancillary and complimentary component of many airports, providing airport users with accommodation close to where they need it. While Plan Change 30 provides for aviation related visitor accommodation, it does so in an unnecessarily restrictive manner, limiting its total gross floor area to 150m² in combination with any residential and staff accommodation. This effectively forecloses a combined residential, staff and aviation related visitor accommodation facility.

While the submitter's resource consent application has not yet been determined, it provides a useful example as to how an airport activity can be suitably provided on site in tandem with staff, client and commercial visitor accommodation. It is clear from their application that the dominant component of the activity is the helicopter hanger and associated facilities, with the staff, client and visitor accommodation being ancillary and complimentary to the overall activity.

The Section 32 RMA report does not contain sufficient information to warrant the highly restrictive approach of Plan Change 30 to residential, staff and visitor accommodation and does not include:

- any expert evidence or economic analysis
- evidence in the way of significant and ongoing complaint history
- in depth consultation with affected landowners
- detailed analysis of the issue
- consideration of alternative methods of managing the issue.

The approach of Plan Change 30 to commercial visitor accommodation also non-sensical given that it enables approximately 238 people to be accommodated at the airport with no restrictions to address reverse sensitivity matters. It also goes against the Council's decisions to grant consent to three visitor accommodation activities at Pukaki Airport and the fact that airports around New Zealand and internationally include visitor accommodation. Further, the fact that Pukaki Airport is designated provides Council with the ultimate veto of any development in the event reverse sensitivity issues become an issue.

The submitter seeks to amend the objectives, policies, rules, standards and associated definitions of Plan Change 30 to ensure a suitable level of residential, staff and visitor accommodation are enabled. While full details of the amendments sought will be set out in our planning evidence, this submission sets out some initial amendments that the submitter would like as a minimum. This includes enabling residential, staff and visitor accommodation as a permitted activity, so long as it does not exceed more than 50% of the building's gross floor area. It also includes a default restricted discretionary activity status, with matters of discretionary that guide the assessment of the application. Further, standards are proposed to avoid reverse sensitivity effects including a no complaints covenant and a management plan. This approach is demonstrated by way of a Section 32AA RMA assessment to be more effective and efficient at managing constraints on airport activities and encouraging development than the approach proposed in Plan Change 30.

3.0 Background

The applicant operates a helicopter aviation business. They offer a variety of services including:

- Agricultural Services

Aerial weed spraying, fertilizer application, seeding, wilding pine control, fire lighting, frost protection, mustering and pest control.

- Commercial Services

Firefighting, live animal capture, precision lifting, snow raking, survey work, venison recovery

- Other

Scenic flights, transfers, weddings, hunting and emergency

The business has a base in Oamaru airport and currently rents a hangar at the Pukaki-Twizel Airport. They have operated out of the Pukaki-Twizel Airport for several years and are the only helicopter operator to permanently operate out of that airport. As such they have played an important role in providing agricultural, commercial, recreational and emergency helicopter services in the area. They now want to offer local customers in the Pukaki-Twizel area their full range of services. To achieve this, they need a permanent base at the Pukaki-Twizel Airport that provides sufficient hangar, storage, operational and accommodation facilities. As such, they purchased the site and lodged a resource consent application on 10 September 2024, which is described in more detail below. The application is still being processed.

3.0 Description of the land to which the submission relates

3.1 Site Description

The land to which the submission relates (hereafter the site) is located 15 and 17 Harry Wigley Drive, Pukaki, and is legally described as Lot 30 Deposit Plan 386968 held in Record of Title 378660 and Lot 31 Deposit Plan 386968 held in Record of Title 378659. The site is situated at the northern end of Pukaki Airport, which is located 3 km north of Twizel. The location of the site is indicated in **Figure 1**. A close-up aerial photo of the site is provided in **Figure 2**.



Figure 1 – The site's location is illustrated by a red outline (Source: Canterbury Maps Viewer).



Figure 2 – A close up aerial photograph of the site. The boundaries of the site are indicated by a red line (Source: Canterbury Maps Viewer).

The site has a combined area of 3,249 m² and has a largely rectangular shape. The site is currently vacant except for the temporary storage of helicopters and other equipment. Legal and physical access to the site is from Harry Wigley Drive.

The site is subject to easement instrument 7671529.9, attached as **Appendix 1**, which consists of a no-complaints covenant in respect of any development or activities undertaken by Mackenzie District Council.

3.2 Surrounding Environment Description

The Pukaki Airport is a small airport serving Twizel and the Pukaki area. It consists of a sealed runway and taxi area. Flights from the airport are primarily limited to flights associated with agriculture, sightseeing and recreation.

While Pukaki Airport contains 53 separate allotments, development has been slow to occur and there is only a dozen lots that have been built on to date.

Buildings mostly consist of hangars but there are also house-hangers and three visitor accommodation activities. The latter includes the Pukaki Air lodge, Sky Suites and ‘Plane in Pukaki’.

The land to the south of the site consists of a vacant allotment. Harry Wigley Drive adjoins the site to the west beyond which exists a landscape strip and State Highway 8. A taxi lane adjoins the site to the east.

4.0 Description of the Proposed Development

4.1 General

The development that the submitter is seeking resource consent for consists of the establishment and operation of a helicopter business and associated activities. The new facility will provide the applicant with a comprehensive base at the Pukaki Airport for their expanding helicopter business.

4.2 Built Form

A two-storey building is proposed with a maximum height of 8.54m, a footprint of 1,104m² and a gross floor area of approximately 1,508m². Refer to Figures 3 and 4 for renders of the proposed development, Figure 5 for the site plan, and Figures 6 and 7 in **Appendix 2** for the floor plans.



Figure 3 – Render of the development as viewed from the northeast



Figure 4 – Renders of the development as viewed from the north-west



Figure 5 – Site layout plan

4.3 Proposed Activities

The proposed building will accommodate the following activities:

Activity	Floor Area (m ²)
Helicopter hanger	645
Workshop	84
Operational equipment area	46
Storage space	19
Office	22
Staff room	28
Staff locker	9
Meeting room	19

Scenic flight reception area	61
Office for scenic flight reception	8
Toilets for scenic flight reception	19
Sub-total	960
Accommodation units:	548
• One four-bedroom unit	
• Two two-bedroom units	
• Three one-bedroom units	
Total	1,508

Table 1 – Schedule of proposed activities and their gross floor area

4.4 Accommodation

The accommodation will be available for staff, customers and visitors.

In terms of staff, the applicant needs the ability to accommodate staff at the airport to:

- avoid expensive accommodation costs
- avoid capacity issues with local accommodation
- ensure operational flexibility.

Staff are regularly conducting helicopter operations in the Mackenzie Basin and often need accommodation at short notice. Accordingly, it would be ideal if they can base themselves on site.

The applicant's customers are also proposed to be accommodated on site. The applicant has a range of customers that need the ability to stay at the site at short notice. These include customers associated with the applicant's pest control, rescue, firefighting, animal recovery, conductor stringing, conservation, hunting and scenic viewing operations.

The applicant also wants the flexibility to use the accommodation for visitors when the accommodation is not being used by staff and customers. Accommodation for visitors will only be available when it is not already being utilised for staff or customers. All the visitor accommodation units will include acoustic insulation to mitigate adverse noise effects.

4.4 No Complaint Covenant

The applicant proposes a consent condition requiring that a no complaints covenant is registered against the sites Record of Titles. The objective of a covenant will be to ensure that any owners or occupiers of the visitor accommodation units will not complain or object to

any permitted aviation activities at the airport. This will augment the existing no complaints covenant that the sites are already subject to under Easement Instrument 7671529.9 that relates to aviation activities conducted by Mackenzie District Council.

5.0 The Relevant Provisions of Plan Change 30

The specific provisions of Plan Change 30 that this submission relates to are the Airport Special Purpose Zone (AIRPZ) and its objectives, policies, rules, standards and associated definitions that relate to commercial visitor accommodation, aviation related visitor accommodation, staff accommodation and residential units and residential activity.

6.0 Submission

6.1 General

Plan Change 30 seeks to address the issue of incompatible activities in the AIRPZ constraining or compromising airport activities. The submitter accepts that incompatible activities can constrain and compromise airport activities. However, Plan Change 30 fails to recognise that commercial visitor accommodation is a key and complimentary component of many airports. It provides travellers with convenient accommodation at the start or end of their journey or when using airport services. While Plan Change 30 provides for aviation related visitor accommodation, it does so in an unnecessarily restrictive manner, limiting its total gross floor area to 150m² in combination with any residential and staff accommodation. Not only does this unnecessarily constrain the extent to which aviation related visitor accommodation can be provided on site, it does so in a manner which effectively forecloses it being provided with residential activities and staff accommodation.

6.2 The Proposed Development

The submitter's proposed resource consent application provides a useful example as to how airport activity, in this case a helicopter operation, can be provided on site in tandem with staff and visitor accommodation. It is clear from their resource consent application that the key aspect of the activity is the helicopter hanger and associated facilities, with the staff and visitor accommodation being ancillary and complimentary to the overall activity. For instance, when staff or clients are not using the accommodation, it will be available for visitor accommodation. The income generated from the visitor accommodation will provide a sustainable economic return to help finance the significant capital expenditure required for the aircraft hangar.

6.3 Managing Reverse Sensitivity Effects

The submitter has closely considered the potential reverse sensitivity effects of the proposed visitor accommodation facility in preparing their resource consent application particularly given that their own operation would potentially be most affected by reverse sensitivity effects. In other words, it is in their own best interest to ensure that potential adverse effects are managed appropriately.

In terms of potential reverse sensitivity effects on the adjacent aviation gas facility to the north of the site, it is considered the setback of the site and building over 30m from this facility will largely avoid any fumes effecting visitors at the site. Further mitigation is provided by the fact that most of the time visitors will be located indoors and that the refuelling facility is infrequently used.

In terms of potential reverse sensitivity health and safety effects, the site will be fenced so that visitors cannot access operational areas of the site or adjoining land.

In terms of potential reverse sensitivity noise effects, this will be mitigated by the need to comply with Rule NOISE-R17 (Plan change 29) that requires all new buildings within 500m of the AIRPZ to meet minimum noise reduction standards, install mechanical ventilation and provide certification from a suitably qualified person that this has been provided. This approach aligns with the Mackenzie District Aviation Strategy contained in the operative District Plan that acknowledges that treatment of noise sensitive activities is an acceptable solution.

Further, as stated above, the easement instrument 7671529.9 on the site's title already provides a no-complaints covenant in respect of any development or activities undertaken by Mackenzie District Council. A no complaints covenant is proposed as a standard in relation to aviation activities conducted on other land within the airport. This would complement the easement instrument by applying to other airport activities, not conducted by Mackenzie District Council. This will help ensure that any owners or occupiers of the site cannot complain about existing legally established aviation activities, the aviation activities permitted by the MDP or the designation.

It should also be noted that many of the people that stay in the site's accommodation will be staff or customers who will inherently accept that they are staying at an airport. For instance, staff are staying at the site as it is their place of business. Customers are staying there as the

business is delivering a service for them. Similarly, anyone booking visitor accommodation at the airport will be aware that it is an operational airport and therefore will expect the normal adverse effects associated with airports. Visitor accommodation customers are also temporary, and most are not expected to stay more than a few days. This also mitigates the potential for reverse sensitivity issues as some customers will be reluctant to complain if they are leaving shortly. Aircraft enthusiasts are also likely to stay at the airport so that they can view aircraft taking off and landing. They are not people who will complain about aircraft activity as they are there to experience it.

6.4 Visitor Accommodation at Other Airports

There are numerous examples of commercial visitor accommodation at airports around New Zealand and internationally. The nearby Omarama airport includes visitor accommodation and houses within and adjoining the airport. As commercial visitor accommodation at airports primarily trades off customers using the airport it is unnecessary to impose limits regarding customers not using the airport. It is nonsensical for most people to book visitor accommodation at the airport unless they are using the airport, as airports are located well out of town. While we acknowledge some people could book visitor accommodation without using the airport activities, this would be unusual and likely only to be in times when there is an extreme shortage of other accommodation in the area.

6.5 Section 32 RMA Report

We consider that there is in sufficient evidence in the Section 32 RMA report to warrant the highly restrictive non-complying activity status for commercial visitor accommodation and the limits placed on residential, staff and aviation related visitor accommodation. The report is not supported by:

- any expert evidence or economic analysis
- evidence in the way of significant and ongoing complaint history
- in depth consultation with affected landowners
- detailed analysis of the issue and alternative approaches to managing the issue.

A request to Mackenzie District Council under the Local Government Meetings Act has revealed that they have only every received four complaints in respect of airport activities. While we have not been provided with the details of those complaints, it strikes us as a very low number of complaints and certainly does not justify a non-complying activity status for commercial visitor accommodation. A non-complying activity status could be justified if there was significant on-going complaints and evidence of those complaints constraining legally established airport operations. However, that does not appear to be the case.

It also strikes us as somewhat unusual to require a non-complying activity consent for commercial visitor accommodation when Mackenzie District Council has issued resource consents at Pukaki airport for three separate visitor accommodation activities accommodating a total of 26 people. The non-complying activity status for commercial visitor accommodation proposed in Plan Change 30 is therefore contrary to Council's earlier decisions on these resource consents.

Further, there are approximately 53 lots at the Pukaki airport with permitted activity rights under Plan Change 30 for a house, staff accommodation, and aviation related visitor accommodation up to 150m², equating to 7,950m² of floor space for accommodation. This could accommodate, along with the consented visitor accommodation, approximately 238 people. Therefore, it is non-sensical that so many people are enabled to stay at the Pukaki airport, including permanent residents, staff and aviation related visitor accommodation, but other people cannot stay there temporarily due to a perceived risk that their presence will constrain or compromise airport activities.

In respect of consultation, paragraph 6.7 of the Section 32 RMA report acknowledges that the feedback received during the consultation on the Special Purpose Zones was limited. Paragraph 6.8 of the Section 32 report suggests that there were divergent views on this matter, stating:

“Mixed views on visitor accommodation and whether it should be restricted to those flying in and out, or more widely provided for. Some respondents supported use of the zone for seasonal accommodation due to very high demand in Twizel, while others noted short term accommodation and small hotels were not supported and should be non-complying.”

The consultation alone therefore does not provide a strong basis for the non-complying activity status for commercial visitor accommodation.

The Section 32 RMA report also does not acknowledge the fact that the Pukaki Airport is designated¹ and therefore that Mackenzie District Council has power under Section 176(1)(b) RMA to prevent any development that would hinder the operation of the airport. This provides an ultimate veto of any development in the event reverse sensitivity issues become an issue.

¹ Designation No. 69 in the Operative Mackenzie District Plan

With these matters in mind, it is considered that the Section 32 RMA report lacks an evidential basis for the proposed restrictive approach to residential, staff and commercial visitor accommodation.

7.0 Decision Sought

The submitter seeks to amend the objectives, policies, rules, standards and associated definitions to ensure that a suitable level of residential, staff and commercial visitor accommodation are enabled. The submitter acknowledges there may be several ways of achieving this and that they will provide more detailed amendments in their planning expert's evidence. The amendments proposed below are suggested as a minimum and initial suggestion. In summary, the submitter proposes to amend the provisions of Plan Change 30 to ensure that any residential, staff, visitor accommodation development is subject to:

- A higher gross floor space threshold.
- Has a default restricted discretionary activity status, with matters of discretionary that guide the assessment of the application.
- A no-complaints covenant registered on the site's record of title that would prevent owners and occupiers complaining or objecting to airport activity.
- A management plan to ensure that customers are made aware of the no complaints covenant and kept safe from aircraft activities.

Note that Rule Noise-R17 of Plan Change 29 addresses reverse sensitivity noise effects.

The submitter's initial amendments requested to the provisions of the AIRPZ are:

AIRPZ-R3	Residential Unit / Residential Activity	
	<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none">1. The use is contained within an airport building and the maximum combined total gross floor area of any residential, staff accommodation and aviation related visitor accommodation activity does not exceed <u>50% of the building's total gross floor area</u>.<u>150m²</u>; and2. <u>Compliance with AIRPZ-S10 and AIRPZ-S11 is achieved.</u>	<p>Activity status when compliance is not achieved with R3.1:-DIS</p> <p>Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none">1. <u>The extent to which the residential activity complements or support airport activities on the site.</u>2. <u>The extent to which the residential activity forecloses</u>

		<p>the ability of the site to accommodate airport activities.</p> <ol style="list-style-type: none"> 3. The extent to which the residential activity constrains airport activities on other sites. 4. Measures to avoid or mitigate adverse effects on airport activities.
AIRPZ-R4	Staff Accommodation	<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The use is contained within an airport building and the maximum combined total gross floor area of any residential, staff accommodation and aviation related visitor accommodation does not exceed 50% of the building's total gross floor area 150%². 2. The maximum occupancy does not exceed six staff. <p>_____</p> <p>Activity status when compliance is not achieved with R4.1 – R4.2: DIS</p> <p>Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. The extent to which the staff accommodation complements or supports airport activities on the site. 2. The extent to which the staff accommodation forecloses the ability of the site to accommodate airport activities. 3. The extent to which the staff accommodation constrains airport activities on other sites. 4. Measures to avoid or mitigate adverse effects on airport activities.
AIRPZ-R5	<u>Aviation Related Commercial Visitor Accommodation</u>	<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The use is contained within an airport building and the maximum combined total gross floor area of any residential, staff accommodation and aviation related visitor accommodation does not exceed 50% of building's <p>Activity status when compliance is not achieved with R5.1 – R5.2: DIS</p> <p>Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. The extent to which the visitor accommodation complements or supports airport activities on the site.

	<p><u>total gross floor area of any building 150m²; and</u></p> <p>2. <u>The maximum occupancy does not exceed six guests per night</u></p> <p>2. <u>Compliance with AIRPZ-S10 and AIRPZ-S11 is achieved.</u></p> <hr/>	<p>2. <u>The extent to which the visitor accommodation forecloses the ability of the site to accommodate airport activities.</u></p> <p>3. <u>The extent to which the visitor accommodation constrains airport activities on other sites.</u></p> <p>4. <u>Measures to avoid or mitigate adverse effects on airport activities.</u></p>
AIRPZ-R9	Residential Visitor Accommodation	
	Activity Status: NC	
AIRPZ-R10	Commercial Visitor Accommodation	
	Activity Status: NC	

Standards

<u>AIRPZ-S10</u>	<u>Reverse sensitivity</u>	<u>Activity Status where compliance not achieved:</u>
	<p>1. <u>A legal instrument is registered against the site's Record of Title to ensure that the owner(s) or occupier(s) of the site cannot make formal complaints about, object to, or submit against, any adverse effects from aviation activities or aviation support activities at the Pukaki Airport that are either lawfully established, permitted by the Mackenzie District Plan or its successor, or included as part of the airport designation.</u></p> <p>2. <u>For any visitor accommodation activities, a management plan is prepared and submitted to Mackenzie District Council for acceptance that explains how visitor accommodation guests will</u></p>	<u>NC</u>

	<p><u>be informed of the no complaints instrument registered on the site's Record of Title and how guests will be kept safe from airport activities.</u></p>	
--	--	--

8.0 Section 32AA RMA Assessment

A brief Section 32AA RMA assessment is provided below to compare the proposed approach of Plan Change 30 in constraining residential, staff and visitor accommodation with that of a more enabling approach.

OPTIONS	<ol style="list-style-type: none">1. Constrain residential, staff and visitor accommodation.2. Enable more residential, staff and visitor accommodation with limits.
OPTION 1	CONSTRAIN RESIDENTIAL, STAFF AND VISITOR ACCOMMODATION
Benefits	<p>Environmental: None</p> <p>Economic: There will be less potential risk of constraining airport activity. However, that risk can be mitigated by appropriate controls. Overall, the economic benefits will be LOW</p> <p>Social: None</p> <p>Cultural: None</p>
Costs	<p>Environmental: None</p> <p>Economic: Developments such as the proposed will be discouraged. It may not be financially viable to proceed with the proposed development due to the lack of income from visitor accommodation. The submitter will incur substantial land holding costs and may have to sell the property at a loss. Discouraging development such as the proposed will likely discourage new investment. There will be opportunity costs:</p> <ul style="list-style-type: none">• In not accommodating more people at the airport as the increased population would have helped support the economic viability of other activities.

	<ul style="list-style-type: none">• In that aircraft operators will not be able to offer flight and accommodation packages.• In that the increased levels of visitor accommodation would have wider economic benefits. <p>Aircraft operators would have to pay somewhere else for their staff to stay.</p> <p>Overall, the economic costs are considered to be MODERATE TO HIGH in a local context.</p>
	<p>Social: The opportunity cost of not providing increase accommodation in the district will have a low to moderate adverse effect through the loss of social connections.</p>
	<p>Cultural: None</p>
Efficiency	The costs outweigh the benefits. This option has a LOW efficiency.
Effectiveness	Given the amount of existing visitor accommodation at the airport, the amount of residential, staff and aviation related development enabled in the Pukaki airport by Plan Change 30, it is considered that this option is ineffective at ensuring that airport activities are not constrained.
OVERALL APPROPRIATENESS	LOW
OPTION 2	ENABLE MORE VISITOR ACCOMMODATION WITH LIMITS
Benefits	Environmental: None
	<p>Economic:</p> <p>Developments such as the proposed will be permitted and other similar developments encouraged. Accommodating more people at the airport will support the economic viability of other activities. Other aircraft operators will be able to offer flight and accommodation packages increasing their economic viability. The increased levels of visitor accommodation in the area would have wider economic benefits. Aircraft operators can more affordably accommodate staff on site and will not have to incur higher costs in accommodating them offsite.</p>

	Overall, the economic benefits are considered to be MODERATE TO HIGH in the local context.
	Social: The increased accommodation in the district will have a LOW TO MODERATE positive effect through increased social connections
	Cultural: None
Costs	Environmental: None
	Economic: There will potentially be a LOW risk of constraining airport activity. However, that risk can be mitigated by appropriate controls.
	Social: None
	Cultural: None
Efficiency	The benefits of enabling more visitor accommodation within limits exceed the costs. The efficiency of this option is HIGH.
Effectiveness	Enabling more visitor accommodation in the AIRPZ will be effective in achieving the zone's objectives of supporting economic development. The controls proposed will ensure that the AIRPZ objectives that seek to avoid constraining or compromising airport activity will be effectively achieved. (HIGH)
OVERALL APPROPRIATENESS	HIGH
CONCLUSION	Option 2 (enabling more visitor accommodation within limits) is the most efficient and effective option

9.0 Expert Conferencing

The submitter would be grateful if the Hearings Panel considers asking the Council reporting officer to conference with Perspective Consulting prior to the hearing to see whether an acceptable resolution of this matter can be agreed.

10.0 Conclusion

This submission seeks to amend the AIRPZ provisions to enable more residential, staff accommodation and visitor accommodation. It establishes that the restrictive approach to managing these activities in Plan Change 30 is not effective or efficient, nor supported by expert evidence, complaints or consultation. The proposed amendments will more effectively and efficiently achieve the objectives of the AIRPZ that seek to support economic development while not constraining airport activities.

Appendix 1 – Easement Instrument 7671529.9

Approved by Registrar-General of Land under No. 2002/6055

Easement instrument to grant easement or *profit à prendre*, or create land cover
Sections 90A and 90F, Land Transfer Act 1952

Land registration district

CANTERBURY



EL 7671529.9 Easement
Cpy - 01/01, Pgs - 008, 25/01/08, 09:57
DocID: 212119080
Surname(s) must be underlined or in CAPITALS.

Grantor

Surname(s) must

MACKENZIE DISTRICT COUNCIL

Grantee

Surname(s) must be underlined or in CAPITALS.

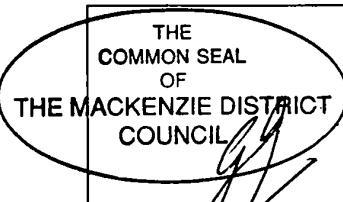
MACKENZIE DISTRICT COUNCIL

Grant* of easement or *profit à prendre* or creation or covenant

The **Grantor**, being the registered proprietor of the servient tenement(s) set out in Schedule A, **grants to the Grantee** (and, if so stated, in gross) the easement(s) or *profit(s)* à prendre set out in Schedule A, **or creates the covenant(s) set out** in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s).

Dated this 25th day of November 2001

Attestation



Signed in my presence by the Grantor

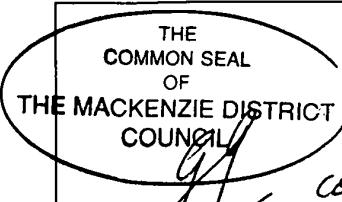
Signature of witness

Witness to complete in BLOCK letters (unless legibly printed)
Witness name

Occupation

Address

Signature [common seal] of Grantor



Signed in my presence by the Grantee

Signature of witness

Witness to complete in BLOCK letters (unless legibly printed)
Witness name

Occupation

Address

Signature [common seal] of Grantee

Certified correct for the purposes of the Land Transfer Act 1952.

[Solicitor for] the Grantee

*If the consent of any person is required for the grant, the specified consent form must be used.

Annexure Schedule 1



Easement instrument

Dated

25 November 2017

Page 1 of

4 pages

Schedule A

(Continue in additional Annexure Schedule if required.)

Purpose (nature and extent) of easement, <i>profit</i> , or covenant	Shown (plan reference)	Servient tenement (Identifier/CT)	Dominant tenement (Identifier/CT or in gross)
Land Covenants		Lots 1 to 32 (inclusive) DP 386968 CT 348133 to 348144 (inclusive) and 378642 to 378661 (inclusive)	Lots 1 to 33 (inclusive) DP 386968 CT 348133 to 348144 (inclusive) and 378642 to 378661 (inclusive) Lots 200 to 203 (inclusive) 300 and 301 DP 386968 CT 378663 and Lot 2 DP 371487 CT 289264

Easements or *profits à prendre* rights and powers (including terms, covenants, and conditions)

Delete phrases in [] and insert memorandum number as required.

Continue in additional Annexure Schedule if required.

Unless otherwise provided below, the rights and powers implied in specific classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or the Ninth Schedule of the Property Law Act 1952.

The implied rights and powers are **[varied] [negated] [added to] or [substituted]** by:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]~~

~~[the provisions set out in Annexure Schedule 2]~~

Covenant provisions

Delete phrases in [] and insert memorandum number as required.

Continue in additional Annexure Schedule if required.

The provisions applying to the specified covenants are those set out in:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]~~

~~[Annexure Schedule 2]~~

All signing parties and either their witnesses or solicitors must sign or initial in this box

Annexure Schedule

Insert type of instrument

"Mortgage", "Transfer", "Lease" etc

Easement

Dated

25 November 2007

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Pages

(Continue in additional Annexure Schedule, if required.)

ANNEXURE SCHEDULE 2

1. The Grantor hereby covenants and agrees with the Grantee in the manner set out below so that such covenants shall:
 - 1.1 Burden and run with each of the lots comprised in the servient tenements referred to in Schedule A, and
 - 1.2 Be for the benefit of and appurtenant to each of the lots comprised in the dominant tenements referred to in Schedule A.
2. The registered proprietors from time to time of any lot comprised in the servient tenements ("the registered proprietor") referred to in Schedule A shall not:
 - 2.1 Place or build on the land or cause or allow to be placed or built on the land:
 - 2.1.1 any building or part of a building relocated from any other land without the consent in writing of Mackenzie District Council. For the purpose of this clause a building shall include any structure, dwelling, garage, shed or other ancillary building other than:
 - (a) a shed temporarily located on the site for use by the registered proprietor or the registered proprietors' servants, agents or contractors solely for the purpose of use during the course of construction of any other building on the land;
 - (b) new prefabricated buildings acquired for construction on the land.
 - 2.2 Construct any building or any part of a building using material taken from any previously constructed building without the consent in writing of Mackenzie District Council unless the part or parts are used internally.
 - 2.3 Further subdivide the land without the consent in writing of Mackenzie District Council.
 - 2.4 Submit in opposition nor counsel any agent or servants or any other representative howsoever to submit in opposition nor support any submissions in opposition to any future application for any resource consent made by Mackenzie District Council or made on Mackenzie District Council's behalf to subdivide or develop any of Mackenzie District Council's retained land. Such retained land being any of the Lots in DP 386968 or any land acquired by the Mackenzie District Council, or its successors, for the development of the Pukaki Airport.
 - 2.5 Erect any signage on the land without first obtaining the consent in writing of Mackenzie District Council to such signage, provided that, if the signage meets the requirements as are hereinafter set out, then Mackenzie District Council will not unreasonably withhold such consent.

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or solicitors must sign or initial in this box.

Annexure Schedule

Insert type of instrument
"Mortgage", "Transfer", "Lease" etc

Easement

Dated

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(Continue in additional Annexure Schedule, if required.)

2.6 Build any building on the land unless such buildings conform to the following requirements: -

- (a) all buildings and improvements must comply with all relevant provisions of the Mackenzie District Plan (including those relating to any airport zone within the plan) for the time being.
- (b) Where consent is necessary for any activity to be carried out by the Registered Proprietor then the Registered Proprietor shall obtain such consent including, but without limitation, any consent required under the Building Act 2004, the Health and Safety in Employment Act 1992 and the Sale of Liquor Act 1989.
- (c) Building heights:
 - (i) All building heights must conform with Civil Aviation Authority Runway Side Slope Airspace Clearance requirements for the time being.
 - (ii) The maximum height of any building, structure, plant, tree or shrub whatsoever, constructed, placed or planted on Lot 32 DP 386968 shall be five (5) metres above the ground level within the area 4 metres from and parallel to the western boundary and 7 metres above ground level for the balance of the lot excluding the set back areas as contained in Schedule B.
- (d) Any building colour (including roof colour) shall be generally in conformity with the "Twizel colour palette Airport version" (amended) as specified in the Mackenzie Council District Plan and in any event shall be approved by Mackenzie District Council.
- (e) Set backs – See attached Schedule "B" for required building setbacks from the boundaries of each lot.
- (f) The Registered Proprietor must install (at the Registered Proprietor's cost in all things) a water tank (manufactured in conformity with the industry norms) of a minimum capacity of 25000 litres storage designed to receive a restricter governed water supply of 1500 litres per day. The colour of any tank must match, as near as possible, the colour of buildings situated on the land.
- (g) The Registered Proprietor shall at all times comply with the Fire Service Code of Practice for Fire Fighting Water Supplies for the time being.
- (h) Where any of the land bounds in the Aviation Operational Area the Registered Proprietor shall be responsible for, at the Registered Proprietor's cost in all things, the installation and erection of security fencing to the approved Civil Aviation Authority standard at the time being.

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or solicitors must sign or initial in this box.

Annexure Schedule



Insert type of instrument

"Mortgage", "Transfer", "Lease" etc

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(Continue in additional Annexure Schedule, if required.)

- (i) The Registered Proprietor shall at all times comply with the rules as they relate to permitted signage on the land as specified in the Mackenzie District Council plans for the time being and/or (as may be required by Mackenzie District Council) with such signage rules as may be, from time to time, promulgated by Mackenzie District Council.
- 3 The Registered Proprietor from time to time of any lot comprised in the servient tenement ("the Registered Proprietor") referred to in Schedule A will:
 - 3.1 occupy and use the buildings existing or hereafter created upon the land at the Registered Proprietor's risk in all respect as to the potential for disturbance and annoyance from lawful airport effects;
 - 3.2 permit Mackenzie District Council to carry on the lawful activities of an airport (as defined in 3.3 below) on Mackenzie District Council's land known as the Pukaki Airport, Pukaki ("the airport") without interference, restraint or complaint from the Registered Proprietor and to consent to further developments of the airport by Mackenzie District Council and to any designation or resource consent for airport and residential related activities which are applied for by Mackenzie District Council (including but not limited to) the establishment of new buildings or renovation or extension of existing buildings on the airport, the extension of the airport runways, apron or taxi ways, the establishment of infrastructure associated with aviation activity, temporary road closure near the airport in connection with aviation activities and events, establishment of a Special Use Airspace within 5 km of the airport, the designation of Flight Paths, Outer Control Zones and Air Noise Boundaries for the airport and any change in the District Plan or Airport Designations to allow night flights;
 - 3.3 so long as the activities of an airport and associated use of the land are carried out lawfully, the Registered Proprietor will not bring against the Mackenzie District Council or the registered proprietors from time to time of any of the Lots comprised in the dominant tenements referred to in Schedule A, any proceedings for damages, negligence, nuisance, trespass or interference in relation to any activities of the airport or in respect of the future effects of any aviation activity including (but not limited to) the effect of noise or vibration, visual effect, safety concerns and the effects of visitors (including traffic effects) to the airport. The exclusion against liability created by this clause:
 - (a) shall only apply when aircraft are operating in accordance with aviation regulations; and
 - (b) shall not apply with respect to any damage to the land, buildings and other property of the Registered Proprietor.
 - 3.4 Not allow any open-air assembly of persons, which might interfere with aviation events activities.

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or solicitors must sign or initial in this box.

Annexure Schedule

Insert type of instrument
"Mortgage", "Transfer", "Lease" etc

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(Continue in additional Annexure Schedule, if required.)

Schedule B – Building Setbacks

Lots	Northern Boundary	Southern Boundary	Eastern Boundary	Western Boundary
1.	10 metres	3 metres	3 metres	7 metres
2.	3 metres	3 metres	5 metres	3 metres
3.	3 metres	5 metres	3 metres	7 metres
4.	3 metres	10 metres	3 metres	7 metres
5.	7 metres	7 metres	3 metres	3 metres
6.	10 metres	7 metres	3 metres	3 metres
7.	10 metres	3 metres	3 metres	7 metres
8.	7 metres	10 metres where the Southern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	10 metres where the Eastern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	3 metres
9.	7 metres	10 metres	3 metres	3 metres
10.	3 metres	10 metres	3 metres	7 metres
11.	10 metres where the Northern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	7 metres	10 metres where the Eastern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	3 metres
12.	10 metres	7 metres	3 metres	3 metres
13.	10 metres	7 metres	3 metres	3 metres
14.	10 metres	3 metres	3 metres	7 metres
15.	7 metres	10 metres where the Southern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	10 metres where the Eastern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	3 metres

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or solicitors must sign or initial in this box.

Annexure Schedule



Insert type of instrument

"Mortgage", "Transfer", "Lease" etc

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(Continue in additional Annexure Schedule, if required.)

Lots	Northern Boundary	Southern Boundary	Eastern Boundary	Western Boundary
16.	7 metres	10 metres	3 metres	3 metres
17.	3 metres	10 metres	3 metres	7 metres
18.	10 metres where the Northern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	7 metres	10 metres where the Eastern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	3 metres
19.	10 metres	7 metres	3 metres	3 metres
20.	10 metres	3 metres	3 metres	7 metres
21.	7 metres	10 metres where the Southern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	10 metres where the Eastern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	3 metres
22.	7 metres	10 metres	3 metres	3 metres
23.	7 metres	10 metres	3 metres	3 metres
24.	3 metres	10 metres	3 metres	7 metres
25.	3 metres	3 metres	5 metres	3 metres
26.	5 metres where the Northern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	7 metres	5 metres where the Eastern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	3 metres
27.	3 metres	5 metres where the Southern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	5 metres where the Eastern Boundary is principally used for aircraft access to the taxiways, otherwise 3 metres	7 metres
28.	3 metres	5 metres	3 metres	7 metres
29.	3 metres	3 metres	10 metres	7 metres

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or solicitors must sign or initial in this box.

Annexure Schedule



Insert type of instrument

"Mortgage", "Transfer", "Lease" etc

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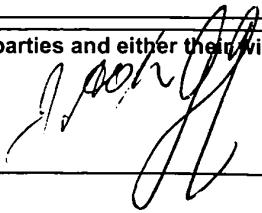
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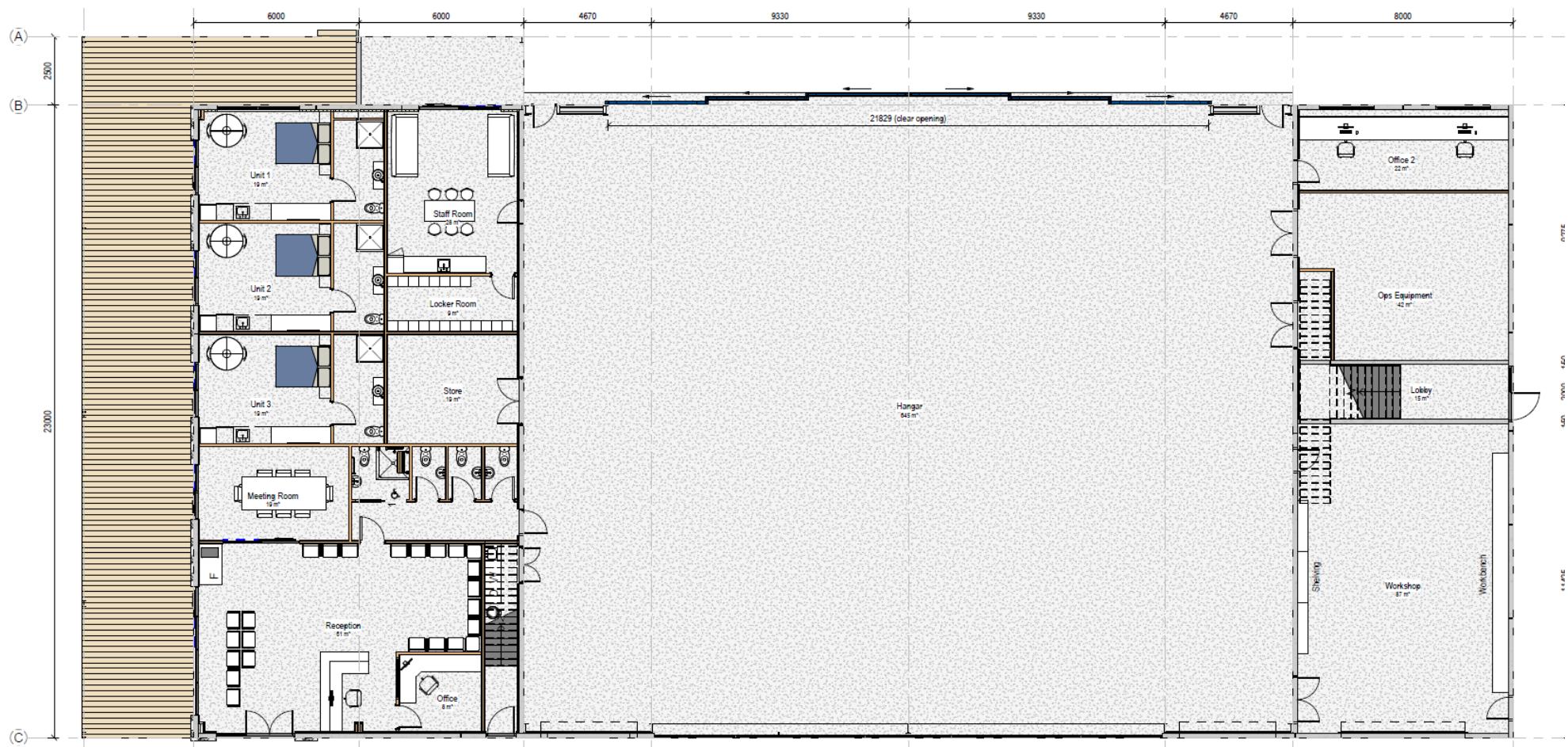
(Continue in additional Annexure Schedule, if required.)

Lots	Northern Boundary	Southern Boundary	Eastern Boundary	Western Boundary
30.	3 metres	3 metres	10 metres	7 metres
31.	3 metres	3 metres	10 metres	7 metres
32.	3 metres	Nil	2.5 metres	Nil

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or solicitors must sign or initial in this box.



Appendix 2 – Floor Plans of the Submitters Proposed Development



Perspective – Our Perspective Gets Results

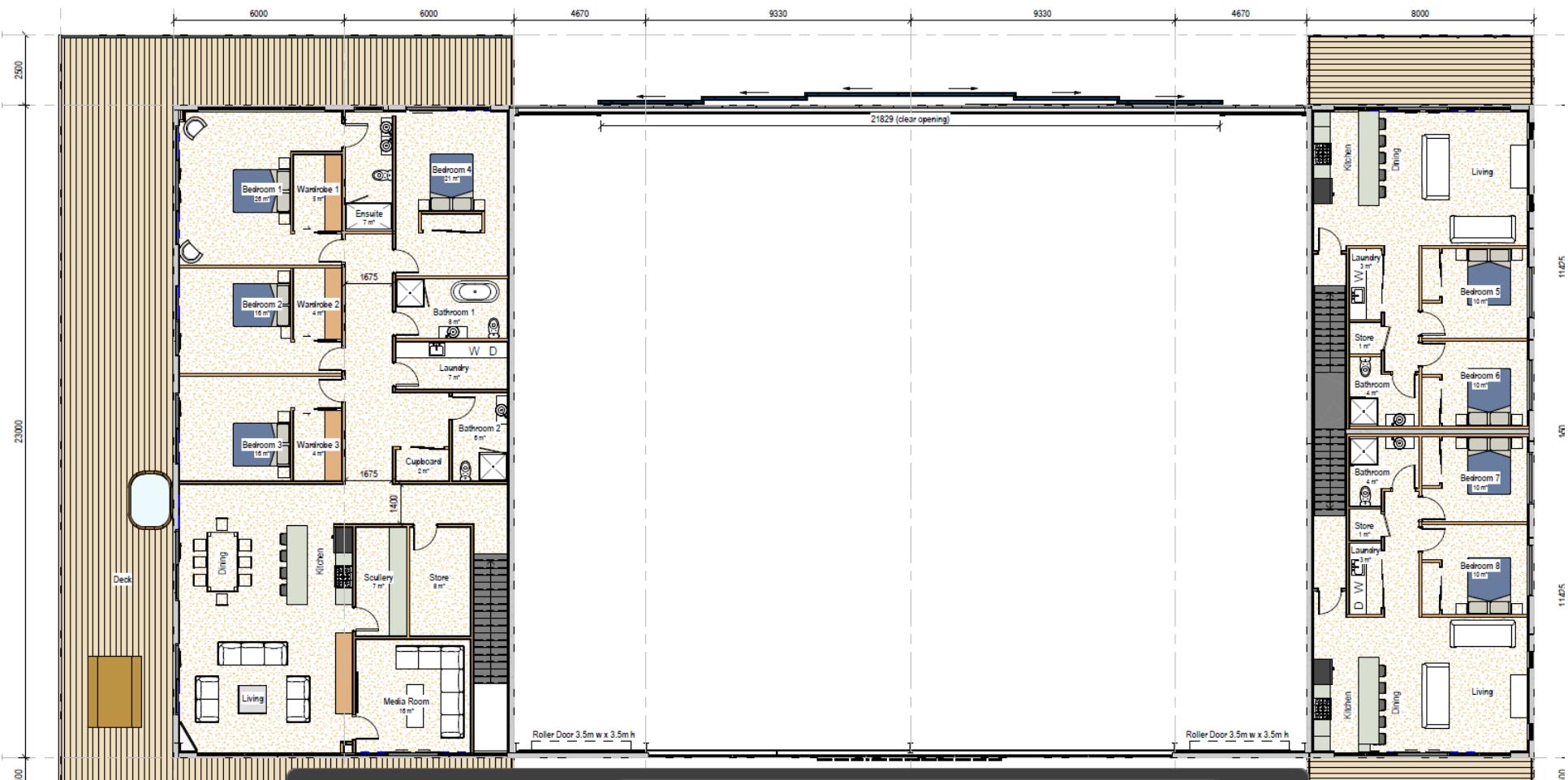


Figure 7 – First floor plan



Mackenzie
DISTRICT PLAN REVIEW
TOMORROW'S MACKENZIE
KA AWATEA HŌU

Plan Change 30 Part B

**Airport Special Purpose Zone
Glentanner Special Purpose Zone
Variation 3 to Plan Change 26
Variation 3 to Plan Change 27**

Decision Report

24 July 2025

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Appendix 1: Amended Provisions for Plan Changes 30 Part B

Appendix 2: Amended Planning Maps

Appendix 3: Appearances and Tabled Evidence

List of submitters addressed in this report:

Submitter Ref	Further Submitter Ref	Submitter Name	Abbreviation
PC29.24		Totally Tourism Ltd	
PC30.02		Heliventures New Zealand Ltd	Heliventures
PC30.03		Timothy Rayward	NZAAA
PC30.05		Forest and Bird	F&B
PC30.06	FS30.07 FS30.08 FS30.09	Glentanner Airport Ltd/Glentanner Station Ltd	Glentanner
PC30.07	FS30.10 FS30.11 FS30.12	Glentanner Park Ltd/Glentanner Ltd	Glentanner
PC30.10	FS30.04	Meridian Energy Ltd	Meridian
PC29.19 PC30.11	FS30.13	Director General of Conservation	DOC
PC30.12		NZ Transport Agency/Waka Kotahi	NZTA
PC30.13		Canterbury Regional Council	CRC
PC30.14		Nova Energy Limited	Nova
PC30.16		New Zealand Defence Force	NZDF
PC30.18		Robyn McCarthy	
	FS30.01	Rayward Aviation Limited	RAL
	FS30.02	James Leslie	
	FS30.03	Dr Michael Speck	
	FS30.14	Air Safaris & Services Limited	ASSL

Abbreviations used in this report:

Abbreviation	Full Text
AIRPZ	Special Purpose Airport Zone
CAA	Civil Aviation Authority
CON	Controlled
CRPS	Canterbury Regional Policy Statement
CRPMP	Canterbury Regional Pest Management Plan
DIS	Discretionary
EIB Chapter	Section 19 - Ecosystems and Indigenous Biodiversity
GSPZ	Glentanner Special Purpose Zone
GSPZ-SP	Glentanner Special Purpose Zone Structure Plan
GRUZ	General Rural Zone
MDC	Mackenzie District Council
MDP	Mackenzie District Plan
MDPR	Mackenzie District Plan Review
NATC	Natural Character Chapter
NC	Non complying
NFL	Natural Features and Landscapes
NPSET	National Policy Statement on Electricity Transmission
NPS-REG	National Policy Statement for Renewable Electricity Generation
NPSIB	National Policy Statement for Indigenous Biodiversity
NP Standards	National Planning Standards
ODP	Outline Development Plan

ONL	Outstanding Natural Landscape
PC13	Plan Change 13 – Rural Zone – Mackenzie Basin
PC18	Plan Change 18 – Indigenous Biodiversity
PC20	Plan Change 20 – Strategic Direction Chapters
PC23	Plan Change 23 - General Rural Zone, Natural Features and Landscapes, Natural Character
PC26	Plan Change 26 - Renewable Electricity Generation and Infrastructure
PC27	Plan Change 27 - Subdivision, Earthworks, Public Access and Transport
PC29	Plan Change 29 - Open Space and Recreation Zones, Noise, Signs and Temporary Activities, Var 1 to PC23, Var 2 to PC 26, Var 2 to PC27
PC30	Plan Change 30 – Special Purpose Zones, Var 2 to PC23, Var 3 to PC26, Var 3 to PC27
PER	Permitted
RDIS	Restricted Discretionary
RMA	Resource Management Act 1991
SH80	State Highway 80
SONS	Site of Natural Significance
TRAN	Transport

Airport Special Purpose Zone
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1. Purpose of Report

1. Pursuant to section 43(1) of the Resource Management Act 1991 (RMA), the Mackenzie District Council (MDC) has appointed a combined Hearings Panel of three independent commissioners¹ to hear and decide the submissions and further submissions on Plan Change 30 Part B addressing the:
 - Special Purpose Airport Zone (AIRPZ) Chapter
 - Special Purpose Glentanner Zone (GSPZ) Chapter
 which form part of the Mackenzie District Plan Review (MDPR).
2. This Decision Report sets out the Hearings Panel's decisions on the submissions and further submissions received on Plan Change 30 Part B.
3. The initial Section 42A Report and the end of hearing Section 42A Report (Reply Report) for PC30 Part B were:
 - Section 42A Report Part B: Section 42A Report Part B: Plan Change 30 (and Variation 2 to Plan Change 23, Variation 3 to Plan Change 26 and Variation 3 to Plan Change 27), Airport Special Purpose Zone, Glentanner Special Purpose Zone. Report on submissions and further submissions. Author: Nick Boyes. Date: 24 April 2025.
 - Section 42A Report: Plan Change 30 (and Variation 2 to Plan Change 23, Variation 3 to Plan Change 26, and Variation 3 to Plan Change 27) Part B: Airport Special Purpose Zone, Glentanner Special Purpose Zone. Reply Report. Author: Nick Boyes. Date: 19 June 2025.
4. In our Minute 6 dated 7 May 2025 we posed a number of questions to Mr Boyes (the Section 42A Report author). We received written answers to those questions².
5. The Hearing Panel's amendments to the notified provisions of PC30 Part B are set out in Appendix 1, including any definitions relevant to PC 30 Part B. Amendments recommended by Mr Boyes that have been adopted by the Hearing Panel are shown in ~~strike-out~~ and underlining. Further or different amendments made by the Hearing Panel are shown in red font as ~~strike-out~~ and underlining. Amendments to the District Plan planning maps are shown in Appendix 2.

2. Hearing and Submitters Heard

6. There were 14 submissions on the AIRPZ chapter and 17 submissions on the GSPZ chapter.
7. Further submissions are generally not discussed in this Decision, because they are either accepted or rejected in conformance with our decisions on the original submissions to which they relate.
8. The Hearing for PC30 Part B was held in Fairlie and Twizel over the period Tuesday 27 May 2025 to Thursday 29 May 2025. Three submitters attended the Hearing:

Submitter Ref	Submitter Name
PC30.06	Glentanner Airport Ltd/Glentanner Station Ltd
PC30.07	
PC30.10	Meridian
PC30.13	Canterbury Regional Council
PC28.03	Pukaki Airlodge ³

9. The individuals we heard from are listed in Appendix 3. Four submitters tabled evidence but did not appear at the Hearing and they are also listed in Appendix 3.

¹ Megen McKay, Ros Day-Cleavin and Rob van Voorthuysen.

² Section 42A Reporting Officer's Response to Hearings Panel Questions, 20 May 2027

³ We include Pukaki Airlodge as Mary Murdoch addressed the AIRPZ provisions. However, we discuss her submission in our Decision on PC28 Part A.

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10. Copies of all legal submissions and evidence (either pre-circulated or tabled at the Hearing) are held by the MDC. We do not separately summarise that material here, but we refer to or quote from some of it in the remainder of this Decision. We record that we considered all submissions and further submissions, regardless of whether the submitter or further submitter appeared at the Hearing.
11. We received opening legal submissions from MDC's legal counsel Michael Garbett who addressed the statutory framework. We also received 'overview' evidence from Julie-Anne Shanks regarding the current stage of the MDPR, the PCs notified as part of Stage 4 of the MDPR and their integration with existing operative District Plan provisions.

3. Our Approach

12. We have decided to structure this Decision in the following manner.
13. Mr Boyes' Section 42A Report and his Section 42A Reply Report both sequentially addressed the submissions under the following topic-based headings:
 - Special Purpose Airport Zone (AIRPZ) Chapter
 - Special Purpose Glentanner Zone (GSPZ) Chapter
14. For the ease of readers of this Decision, we have adopted the same approach here and mimic the headings used in the Section 42A Report.
15. The submissions received on the provisions covered by each of these headings were summarised in the Section 42A Report. We adopt those summaries, but do not fully repeat them here for the sake of brevity.
16. Where, having considered the submissions and the submitters' evidence and legal submissions, we nevertheless accept Mr Boyes' final recommendations, we state that we adopt his assessment and recommendations as our reasons and decisions. Where we disagree with Mr Boyes' final recommendations, we set out our own reasons based on the evidence received and state our decisions on the relevant submissions.
17. The consequence of our approach is that readers of this Decision should also avail themselves of the Section 42A Reports listed in paragraph 3 above.

3.1 Statutory Framework

18. We adopt the statutory framework assessment set out in section 6 of the Section 42A Report. We note that to be consistent with the framework described by Mr Garbett in paragraphs 5 and 6 of his opening legal submissions.

3.2 Out of Scope Submissions

19. In our Minutes 2 and 5 we resolved that the submission of Robin McCarthy PC30.18 was out of scope. Consequently, we decline to consider the matters raised in that submission.

3.3 General Submissions

20. Several general submissions⁴ were received that either supported the notified PC30 Part B provisions or supported them subject to amendments sought in subsequent submission points. We adopt Mr Boyes' recommendations that these 'general submissions' should either be accepted or accepted in part⁵ as set out in sections 7, 9 and 10 of the Section 42A Report.

⁴ Nova (14.01, 14.04, 14.05, 14.10, 14.11), DOC (11.01, 11.03), Meridian (10.01), CRC (13.02, 13.03, 13.04, 13.05, 13.06, 13.07, 13.08), Transpower (09.01), Glentanner (06.01, 07.01), F&B (05.01).

⁵ Other than Heliventures (12.01) which is rejected.

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3.4 Uncontested Provisions

21. Table 1 of the Section 42A Report listed provisions within PC30 Part B (AIRPZ and GSPZ) were either not submitted on, or any submissions received sought their retention. Table 1 also listed the relevant submissions. We accept the submissions listed in Table 1 and consequently those provisions are retained as notified (unless a clause 10(2)(b) or clause 16(2) change has been made to them).

3.5 Section 32AA Assessments

22. Where we adopt Mr Boyes' recommendations, we also adopt his s32AA assessments. For those submissions we are satisfied that Ms Boyes' recommendations are the most appropriate option for achieving the purpose of the RMA, the relevant objectives of the District Plan and for giving effect to other relevant statutory instruments.

23. Where we differ from Mr Boyes' recommendations, we are required to undertake our own s32AA assessment at a level of detail that corresponds to the scale and significance of any changes we recommend to the notified District Plan provisions. In that regard we are satisfied that any such amendments are a more efficient and effective means of giving effect to the purpose and principles of the RMA and the higher order statutory instruments, for the reasons we set out in this Decision.

4. Definitions

4.1 Assessment

24. CRC (13.01) and Meridian (10.02, 10.03, 10.04) supported the definitions of the terms 'airport activity', 'airport building', 'airport support activity' and 'aviation related visitor accommodation'. NZDF (16.01) supported the definition of 'airport activity'.

25. DOC (11.02) opposed the definition of the term 'airport activity' as they were concerned about the effect of aviation research and more specifically recent rocket-powered aircraft operated by Dawn Aerospace at Glentanner Airport. DOC sought to restrict 'airport activity' to aircraft for rural, tourism and passenger activities. Numerous further submitters opposed DOC's relief and in our view the reasons for their opposition (summarised at paragraph 103 of the Section 42A Report) are well founded. Consequently, we are not persuaded that granting DOC's relief would achieve the AIRPZ objectives.

4.2 Decision

26. We adopt Mr Boyes' analysis and recommendations as our reasons and decisions.

27. The above definitions are retained as notified (unless a clause 10(2)(b) or clause 16(2) change has been made to them).

5. AIRPZ Objectives (AIRPZ-O1 and AIRPZ-O2)

5.1 Assessment

28. CRC (13.09, 13.10) supported both AIRPZ-O1 and AIRPZ-O2. Meridian (10.05, 10.06) and DOC (11.04) sought amendments to those objectives.

29. DOC tabled a statement saying that as a result of discussion with MDC officers, the concerns raised in their submissions had largely been addressed, such that there are no outstanding matters that warranted their appearance at the Hearing.

30. For CRC Rachel Tutty⁶ advised that she supported Mr Boyes' recommendations.

31. For Meridian Sue Ruston⁷ advised she agreed with Mr Boyes' recommended amendments⁸ to AIRPZ-O1, but suggested additional wording relating to "aviation related residential activities". We are satisfied that the

⁶ CRC Principal Planner.

⁷ Consultant planner.

⁸ Section 42A Report, paragraph 58.

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Meridian submission as a whole provides scope for those amendments. Ms Ruston no longer sought to delete AIRSP-O2.2 and agreed with Mr Boyes' recommended amendments to that provision.

32. We agree with Ms Ruston that an expansion of AIRPZ-O1 would appropriately foreshadow the provisions that follow. In that regard we agree with her that users of the plan should not need to look to the rules to decipher the meaning of the objectives and policies. We accept the submission of Meridian (10.05).
33. We accept Mr Boyes' analysis that:
 - AIRPZ-O2.2 should refer to both airport activities and "*airport support activities*" which is a defined term; and
 - it would be inappropriate to insert the term "natural values" into AIRPZ-O2.4 as sought by DOC due to the narrow focus of that provision on landscape character and visual amenity.

5.2 Decision

34. We adopt Mr Boyes' analysis and recommendations as our reasons and decisions, other than as outlined above.
35. The AIRPZ provisions are amended as set out in Appendix 1.

6. AIRPZ Policies (AIRPZ-P1 and AIRPZ-P2)

6.1 Assessment

36. CRC (13.11, 13.12) and NZTA (12.01) supported the policies as notified.
37. DOC (11.05) opposed AIRPZ-P1 for the same reason that they opposed AIRPZ-O2.4 and we find that submission should similarly be rejected. However, in terms of the issue raised by DOC, we find that because AIRPZ-P1.3.i and AIRPZ-P1.3.4 both refer to character and amenity, it should be clarified that AIRPZ-P1.3.i refers to the character and amenity of the Airport SPZ.
38. In terms of the matter raised by Meridian (10.07), Sue Ruston recommended that, because Pūkaki Airport is in the HI Overlay, to 'give effect to' or 'be consistent with' Policy D of the NPS-REG, Policy 16.5.3(1) of the CRPS, ATC-O4, ATC-O6, HI-O1 and HI-P1, AIRPZ-P2 should require that activities not directly related to airport operations within the Pūkaki Airport should be avoided. Ms Ruston proposed an additional clause that would explicitly reference activities to be avoided at the Pūkaki Airport. We are not persuaded that is appropriate as we understand that would mainly affect activities requiring consent under non-complying activity rules AIRPZ-R9 Residential Visitor Accommodation and AIRPZ-R10 Commercial Visitor Accommodation. Amending AIRPZ-P2 in the manner sought by Ms Ruston to require those particular activities to be explicitly avoided would make a section 104D(1)(b) assessment moot as the activity would be contrary to the amended policies.
39. We consider that AIRPZ-P2 provides sufficient guidance on those matters as notified, particularly AIRPZ-P2.3. We also note Mr Boyes' observation that for Pūkaki Airport HI-O1 and HI-P1 would also be relevant to any assessment under those rules.

6.2 Decisions

40. We adopt Mr Boyes' analysis and recommendations as our reasons and decisions, other than as outlined above.
41. AIRPZ-P1.3.i is amended as set out in Appendix 1.

7. AIRPZ Rules

7.1 Assessment

42. CRC (13.13) and Meridian (10.14, 10.15) supported various rules. Meridian⁹ sought greater restrictions on activities at Pūkaki Airport because it is located in the Hydro Inundation Hazard Overlay.

⁹ 10.10, 10.11, 10.12 and 10.13

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43. Heliventures¹⁰ sought fewer restrictions for residential activity, staff accommodation and commercial visitor accommodation. We note Mr Boyes' advice that Heliventures currently has a resource consent application lodged with the MDC to construct a helicopter hanger and associated facilities, along with staff, client and visitor accommodation on land at Pūkaki Airport (being 15 and 17 Harry Wigley Drive)¹¹.
44. Meridian sought for the Pūkaki Airport rules to restrict the combined residential occupancy, staff occupancy and aviation related visitors to six people overnight. Occupancy limits are already provided for staff accommodation (AIRPZ-R4) and aviation related visitor accommodation (AIRPZ-R5). The issue is whether a cap should be placed on the occupancy of residential units.
45. We do not think that is necessary because a 'residential unit' is by definition "a building that is used for a residential activity exclusively by one household". That in our view is an appropriate cap.
46. Meridian sought that AIRPZ-R8 Activities Not Otherwise Listed be amended to NC status at Pūkaki Airport. We find that this would be unduly onerous and are satisfied that a DIS status sufficiently enables decision-makers assessing activities exceeding the AIRPZ-R1 to R7 permitted activity thresholds to have appropriate regard to the AIRPZ objectives and policies. At Pūkaki Airport they would also have to have regard to HI-O1 and HI-P1.
47. In his Reply Report Mr Boyes discussed the relief sought by Meridian to make all staff accommodation and aviation visitor accommodation activities NC at Pūkaki Airport. Those activities are a PA as notified. We note under HI-R3 'residential visitor accommodation' is already NC at Pūkaki Airport by virtue of that airport being in the HI Overlay. We find that to be appropriate as it is not an aviation related activity.
48. Mr Boyes recommended the insertion of two new rules in the HI chapter for 'staff accommodation' and 'aviation visitor accommodation' at Pūkaki Airport that would make non-compliance with AIRPZ-R4 and AIRPZ-R5 respectively default to a NC consent. Under the AIRPZ rules those activities default to DIS. We are not persuaded that the new rules recommended by Mr Boyes are appropriate because decision-makers assessing a DIS activity must have regard to the relevant objectives and policies in both the HI and AIRPZ chapters. We find that provides sufficient guidance and adding additional rules to the HI chapter for those two aviation related activities create unnecessary complexity.
49. Consequently, the submissions of Meridian on those matters are rejected.
50. Regarding the submissions of Heliventures, we note Mr Boyes' advice that the notified provisions deliberately limit the combined total gross floor area of any residential, staff accommodation and aviation related visitor accommodation to 150m² in order to avoid reverse sensitivity and distributional impacts on the provision of residential and commercial accommodation within adjoining townships. We find that to be appropriate.
51. We are not persuaded that relaxing the rules governing those activities in the AIRPZ would be the most appropriate, efficient or effective way of achieving AIRPZ-O1 and AIRPZ-O2.3. We agree with Mr Boyes that the provision for residential and commercial visitor accommodation within the AIRPZ needs to be carefully managed. Enabling 50% of a hanger building's total gross floor area for residential, staff or visitor accommodation with no cap on occupancy numbers would not achieve AIRPZ-O2.3 or give effect to AIRPZ-P2. Nor are we persuaded that AIRPZ-R9 and AIRPZ-R10 should be deleted. That would not achieve AIRPZ-O2.3 or be consistent with AIRPZ-P1.2 and AIRPZ-P1.3.
52. Finally, we agree with Mr Boyes' Reply Report recommendation that the AIRPZ rules should remain to be expressed on a 'per building' basis. We accept his evidence that amending those rules to refer to a 'site' would be problematic because Pūkaki Airport is made up of numerous freehold sites ranging from approximately 1,000 to 2,000m², each held in their own Record of Title. A much larger balance title is held by the MDC. All of the existing developed freehold sites include only a single airport building (being a hangar). In contrast, Lake Tekapo Airport is a single large site held in the same ownership. Approximately eight individual airport buildings are established on the single site, ranging from small storage sheds to larger aircraft hangar buildings.

¹⁰ 02.02, 02.03, 02.04, 02.05 and 02.06

¹¹ MDC resource consent reference RM240144.

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7.2 Decision

53. We adopt Mr Boyes' analysis and recommendations as our reasons and decisions, other than as outlined above.
54. AIRPZ-R1 to AIRPZ-R11 are amended as set out in Appendix 1. No consequential amendments are made to the NH chapter rules.

8. AIRPZ Standards and Mapping

8.1 Assessment

55. CRC (13.14) and NZTA (12.02) supported the standards. Heliventures (02.07) submission seeking additional standards relating to 'no complaints covenants' and an associated management plan is rejected because we have rejected their relief seeking a relaxation of the AIRPZ rules for visitor accommodation.
56. We agree with Mr Boyes analysis that the submission from Timothy Rayward (03.01) should be accepted, and the Scenic Viewing Area mapping is removed from Lake Tekapo Airport.

8.2 Decision

57. We adopt Mr Boyes' analysis and recommendation as our reasons and decision, along with our assessment set out above.
58. The Scenic Viewing Area mapping is removed from Lake Tekapo Airport.

9. GSPZ Introduction

9.1 Assessment

59. Glentanner (06.01, 07.01) and Nova (14.04) supported the GSPZ Chapter in its entirety, as notified. CRC supported the Introduction in part, seeking to replace "landslide erosion" with "landslides." F&B (05.01) made a general submission that GSPZ development requires stronger management to protect natural character and biodiversity, consistent with sections 6 and 7 of the RMA and the NPSIB. They also sought amendments to the Introduction to prioritise natural values over development (05.02). We agree with Mr Boyes' recommendation to accept CRC's amendment and to adopt F&B's proposed amendments to the Introduction, including minor corrections and the addition of a reference to natural character. We also agree that the remainder of F&B's proposed changes are unnecessary, unclear, and may unduly constrain airport development.

60. We note that F&B did not attend the Hearing nor tabled any evidence in support of their submission.

9.2 Decision

61. We adopt Mr Boyes' analysis and recommendations as our reasons and decisions.
62. The amended GSPZ Introduction is set out in Appendix 1.

10. GSPZ Objectives (GSPZ-O1 and GSPZ-O2)

10.1 Assessment

63. CRC (13.17) supported retaining all objectives and policies, noting they align with the CRPS. In contrast, DOC (11.06) opposed several GSPZ provisions - including the Objectives - on the basis that, when read alongside the proposed definition of airport activity, they would enable activities that pose risks to the critically threatened Kakī / Black Stilt and other species, particularly from rocket-powered aircraft. DOC sought restrictions on non-conventional aircraft only. F&B also opposed both Objectives, arguing they focused too heavily on ecological enhancement rather than the preservation of natural character and indigenous biodiversity, and sought amendments to better reflect RMA and NPSIB obligations.
64. We support Mr Boyes' recommendation to accept these submissions in part, including the addition of references to recreation, conservation, natural character, and biodiversity in GSPZ-O1. We also support the replacement of the term 'airport development' with the term 'airport activities.' We agree with Mr Boyes

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that broader structural changes to GSPZ-O2 are unnecessary and may risk over-emphasising development activities. We also accept his assessment that proposed additions to GSPZ-O2 regarding the preservation of natural character values outside the zone are more appropriately addressed through the NFL Chapter.

65. The specific concerns raised by DOC about risks to threatened species, particularly Kakī, are addressed in the discussion and recommendations on GSPZ-R12 and R13 below.
66. As noted above, Forest & Bird did not attend the hearing or provide evidence. The Department of Conservation likewise did not appear or present evidence in support of its submission.

10.2 Decision

67. We adopt Mr Boyes' analysis and recommendation as our reasons and decisions.
68. Amended GSPZ-O1 and GSPZ-O2 are set out in Appendix 1.

11. GSPZ Policies (GSPZ-P1 to P4 and New)

11.1 Assessment

69. CRC (13.17) supported retaining all GSPZ policies as notified. NZTA (12.03) requested deleting GSPZ-P1 and replacing it with an Outline Development Plan (ODP) process to assess effects on the adjoining State Highway. F&B (05.05, 05.06, 05.07, 05.08) opposed all GSPZ policies, seeking amendments to better reflect section 6 of the RMA, improve clarity and enforceability, protect biodiversity and natural character, and introduce new policies to avoid commercial forestry and wilding conifer planting. Glentanner (01.12) opposed the addition of GSPZ-P4.3, on the grounds that no airport activities occur outside the GSPZ and therefore no policy was required.
70. As noted above, F&B neither attended the Hearing nor tabled any evidence in support of their submission.
71. With respect to the proposed new GSPZ-P4.3, we note that Glentanner opposed its inclusion on the grounds that no airport activities occur outside the GSPZ, aside from aircraft in flight. While no evidence was presented to the contrary at the Hearing, GSPZ-R12.1 (which restricts rocket-powered aircraft activity to within the zone) remains in the rule framework. On balance, we have not recommended deleting GSPZ-P4.3, as it provides policy context for that rule. However, we acknowledge that its necessity is marginal.
72. Having considered the submissions and evidence on the remainder of the submissions, we accept Mr Boyes' analysis that:
 - An ODP is unnecessary, given the adequacy of existing access provisions and the Transportation Chapter rules;
 - GSPZ-P1 should be retained as notified to ensure that built form is located in accordance with the Structure Plan, thereby protecting amenity values, the adjacent ONL, water quality, and landscape values;
 - The proposed introductory sentence for GSPZ-P2, P3, and P4 stating where the policy applies is redundant, as the policy headings already clearly identify their scope;
 - While referencing "lawfully established" primary production and grazing in GSPZ-P3 has merit, replacing the term "pastoral intensification" with "primary production" or adding "lawfully established stock grazing" is unnecessary because grazing is already permitted under the existing rule framework;
 - No new specific policy is required for commercial forestry or woodlots within the GSPZ, as the existing objectives and policies provide sufficient guidance; however, an explicit exclusion for 'commercial forestry' should be added to relevant provisions to align with the rule framework;
 - GSPZ-P4 should be amended to recognise and manage potential adverse effects of airport activity on indigenous biodiversity and natural character values beyond the zone boundary; and
 - GSPZ-P4 be amended to acknowledge and manage potential adverse effects of airport activity on indigenous biodiversity and natural character values beyond the zone boundary.

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73. We are not persuaded that a regulatory restriction on rocket launches during the Kakī / Black Stilt breeding season is justified on the evidence available to us. Further discussion of this issue is provided in the rules section of the Decision Report. This decision does not affect our acceptance of an amendment to GSPZ-P4 regarding the effects of airport activity on indigenous biodiversity and natural character.

11.2 Decision

74. We adopt Mr Boyes' analysis and recommendations as the basis for our decisions on the amendments to the GSPZ policies, with the exception of his proposed restrictions on rocket launches during the Kakī / Black Stilt breeding season, which we have not accepted. The resultant amendments to the GSPZ objectives and policies are shown in Appendix 1.

12. GSPZ Rules

12.1 Assessment

75. CRC supports retaining the rules as notified, while NZTA seeks a new rule for ODP approval to manage State Highway effects. F&B seek stronger environmental protections through tighter controls on airport activities, buildings, tourism, earthworks, and primary production to safeguard indigenous biodiversity and natural character. They propose converting certain permitted activities to restricted discretionary status and adding matters of discretion and ecological standards. As noted above, DOC also submitted in support of greater protection for the Kakī / Black Stilt, particularly in relation to aircraft activity, but did not appear at the Hearing. Glentanner opposed additional restrictions on aircraft operations, particularly those affecting rocket-powered activity.

76. As noted above, neither DOC or F&B attended the Hearing nor tabled any evidence in support of their submission.

77. We acknowledge the ecological advice of Ms Anderson, the Council's ecologist, which informed Mr Boyes' original recommendation to restrict rocket-powered aircraft activity during the Kakī / Black Stilt breeding season. Her advice was based on a single bird survey by Mr Langlands in July 2024, which identified the presence of river birds in the Western Tasman Delta. While Ms Anderson supported a precautionary restriction, she also acknowledged the limited nature of the available field evidence.

78. Having considered the submissions and evidence, we accept Mr Boyes' analysis that the relief sought by NZTA is not required, as amendments to GSPZ-R1 to manage vehicle access or the introduction of a new rule requiring ODP approval are unnecessary; potential State Highway effects, including those related to vehicle access, can be adequately managed through existing plan provisions and the nature of activities anticipated within the zone.

79. Having considered the submissions and evidence, we accept Mr Boyes' analysis that the amendments sought by Forest & Bird are not required. In particular:

- Existing NATC provisions and ecological buffers sufficiently address the ecological risks Forest & Bird raised, including setbacks from surface waterbodies, earthworks, and recreational or tourism activities;
- Airport activities, including buildings and support activities, are separately regulated or already managed to avoid sensitive areas, so elevating their activity status (including under GSPZ-R13, R15, R16, and R17) is unnecessary and would create inconsistency with other zones;

80. The request to make all airport activities discretionary is not the most effective or efficient way to manage effects on the Kakī / Black Stilt, given the zone's purpose and existing controls; and

- The notified definition of wilding conifers in GSPZ-R19 is clear, aligns with the Canterbury Regional Pest Management Plan, and requires no amendment.

81. As noted in section 7.1 above, we accept Mr Boyes' Reply Report recommendation that the AIRPZ rules should remain expressed on a 'per building' basis. As a consequential amendment, and to maintain consistency across the Plan, we also agree that GSPZ-R11.2 Staff Accommodation and GSPZ-R14.2 Aviation Related Visitor Accommodation should be clarified to confirm that the maximum building occupancy applies per building.

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82. However, we do not agree with Mr Boyes' recommendation to amend GSPZ-R12 to restrict the use of rocket-powered aircraft during the Kakī / Black Stilt breeding season, for the following reasons:

- The ecological evidence underpinning that recommendation is limited to a single river bird survey conducted by Peter Langlands on the Western Tasman River Delta on 24 July 2024¹². That evidence was contested by submitter Glentanner due to it being based on observations from a single day, which in the submitter's view did not constitute a robust or reliable basis for imposing specific restrictions;
- Ross Ivey tabled a letter from James Powell from Dawn Aerospace advising that in September 2024 two DOC rangers conducted observations to assess the impact of Dawn Aerospace on the Kakī / Black Stilt at Glentanner, including the closest nesting sites around 340m from the runway. Mr Powell advised that the ranger's observation concluded that there was no noticeable effect on the birds. However, we note this material is hearsay and, while informative, cannot be treated as probative expert evidence, and therefore we give it little weight;
- The Department of Conservation did not attend the Hearing to provide ecological evidence of probative value regarding the effects of Dawn Aerospace activities, leaving us uncertain about the validity and completeness of the purported July 2024 ecological assessment. It behoved DOC to provide a sound evidential basis for any restrictions sought;
- While Ms Anderson, the Council's ecologist, is the only qualified expert to provide evidence on this matter, she acknowledged that the field observations underpinning her advice were limited. We do not consider that this provides a sufficient evidential basis to support a rule restriction.
- In the absence of definitive ecological evidence regarding the effects of Dawn Aerospace launches on the Kakī / Black Stilt at Glentanner, we are reluctant to impose restrictions on their activities. Doing so would in our view be inconsistent with the requirements of section 32(2) of the RMA; and
- In making that finding we consider Mr Ivey's contention that Dawn Aerospace activities are unlikely to be any more obtrusive than the several low-level helicopter flights departing from and returning to the airport most days to be plausible. We also accept Ms Hornsey's submission that the noise generated by the Dawn Aviation rocket powered aircraft activities at Glentanner is comparable to that of a helicopter. Accordingly, in terms of section 32(2)(c) of the RMA, we assess the risk of not acting to impose restrictions on Dawn Aerospace activities unlikely to be any more than minor.

83. We acknowledge that in his Reply Report, Mr Boyes revised his earlier recommendation, now proposing to remove the restriction on hours of operation and allow up to two rocket-powered aircraft launches per 24-hour period during the Kakī / Black Stilt breeding season. Notably, he also suggests that if the Panel considers this amendment of limited utility, it would be appropriate to revert to the notified version of GSPZ-R12. While we appreciate his reconsideration and the updated ecological context, we remain of the view that no specific restriction is warranted. Given the limited and contested evidential basis we consider that retaining GSPZ-R12 as notified is the most appropriate outcome.

84. We note that legal submissions presented on behalf of Glentanner also challenged the adequacy of the ecological evidence and submitted that the proposed restriction would not satisfy the requirements of section 32 of the RMA. We accept those submissions.

85. Consequently, we find the recommended restriction on rocket-powered aircraft activity during the breeding season premature and unjustified. Therefore, we do not accept Mr Boyes' recommendation to amend GSPZ-R12.

12.2 Decision

86. For the reasons set out above, we recommend that all submission points relating to the GSPZ rules are accepted or rejected in accordance with the Section 42A Report, except that we do not accept the recommended amendment to GSPZ-R12 regarding rocket-powered aircraft activity.
87. The amended GSPZ Rules are set out in Appendix 1.

¹² Section 42A Report Appendix 2, Memorandum from Trudy Anderson (e3 Scientific) to Nick Boyes, dated 23 April 2025.

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13. GSPZ Standards and Matters of Discretion

13.1 Assessment

88. CRC (13.19) supported the standards as notified. NZTA (12.05) sought the addition of a matter of discretion addressing the safe and efficient operation of the State Highway network. F&B (05.26, 05.27, 05.28, 05.29) requested that all matters of discretion triggered by non-compliance with standards include reference to protection of significant indigenous vegetation, habitat, natural character, and biodiversity. Specific concerns were raised in relation to the standards on boundary setbacks (GSPZ-S1), site coverage (GSPZ-S4), and fencing (GSPZ-S5).
89. As noted above, F&B neither attended the Hearing nor tabled any evidence in support of their submission.
90. Having considered the submissions and evidence, we accept Mr Boyes' analysis that:
 - No additional matter of discretion related to access and parking is needed within the GSPZ, as these matters are already addressed by the TRAN Chapter introduced through PC27;
 - It is unnecessary to include additional matters of discretion relating to the protection of indigenous vegetation, fauna habitat, natural character, and biodiversity in the standards, as existing district-wide provisions already address these matters;
 - The setbacks provided in GSPZ-S1—from roads or internal boundaries—are sufficient, and additional setbacks from the Land Development Areas identified on the Structure Plan are not needed;
 - The 10% site coverage standard is appropriate when read in combination with other controls, such as GSPZ-S8 (maximum building footprint), and provides for a balance between development and open space; and
 - Permitting stone walls up to 1.2 metres in height reflects the district's rural character and is unlikely to materially contribute to habitat fragmentation. The retention of GSPZ-S5 as notified is therefore appropriate.

13.2 Decisions

91. We adopt Mr Boyes' analysis and recommendations as our reasons and decisions. The submission from CRC (13.19) is accepted. All other submissions are rejected.
92. The GSPZ Standards and Matters of Discretion are retained as notified and are set out in Appendix 1.

14. GSPZ Structure Plan

14.1 Assessment

93. DOC (11.07) partially supported the GSPZ Structure Plan, while referencing submission 11.06 regarding the scope of airport activities and associated risks to the Kakī / Black Stilt, particularly from rocket-powered vehicles. We also note that Glentanner did not seek any amendments to the Structure Plan, asserting that the notified version appropriately reflected the Zone's operational footprint and already avoided sensitive ecological areas.
94. Having considered the submissions and evidence, we accept Mr Boyes' analysis that:
 - The Structure Plan appropriately recognises the zone's ecological values; and
 - A consequential amendment arising from F&B submissions (05.01 and 05.02) should be made to include an additional 'No Build Area' at the southern end of the existing runway adjacent to Twin Stream.
95. That amendment is minor in nature and reinforces the ecological intent of the notified Structure Plan. We do not consider it inconsistent with the position taken by Glentanner.

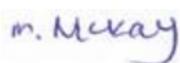
Airport Special Purpose Zone
Glentanner Special Purpose Zone
Variation 3 to PC26
Variation 3 to PC27

14.2 Decision

96. We adopt Mr Boyes' analysis and recommendation as our reasons and decision. The submission from DOC (11.07) is accepted in part.
97. The GSPZ Structure Plan is amended as set out in Appendix 1.



Rob van Voorthuysen (Chair)



Megen McKay



Ros Day- Cleavin

24 July 2025

Appendix 1: Amended Provisions

Airport Special Purpose Zone
Glentanner Special Purpose Zone
Variation 3 to PC26
Variation 3 to PC27

Appendix 2: Amended Planning Maps

Airport Special Purpose Zone
 Glentanner Special Purpose Zone
 Variation 3 to PC26
 Variation 3 to PC27

Appendix 3: Appearances

Sub. Ref	Submitter Name	Name	Role
PC30.06	Glentanner Airport Ltd/Glentanner Station Ltd	Nicola Hornsey	Legal counsel
PC30.07	Glentanner Park Ltd/Glentanner Ltd	Ross Ivey	Director
PC30.10	Meridian Energy Ltd	Elanor Taffs Susan Ruston Andrew Feierabend James Walker William Veale	Legal Counsel Planner Corporate Planner Operational Dam Expert Regulatory Dam Safety Expert
PC30.13	Canterbury Regional Council	Rachel Tutty Jolene Irvine Nick Griffith Helen Jack	Planner Team Leader – Rivers Planning Natural Hazards Scientist Natural Hazards Scientist
PC28.03	Pukaki Airlodge	Mary Murdoch	Self

Tabled Evidence

	Submitter	Name	Role
PC30.06	Glentanner Airport Ltd/Glentanner Station Ltd	James Powell	Dawn Aerospace
PC30.07	Glentanner Park Ltd/Glentanner Ltd		
PC30.11	Director General of Conservation	Di Finn	Manager Operations
FS30.13			
PC30.12	NZ Transport Agency/Waka Kotahi	Jeremy Talbot	Principal Planner
OC30.16	New Zealand Defence Force	Rebecca Davies	Principal Statutory Planner

Airport Special Purpose Zone (AIRPZ)

Introduction

The Airport Special Purpose Zone (AIRPZ) covers areas used predominantly for the operation and development of airports, including associated operational areas and facilities, administrative, commercial activities and industrial activities.

Within Te Manahuna/the Mackenzie District there are currently two airports within the AIRPZ - Pūkaki Airport and Tekapo Airport.

The purpose of the AIRPZ is to provide for a range of airport and aviation related activities to recognise the role of airports in providing for the social and economic well-being of Te Manahuna/the Mackenzie District.

Each of the areas zoned AIRPZ are located within Te Manahuna/the Mackenzie Basin. Whilst not identified as Outstanding Natural Landscape, land use within the AIRPZ is managed to address adverse effects on the wider landscape values.

Note: The existing airport and aviation related activities undertaken at Glentanner are managed under the GSPZ, not the AIRPZ.

Objectives and Policies

Objectives	
AIRPZ-O1	Zone Purpose
The efficient use and development of airport zoned land and facilities <u>for airport activities, airport support activities, aviation related residential units and residential activities, and aviation related visitor accommodation to</u> supports ¹ the economic and social well-being of Te Manahuna/the Mackenzie District.	
AIRPZ-O2	Zone Character and Amenity Values
The use of land within the AIRPZ is managed in a way that:	
<ol style="list-style-type: none">Provides for economic and social benefits to the region;Recognises the functional needs and operational needs of airport <u>activities</u> and <u>airport support related supporting</u>² activities;The efficient use and development of airports is not constrained or compromised by incompatible activities establishing within the AIRPZ; andAchieves a high standard of amenity reflective of the role and function of the AIRPZ, but also does not compromise the landscape character and visual amenity of the surrounding Te Manahuna/Mackenzie Basin ONL.	

Policies	
AIRPZ-P1	Airport and Supporting Activity
Provide for airport activity and airport support activity to operate in a safe and efficient manner, while maintaining the function, character and amenity of the AIRPZ, by:	

¹ Meridian (10.05)

² Meridian (10.06)

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DECISION VERSION 24 July 2025

1. Enabling future development and expansion of existing airport activities;
2. Ensuring noise sensitive activities do not restrict effective and efficient airport operation and development;
3. Providing for a range of airport support activities where these do not:
i. Adversely affect the character and amenity values <u>anticipated within the AIRPZ</u> ³ ;
ii. Constrain on-going airport activity; and
iii. Detract from the existing commercial centres in Takapō/Lake Tekapo or Twizel;
4. Ensuring built development achieves a standard of amenity reflective of the role and function of the AIRPZ, but also does not compromise the landscape character and visual amenity of the surrounding Te Manahuna/Mackenzie Basin ONL;
5. Ensuring development, buildings and activities are adequately serviced with a water supply for fire-fighting purposes as well as provision of potable water, sewage treatment and disposal; and
6. Avoiding significant adverse effects on the safety and efficiency of State Highway 8.

AIRPZ-P2 Other Activities

Avoid non-airport related commercial, industrial and other activities unless they:

1. Are compatible with the ongoing safe and efficient operation and function of airports;
2. Are compatible with the character and amenity values anticipated within the AIRPZ; and
3. Do not detract from the existing commercial centres in Takapō/Lake Tekapo or Twizel.

Rules

Note for Plan Users: For certain activities, consent may be required under rules in this Chapter as well as other District-Wide Matters Chapters or Area-Specific Matters Chapters in the Plan. Unless expressly stated otherwise, consent is required under each of those rules. The steps plan users should take to determine what rules apply to any activity, and the status of that activity, are provided in Part 1 - How the Plan Works.

AIRPZ-R1	Airport Activity	
<u>Special Purpose Airport Zone</u> ⁴	Activity Status: PER Where the activity complies with all of the following standards: AIRPZ-S1 Boundary Setbacks AIRPZ-S2 Height AIRPZ-S3 Exterior Cladding of Buildings and Structures AIRPZ-S4 Landscaping AIRPZ-S5 Outdoor Storage AIRPZ-S6 Water Supply for Firefighting AIRPZ-S7 Building Footprint AIRPZ-S8 Wastewater AIRPZ-S9 Airport Height Restrictions	Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).

³ Clause 10(2)(b) consequential to DOC (11.05).

⁴ Clause 16(2), Schedule 1 RMA.

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AIRPZ-R2	Airport Support Activity	
Special Purpose Airport Zone⁵	Activity Status: PER Where the activity complies with all of the following standards: AIRPZ-S1 Boundary Setbacks AIRPZ-S2 Height AIRPZ-S3 Exterior Cladding of Buildings and Structures AIRPZ-S4 Landscaping AIRPZ-S5 Outdoor Storage AIRPZ-S6 Water Supply for Firefighting AIRPZ-S7 Building Footprint AIRPZ-S8 Wastewater AIRPZ-S9 Airport Height Restrictions	Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).
AIRPZ-R3	Residential Unit / Residential Activity	
Special Purpose Airport Zone⁶	Activity Status: PER Where: <ol style="list-style-type: none"> 1. The use is contained within an airport building and the maximum combined total gross floor area of any residential, staff accommodation and aviation related visitor accommodation does not exceed 150m². 	Activity status when compliance is not achieved with R3.1: DIS
AIRPZ-R4	Staff Accommodation	
Special Purpose Airport Zone⁷	Activity Status: PER Where: <ol style="list-style-type: none"> 1. The use is contained within an airport building and the maximum combined total gross floor area of any residential, staff accommodation and aviation related visitor accommodation does not exceed 150m² ; and 2. The maximum <u>building</u>⁸ occupancy does not exceed six staff per night⁹. 	Activity status when compliance is not achieved with R4.1 - R4.2: DIS

⁵ Clause 16(2), Schedule 1 RMA.

⁶ Clause 16(2), Schedule 1 RMA.

⁷ Clause 16(2), Schedule 1 RMA.

⁸ Meridian (10.11).

⁹ Meridian (10.11).

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AIRPZ-R5	Aviation Related Visitor Accommodation	
Special Purpose Airport Zone¹⁰	Activity Status: PER <p>Where:</p> <ol style="list-style-type: none"> 1. The use is contained within an airport building and the maximum combined total gross floor area of any residential, staff accommodation and aviation related visitor accommodation does not exceed 150m²; and 2. The maximum <u>building</u>¹¹ occupancy does not exceed six guests per night. 	Activity status when compliance is not achieved with R5.1 - R5.2: DIS
AIRPZ-R6	Earthworks	
Special Purpose Airport Zone¹²	Activity Status: PER <p>Where:</p> <ol style="list-style-type: none"> 1. The earthworks are subject to an approved building consent; or otherwise do not exceed 1500m³ (by volume) and 2500m² (by area) in any 1-year period. <p>And the activity complies with the following standards:</p> <p>EW-S1 – Maximum slope Gradient EW-S2 – Excavation and Filling EW-S3 – Rehabilitation and Reinstatement EW-S4 – Accidental Discovery Protocol EW-S5 – Specific Locations EW-S6 – Proximity to the National Grid</p>	Activity status when compliance is not achieved with R6.1 : DIS <p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>
AIRPZ-R7	Conservation Activity	
Special Purpose Airport Zone¹³	Activity Status: PER <p>Where the activity complies with the following standards:</p> <p>AIRPZ-S9 Airport Height Restrictions</p>	Activity status when compliance with standard(s) is not achieved: Refer to relevant standard.

¹⁰ Clause 16(2), Schedule 1 RMA.

¹¹ Meridian (10.12).

¹² Clause 16(2), Schedule 1 RMA.

¹³ Clause 16(2), Schedule 1 RMA.

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AIRPZ-R8	Activities Not Otherwise Listed	
<u>Special Purpose</u> <u>Airport Zone</u> ¹⁴	Activity Status: DIS	
AIRPZ-R9	Residential Visitor Accommodation	
<u>Special Purpose</u> <u>Airport Zone</u> ¹⁵	Activity Status: NC	
AIRPZ-R10	Commercial Visitor Accommodation	
<u>Special Purpose</u> <u>Airport Zone</u> ¹⁶	Activity Status: NC	
AIRPZ-R11	Planting of any Wilding Conifers	
<u>Special Purpose</u> <u>Airport Zone</u> ¹⁷	Activity Status: NC Where: 1. The planting is for a scientific or research purpose and has been exempted under the Biosecurity Act 1993.	Activity status when compliance is not achieved with R11.1: PR

Standards

AIRPZ-S1	Boundary Setbacks	Activity Status where compliance not achieved:
<u>Special Purpose</u> <u>Airport Zone</u> ¹⁸	1. Any building or structure greater than 5m ² in area, excluding ancillary structures, shall be setback a minimum of: a. 6m from any internal boundary; and b. 50m from any arterial road boundary; and c. 10m from any other road boundary.	<p>RDIS</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> a. The location, design, scale and appearance of the building or structure. b. For road boundaries: <ul style="list-style-type: none"> i. Whether the reduced setback would result in the site remaining compatible with the surrounding character when viewed from the road. ii. Any potential effect on the safety and efficiency of the adjoining road network. c. For internal boundaries, the extent of adverse effects on privacy, outlook, shading, and other

¹⁴ Clause 16(2), Schedule 1 RMA.

¹⁵ Clause 16(2), Schedule 1 RMA.

¹⁶ Clause 16(2), Schedule 1 RMA.

¹⁷ Clause 16(2), Schedule 1 RMA.

¹⁸ Clause 16(2), Schedule 1 RMA.

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		<p>amenity values on the adjoining property.</p> <p>d. The effects of a reduced setback on the wider amenity values and character of the surrounding ONL.</p> <p>e. The extent to which the reduced setback will cause or exacerbate reverse sensitivity effects with adjoining activities.</p> <p>f. The adequacy of any mitigation measures.</p>
AIRPZ-S2	Height	<p>Activity Status where compliance not achieved:</p> <p>RDIS</p> <p>Matters of discretion are restricted to:</p> <p>a. The location, design, scale and appearance of the building or structure.</p> <p>b. Adverse effects on the amenity values of neighbours, including visual dominance, shading and effects on privacy and outlook.</p> <p>c. The extent to which the increase in height is necessary due to the functional need and operational need of an activity.</p> <p>d. The effects of an increased height on the wider amenity values and character of the surrounding ONL.</p> <p>e. The adequacy of any mitigation measures.</p>
AIRPZ-S3	Exterior Cladding of Buildings and Structures	<p>Activity Status where compliance not achieved:</p> <p>RDIS</p> <p>Matters of discretion are restricted to:</p> <p>a. The location, design, scale and appearance of the building.</p> <p>b. The effects of the building on the wider amenity values and landscape character of the surrounding ONL.</p>

¹⁹ Clause 16(2), Schedule 1 RMA.

²⁰ Clause 16(2), Schedule 1 RMA.

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AIRPZ-S4	Landscaping	Activity Status where compliance not achieved:
<u>Special Purpose Airport Zone</u> ²¹	<ol style="list-style-type: none"> 1. A landscaping strip shall be established along not less than 50% of the road frontage with any local road (i.e., excluding State Highway 8) which: <ol style="list-style-type: none"> a. Has an average depth of 1.5m and a minimum depth of 1m; and b. Contains at least 50% indigenous species. 2. All landscaping required shall be: <ol style="list-style-type: none"> a. undertaken and completed by the end of the first planting season (1 May to 30 November) following any activity being established on the site; or b. when an activity commences during the months of October or November, the landscaping shall be undertaken and completed within 12 months of the activity commencing on the site; and c. maintained, with any dead, diseased, or damaged plants being removed and replaced. 	RDIS <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. The location, design and appearance of buildings and other activities on the site. b. The extent of visual impacts on the streetscape and surrounding environment as a result of the reduced landscaping. c. Whether a reduction in road boundary landscaping is appropriate to address a traffic safety matter. d. The overall landscaping provided on the site. e. The adequacy of any mitigation measures.
AIRPZ-S5	Outdoor Storage	Activity Status where compliance not achieved: <p>RDIS</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. The design, size and location of any outdoor storage area. b. Effects on the amenity values of adjoining sites. c. The visual impact of the outdoor storage on the streetscape and surrounding environment. d. The overall landscaping provided on the site. e. The adequacy of any mitigation measures.

²¹ Clause 16(2), Schedule 1 RMA.

²² Clause 16(2), Schedule 1 RMA.

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AIRPZ-S6	Water Supply for Firefighting	Activity Status where compliance not achieved:
<u>Special Purpose Airport Zone</u> ²³	1. Where a reticulated water supply compliant with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS:4509:2008) is not available, or the only supply available is a restricted rural supply not compliant with SNZ PAS:4509:2008, water supply and access to water supplies for firefighting shall be in accordance with the alternative firefighting water sources provisions of SNZ PAS 4509:2008.	<p>RDIS</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> Whether sufficient firefighting water supply is available to ensure the health and safety of the community, including neighbouring properties. Any environmental effects arising from the alternative water supply method. The adequacy of any mitigation measures.
AIRPZ-S7	Building Footprint	Activity Status where compliance not achieved:
<u>Special Purpose Airport Zone</u> ²⁴	1. The maximum building footprint for any individual building shall be 1500m ² .	DIS
AIRPZ-S8	Wastewater	Activity Status where compliance not achieved:
<u>Special Purpose Airport Zone</u> ²⁵	1. All residential units and buildings which are not connected to a reticulated wastewater network, but which involve the discharge of wastewater shall be provided with an on-site wastewater treatment and disposal system, authorised by Canterbury Regional Council by way of a rule in a regional plan or a resource consent.	DIS

²³ Clause 16(2), Schedule 1 RMA.

²⁴ Clause 16(2), Schedule 1 RMA.

²⁵ Clause 16(2), Schedule 1 RMA.

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AIRPZ-S9	Airport Height Restrictions	Activity Status where compliance not achieved:
<u>Special Purpose Airport Zone</u> ²⁶	<ol style="list-style-type: none">1. No building, structure, or tree shall intrude into the identified approach surfaces, horizontal surfaces and the surrounding conical or transitional surfaces from existing airports as shown in GRUZ-SCHED1.2. No activity shall expel a gas, liquid or solid such that it enters any height restriction slopes or surfaces at a vertical velocity greater than 4 metres per second.	NC

²⁶ Clause 16(2), Schedule 1 RMA.

Attachment C - List of parties served

Name	Contact Name	Email	Post
Pukaki Tourism Holdings Ltd Partnership & Pukaki Village Holdings Ltd	Steve Tuck	steve.tuck@mitchelldaysh.co.nz	Mitchell Daysh Ltd, PO Box 489, Dunedin 9054
Timothy Rayward	Timothy Rayward	tim@airsafaris.co.nz	PO Box 42, Lake Tekapo
Tekapo Landco Ltd & Godwit Leisure Ltd	Jonathan Speedy/Kim Banks	jonathan@covington.co.nz ; kim.banks@patersons.co.nz	PO Box 43, Lake Tekapo
Forest and Bird	Nicky Snyoink	n.snyoink@forestandbird.org.nz	PO Box 631 Wellington 6140
Glentanner Airport Ltd, Glentanner Station Ltd	Ross Ivey	glentanner@xtra.co.nz	PO Box 23 Mount Cook, Aoraki Mount Cook
Glentanner Park Ltd, Glentanner Ltd	George Ivey	george@glentanner.co.nz	PO Box 23 Mount Cook, Aoraki Mount Cook
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Canterbury Regional Council	Rachel Tutty/Amanda Thompson	regional.planning@ecan.govt.nz	PO Box 345, Christchurch
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