

APPLICATION FOR RESOURCE CONSENT

FORM 9: GENERAL APPLICATION

Under Section 88 of the Resource Management Act 1991



APPLICANT

Applicant's Full Name/Company/Trust:

Heliventures New Zealand
Limited

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Tick if postal address is preferred
method of correspondence*: ☐

Tick if this is the address for
invoicing purposes: ☒

Phone numbers: Day N/A

Mobile 027 855

* Our default method of corresponding with you is by email and phone. Alternatively, if you wish to receive correspondence by post (including any decision) please provide a postal address and tick the relevant box above.

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* Our default method of corresponding with you is by email and phone. Alternatively, if you wish to receive correspondence by post (including any decision) please provide a postal address and tick the relevant box above.

DETAILS OF SITE

Street Address: 15 and 17 Harry Wigley Drive, Pukaki

Legal Description: Lot 30 DP386968 Lot 31

Certificate of Title: DP386968 378659
378660

Valuation Number: Unknown

CONSENT(S) APPLIED FOR – *Identify all consents sought from Mackenzie District Council*

- | | |
|---|--|
| <input checked="" type="checkbox"/> Land Use Consent | <input type="checkbox"/> Subdivision Consent |
| <input type="checkbox"/> Change/Cancellation of Consent Conditions or Consent Notice (s127) | <input type="checkbox"/> Extension of Lapse Period of Consent (s125) |
| <input type="checkbox"/> Existing Use Right Certificate | <input type="checkbox"/> Certificate of Compliance |
| <input type="checkbox"/> Outline Plan Approval (s176A) | |

APPLYING FOR FAST-TRACK RESOURCE CONSENT PROCESS

- I am applying for a Controlled Activity Land Use Consent: Yes : ☐ No: ☒
- I have supplied an electronic address for service: Yes: ☒ No: ☐

DESCRIPTION OF THE PROPOSAL

Please refer to the AEE submitted with the

OTHER CONSENTS

Is consent required under a National Environmental Standard (NES)?

- **NES for Assessing and Managing Contaminants in Soil to Protect Human Health 2012**
You can address the NES for Soil Contaminants by selecting **ONE** of the following (tick):

- ☐ This application does not involve subdivision (excluding production land), change of land use or removal of (part of) a fuel storage system. Any earthworks will meet section 8(3) of the NES (including volume not exceeding 25m² per 500m³). Therefore the NES does not apply.
- ☐ I have undertaken a comprehensive review of District and Regional Council records and I have found no record suggesting an activity on the HAIL has taken place on the piece of land which is subject to this application.
- ☐ I have included a Preliminary Site Investigation undertaken by a suitably qualified person.

☒ I have addressed the NES requirements in the Assessment of Environmental Effects.

- Any other National Environmental Standard (tick):

Yes ☐

N/A ☒

Details:

Any additional consent(s) that have been applied for separately (tick)?

- Environment Canterbury

Yes ☐

N/A ☒

Details: Stormwater consent from Environment Canterbury will be sought at a later date.

INFORMATION REQUIRED TO BE SUBMITTED

To be accepted for processing, your application **must** include the following (tick):

☒

Computer Freehold Register (Certificate of Title) for the site (no more than 3 months old) and copies of any consent notices and covenants
(Can be obtained from www.linz.govt.nz)

☒

A **description of the proposed activity**, and a **description of the site** at which the activity is to occur

☒

A **site plan/s** at a convenient scale showing:

- Location of all existing and proposed buildings and distances to boundaries;
- Location of landscape features including trees and waterways;
- Existing and proposed access points and internal roading;
- Existing and proposed carparking areas;
- Location of existing septic tanks and effluent drainage lines;
- Details of existing and proposed landscaping;
- Location of existing and proposed signs;
- Areas and dimensions of property;
- Roads onto which the property has frontage.

☒

Other plans necessary to detail the proposal e.g. elevations, floor plans, servicing plan.

☒

Consideration of **any person/s who may be adversely affected** by the granting of the consent

☒

A **description of any other activities** that are part of the proposal to which the application relates

- ☒ A description of any other resource consents required for the proposal to which the application relates
- ☒ An assessment of the activity against any relevant provisions of the Mackenzie District Plan
- ☒ An Assessment of Environmental Effects (Please see the separate Resource Consent Application Guide provided by the Mackenzie District Council to determine the information requirements that apply to your application).

Please note that additional information requirements may apply. Please refer to the separate Resource Consent Application Guide provided by the Mackenzie District Council in the first instance. For further enquiries, please contact the Planning staff.

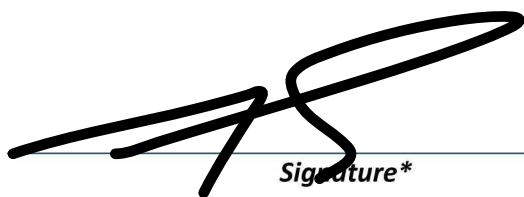
PAYMENT – A deposit fee must be paid prior to or at the time of the application as per Council's Fees and Charges

I/We confirm payment by (tick):

- ☒ Bank transfer to account 03 0887 0226851 02 reference R10821 and the first five letters of applicant name
- ☐ Cheque payable to Mackenzie District Council attached
- ☐ Manual payment at reception – receipt number:

DECLARATION

I hereby certify that, to the best of my knowledge and belief, the information given in this application is true and correct. I undertake to pay all actual and reasonable application costs incurred by the Mackenzie District Council.



Signature*

17 September 2024

Date

Mark Geddes on behalf of Heliventures New Zealand Limited

Full Name

*If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.

IMPORTANT

You must include all the information required by this form. The information must be specified in sufficient detail to satisfy the purpose for which it is required.

You may apply for two or more resource consents that are needed for the same activity on the same form.

When your application is accepted, you will receive a letter from the Planning team informing you of the application's acceptance. This letter will contain the contact details of the planner who is processing your consent.

The fee paid at the time of lodgement is a deposit fee only. Further costs may be incurred and all actual and reasonable costs will be passed onto the applicant.

Under the fast-track resource consent process the application must be processed in 10 working days, unless the applicant opts out of that process at the time of lodgement.

A fast-track application may cease to be a fast-track application under section 87AAC(2) of the Resource Management Act 1991.

Non- fast track, non-notified resource consents must be processed within 20 working days.

Planning staff will contact you if the status of your application changes, or if further information is required.



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Assessment of Effects on the Environment

Heliventures New Zealand Limited

15 and 17 Harry Wigley Drive, Pukaki



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General Information

Assessment of effects on the environment prepared in relation to an application to Mackenzie District Council for land use consent.

From

Heliventures New Zealand Limited

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15 and 17 Harry Wigley Drive, Pukaki

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1.0 Introduction

1.1 General

Heliventures New Zealand Limited (**'the applicant'**) seek land use consent from Mackenzie District Council in relation to activities associated with an aviation development at 15 and 17 Harry Wigley Drive, Pukaki. This application also seeks to vary the easement instrument 7671529.9 under Section 243(a)(iv) of the RMA in relation to signage.

1.2 Scope

This report provides an assessment of effects on the environment in accordance with Schedule 4 of the Resource Management Act 1991 (**'RMA'**) in sufficient detail to satisfy the purpose for which it is required and as corresponds to the scale and significance of the effects that the activity may have on the environment.

2.0 Background

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

- Agricultural
 - Aerial weed spraying
 - Fertilizer application
 - Seeding
 - Wilding pine control
 - Fire lighting
 - Frost protection
 - Mustering
 - Pest control
- Commercial
 - Fire fighting
 - Live animal capture
 - Precision lifting
 - Snow raking
 - Survey work
 - Venison recovery
- Other
 - Scenic flights
 - Transfers

- Weddings
- Hunting
- 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.

3.0 Description of the Site and Surrounding Environment

3.1 Site Description

The site's address is 15 and 17 Harry Wigley Drive, Pukaki and is legally described as Lot 30 Deposit Plan 386968 held in Record or Title 378660 and Lot 31 Deposit Plan 386968 held in Record of Title 378659. The site is situated at the Pukaki-Twizel 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**. The sites Record of Titles are attached as **Appendix 1**, along with the consent notices and easement instruments that are registered against each title.

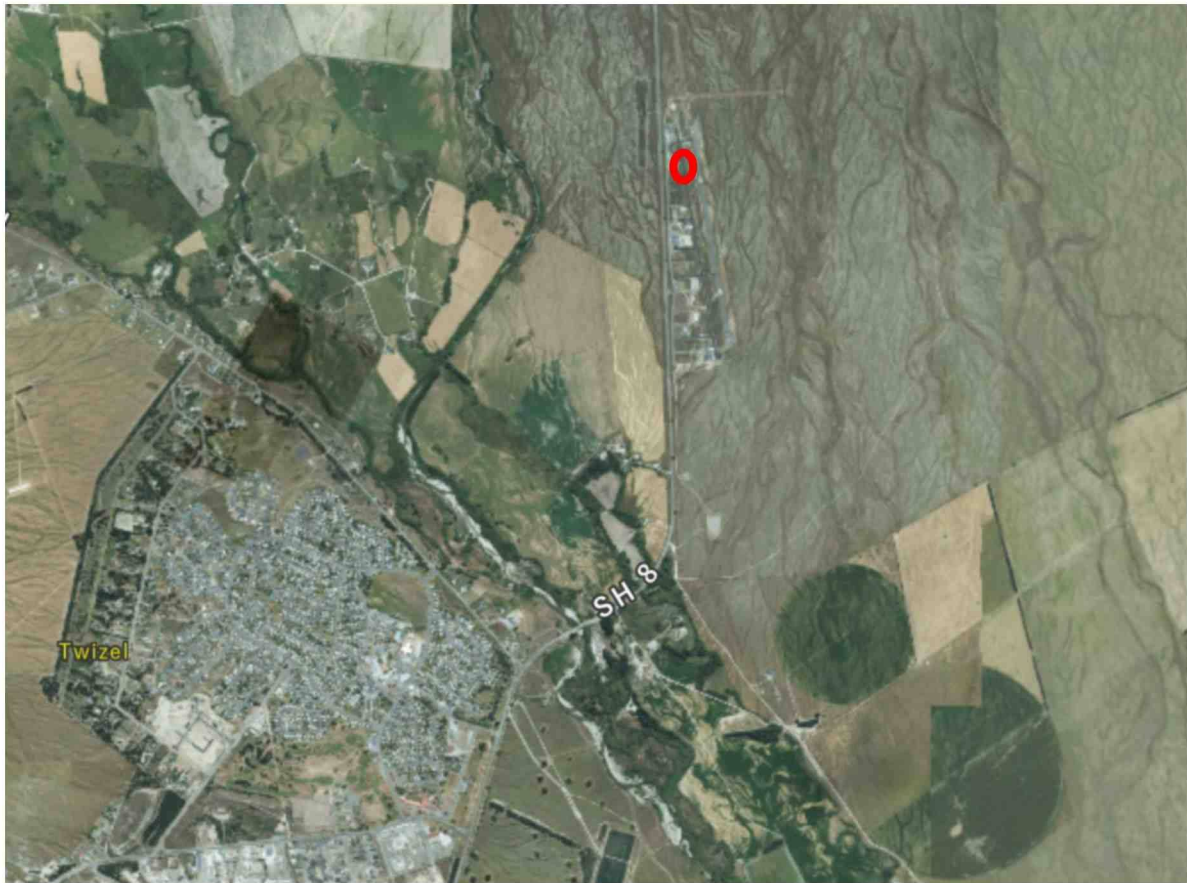


Figure 1 – The site's location is illustrated by a red oval outline (Source: Canterbury Maps Viewer).



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 with the exception of the temporary storage of helicopters and other equipment. The site does not contain any built form.

The topography of the site is relatively flat. Vegetation of the site consists of grass, which is kept mown. The site's boundary is currently not physically delineated.

Legal and physical access to the site is from Harry Wigley Drive. That drive connects to De Havilland Drive that connects with the Tekapo-Twizel Road (State Highway 8).

Infrastructure services at the site includes a 100mm sewer lateral and connection to the local reticulated water supply.

A site visit was conducted by the writer in September 2024.

3.2 Surrounding Environment Description

The site is located at the northern end of the Pukaki-Twizel Airport. The Pukaki-Twizel Airport is a small airport serving Twizel and the Pukaki area. Flights from the airport are primarily limited to flights associated with agriculture, sightseeing and recreation.

The land adjoining the site to the east is part of the airport taxi lane, while the land to the adjoining to the north is used as a refuelling station. The land to the south consists of a vacant allotment similar to the site. Harry Wigley Drive adjoins the site to the west beyond which exists a landscape strip and State Highway 8.

The Pukaki-Twizel Airport consists of a sealed runway and taxi area. The land to the west of the runway and taxi area has been subdivided into 53 allotments. However, development has been relatively 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 topography of the airport and surrounding area is generally flat except for the mountainous land in the distance that rings the Mackenzie Basin. Vegetation in the broader area mainly consists of pasture grasslands and indigenous grasses.

3.3 Consent History

In correspondence dated 6 September 2024, Mackenzie District Council have confirmed the following about the resource consent history for the Pukaki-Twizel airport:

- Land use consents RM160009 and RM190031 were granted in 2016 for visitor accommodation at 10 Avro Avenue, Pukaki-Twizel Airport. This development accommodates up to 18 people.
- Land use consent RM190092 was granted consent at 2 Swallow Drive, Pukaki-Twizel Airport in a building formerly consented under RM190047 for the construction of a hanger and staff residence. This development accommodates up to 8 people.
- Land use consent RM190090 was granted in 2019 to the Pukaki Airport Board to reduce the boundary setbacks in the airport zone to be in accordance with the easement instrument imposed by RM050089 (the underlying subdivision consent). This consent provides for setbacks of 3m from the northern boundary, 3m from the southern boundary, 10m from the eastern boundary, and 7m from the western boundary.
- There have been no land use consents registered against the adjacent sites of 15 and 17 Harry Wigley Drive, being 5575 Tekapo-Twizel Road and 19 Harry Wigley Drive.

4.0 Description of the Proposal

4.1 General

The overall proposal 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-Twizel Airport for their expanding helicopter business. While the proposal consists of the establishment and operation of a helicopter business, it should note that a large part of the development is classified as a permitted activity by the MDP and therefore consent is only sought for associated parts of the proposal.

The philosophy of the applicants is to provide a first-class facility for the helicopter business and take the best practical option to prevent or minimise any actual or potential adverse effect on the environment.

Plans of the proposed development are attached as **Appendix 2**.

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. The exterior of the building will be clad in a mixture of ribbed coloursteel, precast concrete, glazing and river stones.

Colours of non-natural materials will be in general conformity with the Twizel colour palette airport version as specified in the MDP as required by the easement instrument registered against the site's certificate of title and attached as **Appendix 1**. However, a degree of flexibility is sought with the selection of colours as the colours of the Colorsteel (roofing iron) may be slightly different than colours in the colour palette. Accordingly, the conditions of consent propose a certification process for Council to certify that the colours are general in accordance with Twizel colour palette.

Most of the building will be surrounded to the west, east and south by a concrete hard stand area that will accommodate 11 car-parking spaces (including an accessible park) and three helicopter landing areas.

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

A 122m² deck is proposed on the north side of the building providing a suitable outdoor living area for the first-floor level accommodation. The ground floor accommodation has a similar patio area.

The proposed meeting room will be primarily used for the applicant's business. However, it will also be available for lease. Currently, there is a shortage of suitable meeting facilities in Twizel which is problematic for businesses and the community. For example, when FENZ are conducting fire and emergency operations in the area they base themselves out of the hangar that the applicant leases. The applicant advises that this is far from ideal.

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. Consent is sought for this aspect of the proposal. 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 noise adverse effects. A breakdown of the expected different usage is not provided as flexibility is required.

4.5 Conferences/Functions

Consent is also sought to operate conference/functions out of the proposed hangar. There is a shortage of suitable facilities for conferences/functions in the Twizel area and the applicant has often been asked to hold functions in the hangar that they currently lease.

The type of gathering anticipated include functions, meetings, conferences etc. The proposed hours of operation are from 8:00am to Midnight. The gatherings will be managed so that guests cannot physically enter the operational part of the airport.

4.6 Reception

A 61m² reception for the business is proposed. This will be an area where bookings can be made for scenic flights and customers can wait for flights. Some ancillary retail activities are proposed in this space, which would mostly consist of merchandise e.g. T-shirts, post cards, flight memorabilia, local art etc. It is also anticipated there would be some food and beverage available in this area including a cold drinks fridge, tea and coffee, snacks and possibly light meals.

4.7 Infrastructures Services

Wastewater will be disposed of to the Twizel sewer network that now exists and runs along Harry Wigley Drive.

Stormwater from the building's roof, carpark and helipad area will be disposed of to ground via a soakage pit or infiltration trench to meet the requirements of a discharge consent from Environment Canterbury. A copy of that consent will be provided to Mackenzie District Council with building consent application.

Electricity and telecommunication services will be provided to the site underground.

A water supply will be provided via the water main that exists along Harry Wigley Drive. A water storage tank of a minimum of 25,000-litre will be located in the site's south-western corner for firefighting purposes. It will be designed to meet the requirements of point (a) of the consent notice 7671529.3 attached as **Appendix 1**.

4.8 Signage

Consent is sought for signage. Three main signs are proposed. The signs on the western and eastern elevation of the building will consist of the applicant's business name 'Heliventures'.

There will also be another sign indicating the 'office'. This signage is indicated on the plans in **Appendix 2**. All other signage will be for health and safety and directional purposes. It will generally be small and as such is not shown on the plans. Approximately, 30m² of signage is proposed in total, which contravenes the MDP's standard of 9m². As such the proposal also contravenes clause 2.6(i) of Annexure Schedule 2 of easement instrument 7671529.9. Accordingly, the applicant seeks to vary that condition under Section 243(a)(iv) of the RMA with the following words at to the end of the last sentence:

“, with the exception of signage granted resource consent”.

4.9 Landscaping

Landscaping is proposed around the carpark area and the site's entrance. Details of the landscaping have not been confirmed to date but will consist of eco-sourced indigenous shrub species capable of enhancing the amenity of the carpark area and softening the visual effects of the built form. The landscaping will be watered and maintained and any species that die or become diseased will be replaced. The applicant is happy to accept a condition of consent requiring the details of the landscape plan are certified by Council prior to development commencing.

A fence will ensure that no unauthorised personnel can access the operational side of the building where the helipads are located.

4.10 Exterior Lighting

Exterior lighting is proposed on the eastern side of the building to enable night time operation of the hangar and helicopter landing area. This will also ensure compliance with health and safety and Civil Aviation requirements for navigation. Lighting proposed here includes:

- Apron lights which are ground mounted LED blue and red lights. They transmit light sideways not vertically. Refer to **Figure 3**.
- Flood floodlights which are mounted on the hangar and downward facing.
- An illuminated wind sock which is only turned on for night operations. Refer to **Figure 4**.



Figure 3 – Apron lights with a top shield. Source: Provided by the applicant.



Figure 4 – An example of an illuminated windsock at night. Source: Airportwindsocks.com

Exterior lighting is also proposed on the first-floor deck to enable its use at night. Way finding lighting is proposed in the carpark and building entrances, while security lighting is also proposed.

All exterior lighting will comply with the Light chapter of the Mackenzie District Plan with the exception of the illuminated windsock, which is not totally shielded from above as they need to be visible from above and are a Civil Aviation requirement.

4.11 Hazardous Substances

The following hazardous substances will be stored on the site:

Substances	Litres	MDP Limit
Petrol (Avgas)	2,000	2,000
Kerosene	3,000	3,000
Agrichemicals	+1,000l and 100kg	1,000l or 100kg of power/gel

Table 2 – Hazardous substances proposed to be stored on site

Although the exact quantum of agrichemicals stored on site is not known at this stage, consent is sought as a matter of precaution to exceed the MDP limit. The agrichemicals will only be stored on the site temporarily as required for any agricultural work. All necessary requirements under the Hazardous Substances and New Organisms Act 1996 will be complied with.

A mobile fuel pump will likely be used and/or in combination with pipe fuel supply from the airport fuel tank. An interceptor will be located in the middle of the apron.

4.12 No Complaint Condition

The applicant agrees to 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.

4.13 Lapse Period

A consent lapse period of 15 years is sought. The reason for the extended lapse period is that there is a lot of uncertainty in the current economic climate. Further, the investment required for the development is significant and therefore it may take time for the applicant to finance the project. The 15-year lapse period is consistent with the district plan review period.

4.14 Description of other activities

There are no other activities that are part of the proposal for which the application relates.

5.0 Resource Consent Requirements

Resource consent is sought for any consents required to authorise the activities described in the proposal section of this report, including any attached plans and reports, and whether the specific consent requirements have been identified below or not.

5.1 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

Resource consent is not required under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011. The reason

for this is that the Listed Land Use Register property inquiry reports attached as **Appendix 3** demonstrate that the site does not contain a piece of land that has:

- an activity or industry described in the HAIL is being undertaken on it
- an activity or industry described in the HAIL has been undertaken on it
- it is more likely than not that an activity or industry described in the HAIL is being or has been undertaken on it.

There is no evidence to suggest that the site has been used for fuel storage, workshops, washdown areas, or fire practice areas, associated with the airport.

5.2 Mackenzie District Plan (MDP)

The MDP is subject to a rolling plan review and several plan changes have been recently made to it. Table 3 below identifies the status of the various plan changes.

Chapter	Status	Date
Introduction	Operative	28 April 2023
Strategic directions and Light		
Residential, commercial, mixed use, industrial, light, Tekapo precinct, commercial visitor accommodation		13 July 2023
General Rural Zone, Natural Features and Landscapes, Natural Character, Sites and Areas of Significance to Māori, Rural Lifestyle Zones, Renewable Electricity Generation and Infrastructure, Subdivision, Earthworks, Public Access and Transport	Legal effect	Sept 2024

Table 3 – The status of Plan changes to MDC

Notwithstanding these recent plan changes, no plan changes have been made in relation to the Pukaki-Twizel Airport to date, which means the operative MDP applies. The site is zoned Airport Zone in the MDP and is subject to Designation 69 (Pukaki Aerodrome). As stated in Section 4 (Chapter 16) of the MDP, the rules of the underlying zone shall apply to activities other than those permitted under the designation.

The following resource consents are required under the MDP:

- A **discretionary activity** resource consent is required under Rule 2a (Chapter 10 – Hazardous Substances) for the storage of agrichemicals that exceed Column A of Schedule 1. Consent is sought to store agrichemicals more than the amount stated in Column A of Schedule 1 and therefore the proposal contravenes this rule. It is

proposed to manage hazardous substances at the site in accordance with the Hazardous Substances and New Organisms Act 1996.

- A **discretionary activity** resource consent is required under Rule 15bi which requires consent for any sign listed as permitted activity which exceeds any of the stated area standards. The proposed signage has an area of 30m² and therefore exceeds the maximum area requirements under standard 9c, being 9m².
- A **restricted discretionary activity** resource consent is required TRAN-R6 that requires consent for any activity that does not meet the carparking minimum requirements. The activity does not comply with TRAN-S1 which requires 15 carparking spaces for the proposal, whereas only 11 are provided.
- A **restricted discretionary activity** resource consent is required by Rule LIGHT-R1 for non-compliance with standard LIGHT-S2, which requires all outdoor lighting to be shielded from above in such a manner that all the light shines below the horizontal. The proposed illuminated windsock is not totally shielded from above.
- A **non-complying activity** resource consent is required under Rule 3.5.1 that states *'any activity which is not provided for as a permitted, controlled or discretionary Activity in the Airport Zone'* is a non-complying activity. The visitor accommodation and use of the hangar for functions are not listed as a permitted, controlled or discretionary activity and therefore requires consent under this rule.

Overall, the application is classified as a **non-complying activity** under the MDP.

An assessment of the proposal against the relevant rules and conditions of the MDP is provided in **Appendix 4**.

The following aspects of the proposed activity are permitted under the MDP:

Rule	Rule Description	Aspect of the Proposed Development
3.3.1	The take-off and landing of rotary winged and fixed wing aircraft.	Helicopter take off and landings
3.3.2	Aircraft parking aprons	Helipad areas
3.3.3	Terminal buildings and facilities for aircraft arrivals and departures including waiting rooms, booking facilities together with baggage and freight and including facilities for management and maintenance of the airport	Reception area

3.3.5	Commercial and general aviation including buildings and facilities for aircraft maintenance, servicing and testing	The workshop
3.3.7	Maintenance and service facilities	The workshop
3.3.8	Storage, bulk storage of aviation parts and accessories and fuels for the purpose of airport operation;	Hanger, operational storage area and fuel storage
3.3.9	Terminal support and airport accessory uses, such as car parking, conference rooms, restaurants, shops, recreation facilities, rental car storage and maintenance, service stations, bus and taxi terminals and other commercial activities which directly serve development and personnel at the airport;	Carpark, meeting room, staff accommodation, the retail and food components of the reception area, and the conference room in the hangar.
3.3.11	Building and activities accessory to buildings and activities aforementioned excluding residential buildings, except as permitted by 3.3.13 or 3.3.14 below	The proposed building

Table 3 - Aspects of the proposed activity that are permitted under the MDP

For the avoidance of doubt, a discretionary activity resource consent is not sought under Rule 3.4.2 that requires compliance with the MDP's conditions for aviation activities one of which includes condition 3.3.16.d that requires buildings to be setback 20m from the road boundary. The proposed building is setback 13m from Harry Wigley Drive and therefore does not comply with this setback requirement. However, resource consent was issued under RM050089 in 2019 to the Pukaki Airport Board to contravene these setbacks in accordance with the boundary setbacks provided under the easement instrument that was register against all the new allotments in the airport under resource consent RM050089. That consent has not lapsed as it has been given effect to with three buildings being constructed in accordance with the revised setbacks. The proposed building complies with the boundary setbacks required by easement instrument 7671529.9 for Lots 30 and 31 DP386968.

5.3 Other Resource Consents Required

A discharge permit is likely required for stormwater under Rule 5.97 of the Canterbury Land and Water Regional Plan.

6.0 Statutory Considerations

This section provides a summary of the relevant statutory considerations.

Resource consents are managed under the Resource Management Act 1991 (**RMA**).

Section 104 RMA lists the relevant matters a consent authority may consider in determining a resource consent application. Relevant to the consideration of this application are:

- part 2 RMA; and
- actual and potential adverse effects on the environment of allowing the activity; and
- positive effects on the environment to offset or compensate for any adverse effects; and
- any relevant provisions of a statutory planning document; and
- any other matter the consent authority considers relevant and reasonably necessary to determine the application.

Section 104B RMA provides that in relation to a resource consent application for a discretionary or non-complying activity, a consent authority may grant or refuse the application, and if grants the application, may impose conditions under section 108.

Section 104D RMA states that despite any decision made for the purpose of notification in relation to adverse effects, a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either—

- (a) the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or
 - (b) the application is for an activity that will not be contrary to the objectives and policies of—
 - (i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or
 - (ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or
 - (iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity.
- (2) To avoid doubt, section 104(2) applies to the determination of an application for a non-complying activity.

Section 104G RMA provides that when considering an application for a resource consent, the consent authority must have regard to:

- the actual or potential effect of the proposed activity on the source of a drinking water supply that is registered under section 55 of the Water Services Act 2021; and
- any risks that the proposed activity may pose to the source of a drinking water supply that are identified in a source water risk management plan prepared in accordance with the requirements of the Water Services Act 2021.

Section 108 and 108A specify requirements for conditions of resource consents.

7.0 Assessment of Effects on the Environment

7.1. Existing Environment

Section 104(1)(a) RMA requires the consent authority to have regard to any actual or potential effects on the 'environment' of allowing the activity. This is a mandatory consideration rather than a discretionary consideration. Caselaw has confirmed that this assessment must involve a comparison of the actual or potential effects of the activity against the 'environment' as modified by:

- the effects on the environment as it exists at the present time
- the future state of the environment as it may be modified by permitted activities
- the effects of the implementation of any resource consents.

7.1.1 Effects of the Present Environment

Given the site is vacant, actual adverse effects from the site are limited or non-existent. However, there are adverse effects arising from the existing development on properties at the Pukaki-Twizel Airport. As stated above, approximately a dozen allotments at the Pukaki-Twizel Airport have been developed. Most of the buildings are reasonably large buildings that incorporate a hangar. They generally have a utilitarian design with large blank facades. The only three other buildings fronting Harry Wigley Drive are all built within the 20m road boundary setback. There are also three other visitor accommodation activities at the airport. Accordingly, any adverse visual effects of the proposal and any effects on the operation of the airport from the visitor accommodation must be compared against the adverse effects of these existing activities.

7.1.2 Future State of the Environment as Modified by Permitted Activities

Table 3 above summarises the permitted aspect of this proposal that can occur on the site and other allotments at the airport. Rule 3.3.14 also permits non-commercial aviation

residential units subject to conditions. The adverse effects of the proposal must also be compared against the environment as modified by these permitted activities.

7.1.3 Effects of the implementation of any Resource Consents

As stated above, the site is subject to resource consent RM190090 that was granted in 2019 to the Pukaki Airport Board to reduce the road boundary setbacks in the airport zone to be in accordance with the easement instrument imposed by RM050089. This consent has been given effect to but not fully implemented. It allows reduced boundary setbacks. The adverse effects of the proposed development must be compared against the adverse effects of development built in accordance with the setbacks provided under RM190090.

7.2 Permitted Baseline

Section 104(2) RMA provides that a consent authority may disregard an adverse effect of an activity on the environment if a NES or plan permits an activity with that effect. The MDP classifies those parts of the proposal in Table 3 as permitted activities. It is not fanciful that these permitted activities could occur on the site. The effects of these permitted activities are expected by the MDP and there is no good reason as to why these adverse effects should not be disregarded as part of the permitted baseline.

7.3 Assessment of Actual and Potential Effects on Environment

7.3.1 General

This section of the report provides an assessment of effects on the environment of allowing the activity. The assessment has been set out below to address the matters under Schedule 4 RMA.

7.3.2 A description of the sensitivity of the receiving environment to adverse effects

It is considered the receiving environment is not particularly sensitive as the site does not contain any outstanding natural features/landscapes, significant natural areas, sites of significance to Māori, or historic buildings. The site is also not situated adjoining or adjacent to any sensitive activities. While the site is located within an area of visual vulnerability, the site and airport are zoned for urban development. Notwithstanding the above, the airport itself is potentially a sensitive receiving environment, in terms of its potential sensitivity from reverse sensitivity effects. This potential adverse effect is addressed in detail below.

7.3.3 Reverse sensitivity effects

There is potential for the proposed visitor accommodation activity to create reverse sensitivity adverse effects on other legally established aviation activities or future permitted aviation activities at the airport. Aircraft create noise, dust, wind, fumes and safety hazards for people. New sensitive activities could potentially complain or object to these adverse effects which in turn could frustrate the operation of the airport for its intended purpose.

The applicant has closely considered the potential reverse sensitivity effects of the proposed visitor accommodation facility given that their own operation and the airport they utilise would potentially be affected by reverse sensitivity effects. In other words, it is in their own best interest to ensure this potential adverse effect is 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 within doors.

In terms potential of reverse sensitivity health and safety effects, the site will be fenced so that visitors cannot access the operational side of the site and the adjacent airport areas. This will avoid that potential adverse effect. A condition is offered to ensure suitable fencing.

In terms of potential reverse sensitivity noise effects, this will be mitigated by requiring the acoustic insulation of the visitor accommodation units so that noise from the airport is not offensive or objectional.

As stated above, the easement instrument 7671529.9 already provides a no-complaints covenant in respect of any development or activities undertaken by Mackenzie District Council. The applicant is also willing to offer a no complaints covenant in relation to aviation activities conducted on other land within Pukaki-Twizel airport. This will ensure that any owners or occupiers of the site cannot complain about existing legally established aviation activities or aviation activities permitted by the MDP.

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.

It is also worth mentioning that visitor accommodation is common in airports around New Zealand and internationally. Christchurch and Auckland airports include large hotels. The nearby Omarama airport includes visitor accommodation and houses within an adjoining the airport

The presence of three other visitor accommodation facilities at the Pukaki-Twizel airport provides confidence that visitor accommodation there will not cause adverse reverse sensitivity effects. We are not aware of any complaints to Mackenzie District Council from these activities in relation to legally established aviation activities.

With the above matters in mind, it is considered that the actual and potential reverse sensitivity effects will be less than minor.

7.3.5 Cultural effects

The site is not known to contain any sites or areas of significance to Māori, archaeological sites or any other historic heritage. Accordingly, it is considered the actual and potential adverse effects in relation to cultural values will be less than minor.

7.3.6 Social effects

The proposal will have positive social effects by increasing the quantum of visitor accommodation available in the Twizel-Pukaki area. We understand there are shortages in accommodation during large events or public holidays in this area. Therefore, the increased accommodation will have the benefit of allowing more people to be accommodated in the area so that they can take part in these events or visit friends and relatives. The use of the hangar for functions will also have positive social effects by providing a venue for important social gatherings. The proposed development will also generate additional employment which will attract people to the area, who will subsequently contribute socially to the area. Accordingly, it is considered the proposal will have positive social effects.

7.3.7 Economic Effects

The proposal will have the following positive economic effects:

- The enhanced facilities will improve the helicopter services available in the area. This will have consequential positive economic effects. For instance, farmers will be able to utilise these services for crop spraying and pest control that will subsequently improve the economic viability of their farms.
- The new sightseeing service and facilities will provide an enhanced visitor attraction that will likely attract more people to the area and encourage them to stay longer.
- The visitor accommodation will increase the level of visitor accommodation in the area which will subsequently have positive spin offs for ancillary visitor services e.g. cafes, restaurants, supermarkets, visitor attractions.
- The visitor accommodation will help address the current shortage of accommodation in Twizel for large events such as rowing regattas.
- The meeting room will provide a place for people to meet for business and therefore enhance the viability of conducting businesses in the area.
- The function room will provide a place for local functions and generate positive economic spin offs for catering business in the area.
- The construction of the building will have short term duration positive benefits for the construction industry.
- The operation of the activity will have positive employment benefits, generating additional tax revenue and increased demand for local services.

We do not consider the proposal will have any negative economic effects, noting that trade competition is not a valid resource management issue.

Accordingly, it is considered the proposal will have positive economic effects.

7.3.8 Landscape, character, visual and aesthetic effects

Although the site is located in an area identified by the MDP as an area of visual vulnerability, the site does not appear to be located in an outstanding natural landscape. It should be noted that the maps on the Mackenzie District Plan e-plan exclude the entire Pukaki-Twizel Airport area from the outstanding natural landscape overlay, whereas the previous Map 61 of the MDP included it in the outstanding natural landscape overlay. We assume the e-plan map has been updated and is correct.

As resource consent RM190090 approves reduced boundary setbacks, the consent authority cannot have regard to any adverse effects of the proposed buildings within the road boundary

setback. In any case, the adverse effect of this non-compliance is limited by the fact that the building will be setback approximately 40m from State Highway 8. State Highway 8 is the dominant road from which the proposed building will be viewed.

While there appears to be room to set the building back further from the road reserve, the space at the rear of the site is needed for helicopters to safely land clear of the building. The building setback will also be consistent with the setback of the other buildings constructed adjoining the road frontage of Harry Wigley Drive. Setting the proposed building back further would only serve to provide an inconsistent building line that is contrary with good urban design practice. Setting the building back further would be an inefficient use of the site's land resource.

The potential visual effects of the building are also mitigated by the northern, western and southern facades being broken with fenestration, doors, balustrades and changes in materials. The colours of the building will be selected from the MDP colour palette which will also mitigate its visual effects, as will the landscaping plantings around the carpark.

It is considered the proposal will be consistent with the character of the established development at the Pukaki-Twizel airport, which as stated above, is dominated by large, utilitarian buildings.

While the signage exceeds the MDP standard, it is proportionate to the scale of the building and looks appropriate. The sign only indicates the name of the business and by default the nature of the services provided. It is also simple in its design and does not include any images or graphics that are likely to be distracting for road users. The larger sign on the eastern side of the building will only be visible from the runway and taxi area. The sign visible on the western façade will be visible from State Highway 8 but is only 3.9m² and therefore conforms with the intent of the MDP to have visible signage less than 9m².

The site is not located near any natural waterbodies and therefore natural character effects are not relevant.

Accordingly, it is considered the proposal's actual and potential adverse effects on landscape and visual values will be less than minor.

7.3.9 Overshadowing and loss of sunlight

The MDP's airport zone does not have any specific height in relation to boundary requirements. Accordingly, it is considered the proposal's actual and potential adverse effects in terms of overshadowing and loss of sunlight will be less than minor when having regarded to the permitted baseline.

7.3.10 Soil

The site's soil is not classified as LUC1-3 and therefore the proposal is not expected to have any adverse effects in relation to the availability of highly productive land.

7.3.11 Natural habitats, ecosystems and biodiversity

The site is not located in the MDP's sites of natural significance overlay and is otherwise not known to contain any significant indigenous vegetation or habitat values.

7.3.12 Noise and Nuisance effects

Helicopters are by their nature noisy machines. However, the MDP permits the take-off and landing of rotary winged and fixed wing aircraft and therefore any adverse effects from the noise of the helicopters can be disregarded as part of the permitted baseline. In any case, the closest dwelling outside of the airport is located 1.5km to the south of the site, which will mitigate noise effects.

Any potential noise effects from the function centre will be contained within the building.

Accordingly, it is considered the proposal's actual and potential adverse effects in terms of noise and nuisance will be less than minor.

7.3.13 Infrastructure effects

It is understood through consultation with Arnold Lora (Council's Water and Drainage Engineer) that there is sufficient capacity in the water supply and sewerage network to accommodate the proposed development. The applicant offers a condition of consent to pay Mackenzie District Council a sanitary sewage and a water supply financial contribution for six additional units in accordance with the Council's fees and charges prior to the issue of building consent.

Accordingly, the actual and potential adverse effects on infrastructure are expected to be less than minor.

7.3.14 Traffic, access and parking effects

The site has legal and physical access to Harry Wigley Drive. The vehicle crossing and reverse manoeuvring complies with the requirements of the MDP and therefore traffic access effects are considered to be less than minor.

While the proposal does not comply with the MDC minimum carparking requirements, there is only a marginal deficit of four car-parking spaces. However, it is expected that this will not create adverse effects or drive parking onto Harry Wigley Drive. The reason for this is that the visitor accommodation aspect of the activity will not likely operate at full capacity all the time. Further, the time when there is peak demand for carparks for visitor accommodation (5pm-9am) coincides with time that staff at the site will have left to go home. Similarly, most of the carparking demand for functions will either be during business hours, when the visitor accommodation will likely be out, or at night when the people who work at the helicopter operation will have gone home.

There is also potential overflow parking for staff on the southern side of the building, hangar and helipad area if there was no parking available and these areas were available.

Accordingly, there is likely to be sufficient carparking space and any actual and potential adverse effects from the parking deficit will be less than minor.

7.3.15 Light, glare and quality of the night sky

Exterior lighting can cause glare and can adversely effect the quality of the night sky. As stated above, a variety of lighting is proposed around the proposed building, although details of that lighting are not currently available. It is proposed that all lighting complies with the new light chapter of the MDP by way of condition, with the exception of the illuminated windsock. Light from the windsock is not totally shielded from above in accordance with standard LIGHT-S2 of the MDP. This lighting is required to be visible from above to indicate wind direction. It is therefore crucial for nighttime helicopter navigation and is a Civil Aviation requirement.

Given that this lighting will only be switched on during nighttime operations (which are not regular) and when landing is imminent and given the soft orange colour of this windsock, it is considered that it will not likely adversely effect the quality of the night sky.

None of the lighting is expected to cause glare that will be objectional or offensive to adjoining properties or cause a traffic issue.

Accordingly, it is considered that the actual and potential adverse effects of exterior lighting will be less than minor.

7.3.16 Hazardous Substances

As stated above, petrol, kerosene and agrichemicals will be stored on the site. The volume of petrol stored on the site is permitted and is therefore not considered further. The agrichemicals will only be stored on the site temporarily as required for any agricultural work. Further, all necessary requirements under the Hazardous Substances and New Organisms Act 1996 will be complied with. As such and given that the site does not contain an environment that is uniquely sensitive to hazardous substances, it is considered any actual and potential adverse effects arising from the storage of hazardous substances will be appropriately managed under the Hazardous Substances and New Organisms Act 1996. Accordingly, it is considered that no consent conditions are required in relation to this matter as the Hazardous Substances and New Organisms Act 1996 has adequate existing statutory requirements to manage hazardous substances. That legislation stands alone.

Further, it is now accepted practice to rely on the Hazardous Substances and New Organisms Act 1996 to manage hazardous substances and new district plans are only seeking to manage hazardous substances in environments that are uniquely sensitive to their adverse effects. This is signaled in the Mackenzie District Council direction of travel report dated 2 July 2024 that states a new Hazardous Substances Chapter will focus on effects, not dealt with by other Acts such as the Hazardous Substances and New Organisms Act 1996.

Accordingly, it is considered that the actual and potential adverse effects from the use and storage of hazardous substances at the site will likely be less than minor.

7.3.17 Contaminated Land

While airports are listed as HAIL activities, the Listed Land Use Register property inquiry reports attached as **Appendix 3** indicate there is no known contamination on the land to which the site relates. This means that the NES for contaminated land does not apply and there is no evidence to suggest there is contaminated land on the site. Accordingly, it is

considered that any actual potential adverse effects from contaminated land will be less than minor.

7.3.18 Natural Hazard Effects

The site is not located in an area that is known to be subject to any river inundation/erosion, liquefaction or other natural hazard. Although, like any site in New Zealand, the site will be subject to ground shaking in the event of an earthquake, this effect is appropriately managed through the seismic design requirements of the Building Act 2004. Accordingly, it is considered that any actual and potential adverse effects of the proposal from natural hazards will be less than minor.

7.3.19 Safety

As the site involves helicopters, safety is a potentially relevant issue. However, the Civil Aviation Act 1990 is the statute in New Zealand that manages the safety of aircraft and accordingly the safety of aircraft in flight is not a resource management issue. Similarly, the safety of staff and customers is addressed under the Health and Safety at Work Act 2015. Accordingly, it is considered that any actual and potential safety effects of the proposal are adequately managed through other legislation and therefore do not need to be addressed in this resource consent application. Notwithstanding, a condition is offered to require a fence to stop people entering the operational area of site. A further condition is offered so that people attending a function cannot physically enter the operation part of the airport.

7.3.20 Earthworks effects

Earthworks are proposed to create a suitable ground platform for the building, carparking, helipad. They are also proposed for the landscaping. While there are no details of the quantum of earthworks proposed, the extent of earthworks will be consistent with the footprint of the building, carpark, helipad and landscaping.

The new MDP Earthworks Chapter permits earthworks associated with buildings consents subject to compliance with an accidental discovery protocol and setbacks from electricity transmission infrastructure. An accidental discovery protocol is offered as a condition of consent. The proposal is not located in close proximity to any electricity transmission infrastructure. As such, the earthworks proposed are classified as a permitted activity, the effects of which can be disregarded as part of the permitted baseline. A site management

plan is also offered as a condition of consent and is provided in **Appendix 6**. Accordingly, it is considered that any actual and potential effects arising from the earthworks associated with the proposal will be less than minor.

7.3.21 Cumulative Effects

Cumulative effects are adverse effects that combine with other adverse effects. However, it is considered that there are no adverse effects of the proposal that will combine with other adverse effects to create a cumulative adverse effect that is minor or more than minor.

7.3.22 Identification of persons affected by the activity

Taking into account the above assessment, it is considered that any actual or potential adverse effects on other persons will be less than minor.

7.3.23 Offered Consent Conditions

The applicant has offered the consent conditions in **Appendix 5** to manage the adverse effects of the proposed development. The conditions have been prepared to ensure any actual or potential adverse effects arising from the proposed development will be appropriately avoided, remedied or mitigated.

7.3.24 Monitoring

Clause 6(1)(g) Schedule 4 RMA indicates when monitoring will be required stating that:

“if the scale and significance of the activity’s effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved”

The scale and significance of the activity’s effects are such that monitoring should be required by Council only once and after the activity has been constructed and is operational. Regular monitoring is not considered necessary.

7.7.10 Conclusion

Any actual or potential adverse effects of the proposal on the environment are less than minor. There will be positive social and economic effects from the proposal.

8.0 Assessment of Statutory Planning Documents

The relevant statutory planning documents under section 104(1)(b) RMA are considered below. There are no other documents under section 104(1)(b) RMA that are considered pertinent to the consideration of this application.

8.1 National Environmental Standard (NES)

There are no relevant NESs.

8.2 Other Regulations

There are no other regulations that are relevant.

8.3 National Policy Statements (NPS)

There are no relevant NPSs.

8.4 New Zealand Coastal Policy Statement (NZCPS)

The NZCPS is not relevant.

8.5 Regional Policy Statement or Proposed Regional Policy Statement (RPS)

The Canterbury Regional Policy Statement (CRPS) is the operative RPS. There is no proposed RPS. The relevant provisions of the CRPS seek in summary to:

- Encourage within urban areas, business opportunities of a character and form that support urban consolidation.¹
- Maintain and enhance the sense of identity and character of the region's urban areas².
- Encourage high quality urban design, including the maintenance and enhancement of amenity values³.
- To enable development which ensures that adverse effects are avoided, remedied or mitigated⁴.
- Avoid or mitigate reverse sensitivity effects and conflicts between incompatible activities⁵.

¹ Policy 5.3.1.2

² Policy 5.3.1.4

³ Policy 5.3.2.5

⁴ Policy 5.3.2

⁵ Policy 5.3.2

- Ensure development is appropriately and efficiently served for the collection, treatment, disposal or re-use of sewage and stormwater, and the provision of potable water.⁶

It is considered that the proposal is consistent with the above stated policies by:

- Enabling business opportunities that support urban consolidation of the site.
- Providing a suitable design that will maintain the character and amenity of the area.
- Proposing appropriate measures to avoid and mitigate any adverse effects of the proposal, including reverse sensitivity effects.
- Ensuring the development is appropriately serviced.

Accordingly, it is considered the proposal is consistent with CRPS.

8.6 Regional Plan or Proposed Regional Plan

The Canterbury Land and Water Regional Plan is not relevant to the territorial authority's assessment of this application. There is no Proposed Regional Plan.

8.4 Mackenzie District Plan

This section of the report assesses the proposal against the relevant objectives and policies of the MDP.

The strategic directions chapter is relevant and contains strategic objectives that seek in summary to:

- Make the Mackenzie District a desirable place to live, work, play and visit, where:
 - there are a range of living options, businesses, and recreation activities to meet community needs;
 - activities that are important to the community's social, economic and cultural well-being, including appropriate economic development opportunities, are provided for; and
 - the anticipated amenity values and character of different areas are maintained or enhanced⁷.
- Recognise and provide for the importance of infrastructure to the District and beyond, particularly nationally and regionally significant infrastructure⁸.

⁶ Policy 5.3.5

⁷ Objective ATC-O1

⁸ Objective ATC-O3

- The location and effects of activities are managed to:
 - minimise conflicts between incompatible activities; and
 - protect important existing activities from reverse sensitivity effects⁹.
- Recognised and provided for, and where appropriate protect and enhance the values of the natural environment, including night sky darkness.
- The District's townships and settlements grow and develop in a consolidated way that respond to the needs of the community, including diversity in housing and business opportunities.

The proposal is consistent with these strategic objectives by:

- Contributing to a range of business opportunities that meet community needs.
- Providing for a business which is important to the community's social and economic development e.g. providing important agricultural, commercial and emergency services.
- Maintaining the character of the area by way of a design that is consistent with the other development at the airport.
- Including mitigation measures that will minimise conflicts between incompatible activities and reverse sensitivity effects and thereby providing for the protection of the airport infrastructure.
- Protecting the night sky by ensuring most of the lighting complies with the MDP's light standards.

Accordingly, it is considered the proposal is consistent with the MDC Strategic Directions chapter.

The MDP's Airport Zone does not contain any objectives, policies or assessment matters. The only provisions it contains, other than the rules is the following statement:

"Airport zones are located at Pukaki-Twizel, Glentanner, and Lake Tekapo airports. The zones provide for existing activities and some future development of these airports. A range of aviation facilities and activities will be possible within the zone. These activities will be limited by conditions relating to noise, glare, lighting, parking, screening and other potential effects of aviation activities on the environment".

⁹ Objective ATC-O6

As the proposal primarily consists of an aviation facility, it is considered that it is consistent with the above statement. The other activities proposed are ancillary to the principal use of the site as an aviation facility.

The proposal is consistent with the MDP's chapters that address natural features and landscapes, natural character, sites and areas of significance to Māori by being located outside any of the overlays that protect these areas. The proposal is consistent with the earthworks chapter as the proposed earthworks are classified as a permitted activity.

Accordingly, it is considered the proposal is consistent with the MDP. At the time of writing there is no other plan changes to the MDP that have been notified.

9.0 Part 2 RMA (Purpose and Principles)

This section of the report contains an assessment of the proposal against Part 2 RMA, which contains its purpose and principles of the RMA. Section 5 sets out the purpose of the RMA, while Sections 6 to 8 provide guidance to decision-makers on a hierarchy of considerations including:

- Section 6 'matters of national importance' that must be recognised and provided for;
- Section 7 'other matters' that must be given particular regard;
- Section 8 'principles of the Treaty of Waitangi' that must be taken into account.

The matters set out in sections 6 to 8, while important, are subordinate to the overall purpose of the RMA as set out in section 5.

9.1 Section 5 RMA (Purpose)

Section 5 RMA states the purpose of the act is to promote the sustainable management of natural and physical resources. Subsection 5(2) RMA states 'sustainable management' means:

"managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment."*

It is considered the proposal is consistent with the purpose of the RMA by:

- Providing an activity that will help provide for the economic and social well-being of the area.
- Have no effect on natural resources.
- Ensuring all actual and potential adverse effects are avoided, remedied or mitigated.

9.2 Section 6 RMA (Matters of National Importance)

Section 6 RMA states that in achieving the purpose of the Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for several matters of national importance. These matters are provided in the table below, followed by a statement as to whether the proposal aligns with that matter or not.

SS	Provision	Proposal's Alignment
a.	the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:	Not relevant as not close to a water body
b.	the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:	Not relevant as the site is not located in an ONL/F
c.	the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:	Not relevant as the site does not contain any SNAs.
d.	the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:	Not relevant as the site is not located close to any of these areas.
e.	the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:	Not relevant as the site does not contain any areas of significance to Māori
f.	the protection of historic heritage from inappropriate subdivision, use, and development:	Not relevant as the site does not contain any historic heritage.
g.	the protection of protected customary rights:	Not relevant as there are no customary uses applicable to the site.
h.	the management of significant risks from natural hazards.	Not relevant as the site is not subject to a significant risk from natural hazards.

In summary, it is considered the proposal does not offend any matters in section 6 RMA.

9.3 Other Matters

Section 7 RMA states that in achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to several matters. These matters are provided in the table below, followed by a statement as to whether the proposal aligns with that matter or not.

SS	Provision	Proposal's Alignment
a.	kaitiakitanga:	The site is not located in a site of significance to Māori
aa.	the ethic of stewardship:	
b.	the efficient use and development of natural and physical resources:	The proposal is an efficient use of the site.
ba.	the efficiency of the end use of energy:	Not relevant.
c.	the maintenance and enhancement of amenity values:	Amenity values will be retained.
d.	intrinsic values of ecosystems:	Not relevant.
f.	maintenance and enhancement of the quality of the environment:	The quality of the environment will be maintained.
g.	any finite characteristics of natural and physical resources:	Not relevant.
h.	the protection of the habitat of trout and salmon:	Not relevant.
i.	the effects of climate change:	Not relevant.
j.	the benefits to be derived from the use and development of renewable energy.	Not relevant.

In summary, it is considered the proposal aligns with section 7 RMA.

9.4 Principles of the Treaty of Waitangi

Section 8 RMA requires decision makers to take into account the principles of the treaty of Waitangi. Taking into account the site is not located on a site of significance to Māori, the proposal will not be detrimental to Māori interests.

10.0 Other Matters

There are no other relevant matters.

11.0 Consultation

No consultation is required and no consultation has been conducted.

12.0 Notification Assessment

The application should not be publicly notified on the basis that:

- the applicant has not requested public notification of the application;
- public notification is not required following a request for further information;
- the application has not been made jointly with an application to exchange reserve land;
- the activity will not have adverse effects on the wider environment that are more than minor;
- no special circumstances apply.

The application should not be limited notified on the basis that:

- there are no affected protected customary rights groups or customary marine title groups;
- the activity is not on or adjacent to or may affect land that is subject to a statutory acknowledgement area and there are no affected persons to whom the statutory acknowledgement has been made;
- the activity will not have adverse effects on person that are minor or more than minor;
- no special circumstances apply.

Accordingly, the application should be processed on non-notified basis.

13.0 Adequacy of Information

Section 104(6) of the RMA states that a consent authority may decline an application for a resource consent on the grounds that it has inadequate information to determine the application. It is considered that the AEE and this accompanying information provides adequate information for the consent authority to determine the application.

14.0 Conclusion

The application proposes activities associated with a helicopter business at 15 and 17 Harry Wigley Drive, Pukaki. While most of the proposal is classified as a permitted activity, the application is classified as a non-complying activity under the MDP.

This report's assessment found that:

- any adverse effects of allowing the activity are less than minor
- the relevant statutory planning documents support the proposal
- there are no other relevant matters relevant to determine the application
- the proposal aligns with relevant matters of Part 2 RMA
- there is adequate information to determine the application
- the application should be processed on a non-notified basis.

Accordingly, it is considered that the application passes the gateway test provided by Section 104D RMA and can be granted under Section 104 RMA subject to conditions under Section 108 and 108A RMA. Consequently, it is considered that resource consent should be granted subject to conditions.

We would be grateful if draft conditions are provided to Perspective Consulting Ltd for comment before the consent is issued.