



**SECTION 95A-F RESOURCE MANAGEMENT ACT 1991 (RMA)
NOTIFICATION RECOMMENDATION
RESOURCE CONSENT APPLICATION–RM240144**

Applicant:	Heliventures New Zealand Limited
Application Description:	Land use consent for an aviation development and associated visitor accommodation and function/conference activities
Application Status:	Non-complying
Property Address:	15 and 17 Harry Wigley Drive, Pukaki
Legal Description:	Lot 30 and 31 DP 386968
Valuation Reference:	2532001433 and 2532001432
Site Area:	Both sites have a combined area of 3,249m ²
District Plan Zone:	Airport Zone (Operative) Airport Special Purpose Zone (Proposed Plan Change 30)
District Plan Notations:	Designation 69 – Pukaki Aerodrome MDC-31 – Pukaki Airport (Mackenzie District Council) Flight Protection Area – Pukaki State Highway Noise Corridor Overlay Flood Hazard Assessment Overlay Hydro Inundation Hazard Overlay
Author:	Melanie Foote, Consultant Planner
Date of Report:	23 rd September 2025

1.0 INTRODUCTION

This report has been prepared under section 95A to 95G of the Resource Management Act 1991 (the RMA) to document the notification assessment of the subject application to establish and operate an aviation activity and associated visitor accommodation and function/conference activities at 15-17 Harry Wigley Drive, Pukaki.

2.0 PROPOSAL DESCRIPTION

A detailed description of the proposed activity is set out in the applicants Assessment of Environmental Effects (AEE). This description is adopted for the purposes of this report and a brief summary is set out below.

The applicant has applied for land use consent to develop and operate an aviation development and associated visitor accommodation and function/conference activities. Specifically, the following are proposed:

- Helicopter hangar
- Workshop
- Operational equipment area
- Storage space
- Office
- Staff room
- Staff locker
- Meeting room
- Scenic flight reception area
- Office for scenic flight reception
- Toilets for scenic flight reception
- Accommodation units: 1 x four-bedroom unit, 2 x two-bedroom units, and 3 x one-bedroom unit for use by staff, customers and visitors
- Conference/Functions are proposed within the proposed hangar with anticipated hours of 8.00am until midnight, seven days per week
- Retailing is proposed within the reception area, consisting of merchandise (t-shirts, post cards, local art etc.) and food and beverages (cold and hot drinks, snacks and light meals)
- Signage comprising three signs on the western and eastern elevation of the building and another sign indicating the 'office'
- A hard stand area to the west, east and south of the building to accommodate three helicopter landing areas and 11 car parking spaces
- Landscaping is proposed around the carpark and site entrance
- Exterior lighting is proposed on the eastern side of the building to enable nighttime operation of the hangar and helicopter landing area
- Hazardous substances will be stored in quantities specified in the application
- A lapse period of 15 years is sought

3.0 CONSENT HISTORY

The following resource consents are relevant to Pukaki-Twizel Airport:

- Land use consent RM160009 – 10 Avro Avenue, Pukaki Airport, granted 2016 for construction of a hangar building containing seven commercial visitor accommodation units accommodating a maximum of 14 people. RM160009 was varied by RM190031 taking the visitor numbers from 14 to 18.
- Land use consent RM190092 – 2 Swallow Drive, Pukaki Airport, granted 2019 to undertake visitor accommodation accommodating up to eight people in a building formerly consented under RM190047 as a hangar and staff residence. RM190047 was also amended by RM190092.
- Land use consent RM190090 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 (the underlying subdivision consent). This consent provides for a number of reduced road boundary setbacks across Lots 1 to 32 DP 386968, including a reduced road boundary setback of 7m for Lots 30 and 31 DP 386968 from the western boundary.

4.0 SITE AND SURROUNDING ENVIRONMENT

4.1 The Application Site

The application site and surrounding environment are described in Section 3.0 of the AEE submitted with the application. I adopt the applicants description. The site is illustrated in Figure 1 below:



Figure 1: Subject site (Google Maps)

4.2 Surrounding Environment Description

The site is located towards the northern end of the Pukaki Airport. Section 3.2 of the Applicants AEE describes the surrounding environment and I adopt this description.

5.0 MACKENZIE DISTRICT PLAN

The Mackenzie District Plan is currently under review by way of various plan changes being undertaken in stages.

The site is subject to Plan Change 30 which includes Special Purpose zones, Variation 2 to Plan Change 23, Variation 3 to Plan Change 26 and Variation 3 to Plan Change 27. Decisions on Plan Change 30 were notified on the 24th of July 2025 and the appeal period closed on 4th September 2025. Two appeals were received in relation to the proposed Airport Special Purpose Zone provisions and these have not been resolved.

In the context of this application, PC30 has made changes to Operative Plan provisions applying to the Pukaki Airport. Changes include the introduction of specific objectives and policies around the zones purpose and rules making commercial and residential visitor accommodation a non-complying activity.

Subsequent to the application being lodged, the site is subject to Plan Changes 28 which includes Hazards and Risks, Historic Heritage and Notable Trees and Variations. With the Decisions Version notified on 24 July 2025, these provisions have legal weight and following the close of the appeal period, are now able to be treated as operative. The site is also subject to Plan Change 29 which includes Noise and Signs. These provisions are now also being treated as operative, with no appeals received on the provisions of the respective chapters.

5.1 Zoning/Overlays

The subject site is zoned Airport Zone within the Operative Mackenzie District Plan 2004 (ODP) and is zoned Airport Special Purpose Zone under the Proposed District Plan.

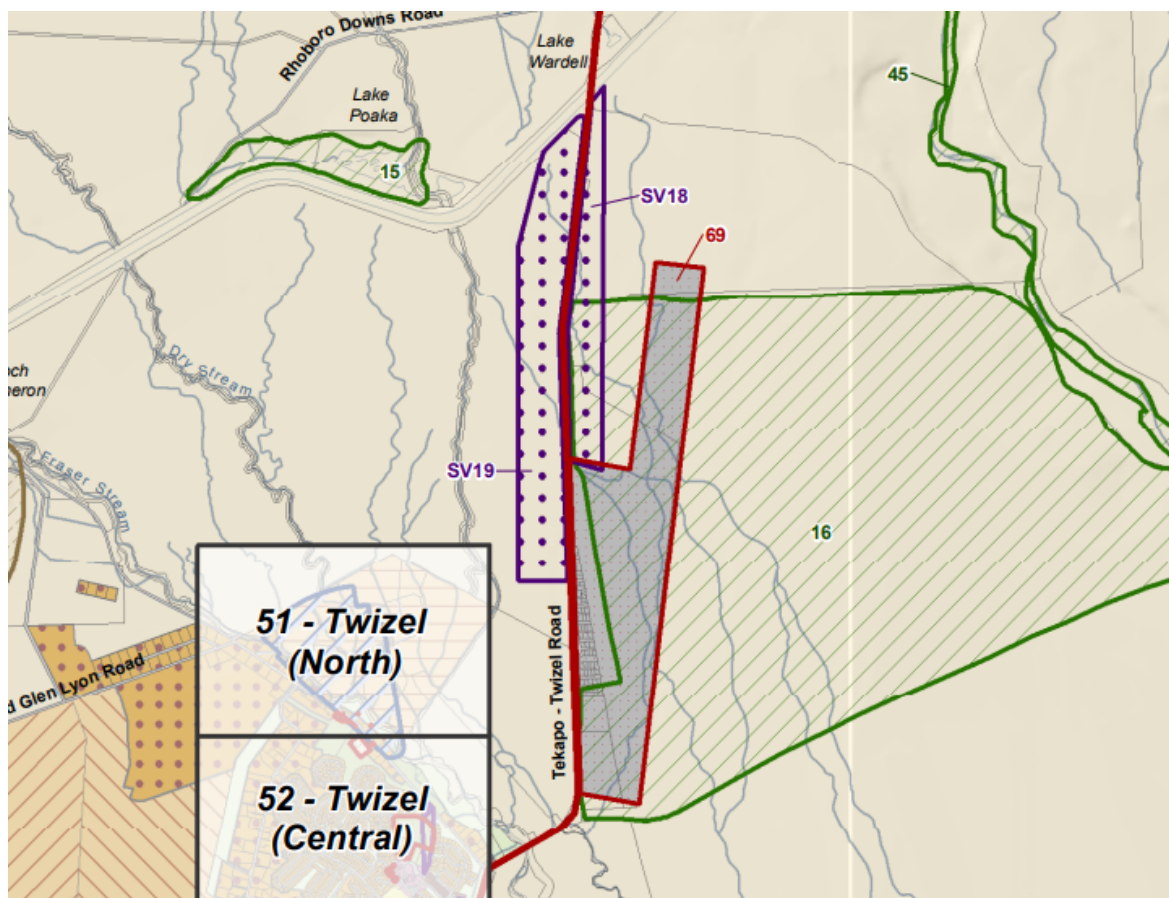


Figure 2 illustrates the ODP Planning Map

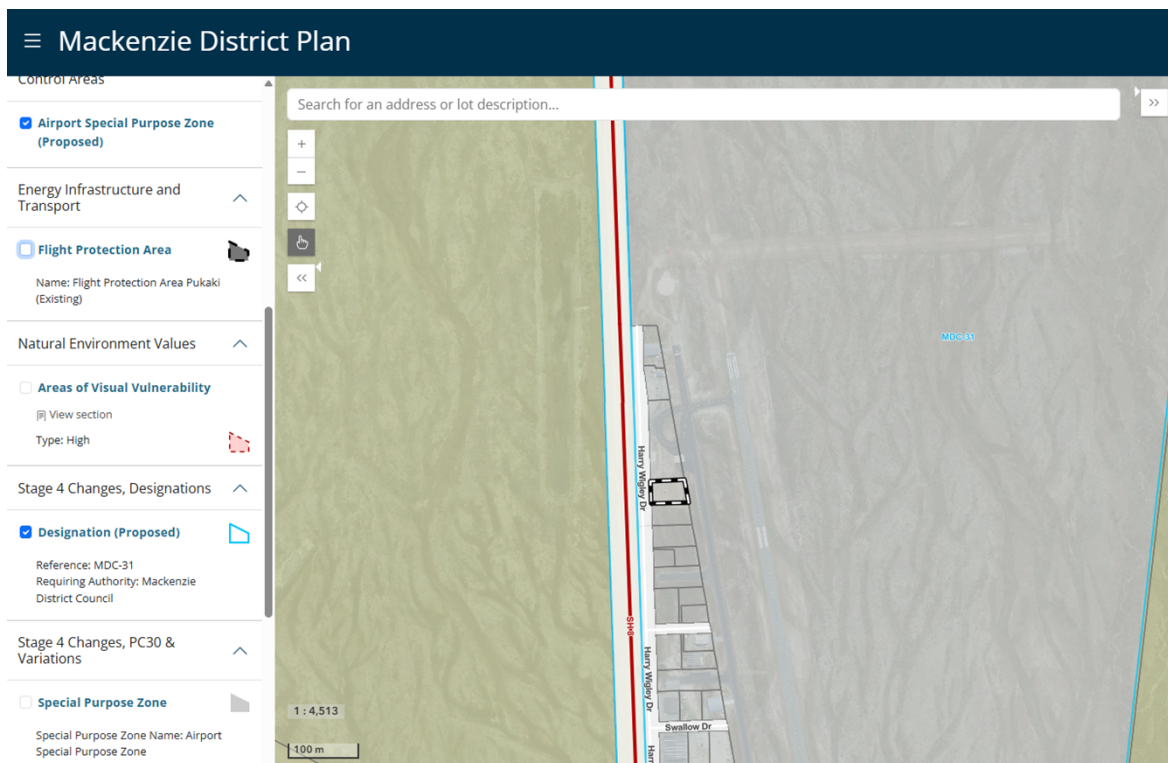


Figure 3 illustrates the PDP Planning Map:

The site is subject to the following overlays:

Operative District Plan Overlays:

- Designation 69 (Pukaki Aerodrome)

Proposed District Plan Overlays:

- Proposed Designation MDC-31
- Areas of Visual Vulnerability
- Flight Protection Area
- State Highway Noise Corridor Overlay
- Flood Hazard Assessment Overlay
- Hydro Inundation Hazard Overlay

Under the Operative District Plan resource consent is required under the following rules:

Operative District Plan			
Rule	Standard not met	Reason	Activity Status / Matters of discretion
Hazardous substances	Rule 2a	The storage of agri-chemicals is more than the limits stated in column A of schedule 1.	Discretionary activity
Signage	Rule 15bi	The proposed signage as has an area of 30m ² and exceeds the maximum areas requirements under standard 9c which limits signage to 9m ² .	Discretionary activity

Activity not provided for as a permitted, controlled, or discretionary activity.	Rule 3.5.1	The visitor accommodation and the use of the hangar for functions are not listed as a permitted, controlled or discretionary activity.	Non-complying activity
--	------------	--	-------------------------------

The following rules are also operative and contained in the EPlan:

Rule	Standard not met	Reason	Activity Status / Matters of discretion
Transport	TRAN-R6 TRAN-S1	The activity does not meet the carparking minimum requirements under TRAN-S1 which requires 15 carparking spaces, whereas only 11 are proposed.	Restricted Discretionary Activity Assessment Matters are outlined under TRAN-MD3 Parking
Light	LIGHT-S2	All outdoor lighting is to be shielded from above in such a manner that all light shines below the horizontal. The proposed illuminated windsock is not totally shielded from above.	Restricted Discretionary Activity Assessment Matters are outlined under LIGHT-MD1.

Under Plan Change 30 to the Operative District Plan resource consent is required for the following:

Plan Change 30 to District Plan				
Rule	Standard not met	Reason	Activity status / Matters of discretion	District Plan Review Status
AIRPZ-R4 Staff accommodation	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 150m ² ; and 2. The maximum building occupancy does not exceed six staff per night.	The living accommodation totals a floor area of 276m ² and more than 6 staff may be accommodated.	Discretionary activity	PC 30 decision version of rules issued 4 th September 2025 and 2 appeals received.
AIRPZ-R5 Aviation related visitor accommodation	1. The use is contained within an airport building and the maximum combined total gross floor area of	The staff accommodation, and aviation related visitor accommodation	Discretionary activity	

	any residential, staff accommodation and aviation related visitor accommodation does not exceed 150m ² . 2. The maximum building occupancy does not exceed six guests per night.	exceeds 150m ² and the occupancy may exceed six guests per night.		
AIRPZ-R9 Residential Visitor Accommodation			Non-complying activity	

Under Plan Change 28-29 to the Operative District Plan resource consent is required for the following:

Plan Change 28-30 to the District Plan				
Rule	Standard not met	Reason	Activity Status/Matters of Discretion	District Plan Review Status
NH-R1 Flood hazard Assessment Overlay	A flood hazard assessment has not been issued in accordance with NH-S1	The new NH chapter rules were notified after this application was lodged. A flood assessment will be required to be sought.	Non-complying	Decision issued.
HI-R3 New occupied buildings	A hydro Inundation Hazard Assessment is required to be issued in accordance with HI-S1.	The new HI rules were notified after the application was lodged. A HI assessment will be required to be sought.	Non-complying	Decision issued.
SIGN- R1 Signs	19. Signs within the Airport Special Purpose Zone at Pukaki shall not exceed: a. 3m ² where the frontage of the premise is less than 7.5m; or b. 6m ² where the frontage of the premise is 7.5m to 15m; or c. 9m ² where the frontage of the premise is greater than 15m.	A total of 30m ² of signage is proposed	Restricted discretionary	Decision issued.

5.2 Activity Status

The subject application was lodged in September 2024.

Stage 4 was publicly notified on 5 November 2024, with the Council's decisions on submissions notified on 24 July 2025. Relevant to this application Stage 4 included PC28 relating to Natural Hazards and Hydro Inundation, PC29 relating to Noise and Signs, PC30 relating to the Airport Special Purpose Zone; as well as Designations.

The relevant provisions for assessing the status of the activity are those applying at the time the application was made (which does not include the rules contained in Stage 4). Pursuant to section 88A of the RMA the proposed activity retains the activity status at the date of lodgement.

Overall, the application is assessed as a Non-complying Activity under the operative MDP and relevant plan changes (namely PC 29 and 30).

The District Plan states that for a non-complying activity, a resource consent is required and may only be granted where the adverse effects of the activity on the environment will be minor, or the activity will not be contrary to the objectives and policies. There are no restrictions on the matters which the Council can consider.

6.0 NATIONAL ENVIRONMENTAL STANDARDS

Under section 9 of the Act, no person may use land in a manner that contravenes a national environmental standard unless the use is expressly allowed by a resource consent, or is an existing lawful activity allowed by sections 10, 10A, or 20A of the Act.

Of the National Environmental Standards in place, only those relating to managing contaminants in soil to protect human health (NESCIS) is considered relevant to the processing of this application.

In terms of the NESCIS a resource consent is not required as the Listed Land Use Register inquiry reports contained as part of the application 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;
- Is more likely than not that an activity or industry described in the HAIL is being or has been undertaken on it.

7.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

The assessment of effects outlined below is undertaken in accordance with section 95D of the RMA, which sets out the statutory requirements for a consent authority deciding whether an activity will have or is likely to have adverse effects on the environment that are more than minor for the purpose of notification decision-making, as follows:

- (a) *must disregard any effects on persons who own or occupy—
(i) the land in, on, or over which the activity will occur; or
(ii) any land adjacent to that land; and*
- (b) *may disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect; and*
- (c) *in the case of a restricted discretionary activity, must disregard an adverse effect of the activity that does not relate to a matter for which a rule or national environmental standard restricts*

- discretion; and*
- (d) *must disregard trade competition and the effects of trade competition; and*
- (e) *must disregard any effect on a person who has given written approval to the relevant application.*

7.1 Permitted Baseline

Under section 95D(b) of the Resource Management Act 1991, the adverse effects of the activity on the environment maybe disregarded if the district plan or national environmental standard permits an activity with that effect. This is referred to as the permitted baseline. The application has outlined the permitted activities that can occur on the site, I agree with this list and these are listed as follows:

- Rule 3.3.1 The take-off and landing of rotary winged and fixed winged aircraft.
- Rule 3.3.2 Aircraft parking aprons.
- 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.
- 3.3.5 Commercial and general aviation including buildings and facilities for aircraft maintenance, servicing and testing.
- 3.3.7 Maintenance and service facilities.
- 3.3.8 Storage, bulk storage or aviation parts and accessories and fuels for the purpose of airport operation.
- 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.
- 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.

As such any adverse effects associated with these activities can be disregarded.

7.2 Trade Competition

There are no matters of trade competition that are anticipated to arise or have any influence on the notification decision.

7.3 Environmental Effects

It is considered that the primary effects of the proposed activity relate to the following which are addressed in turn:

- Reverse sensitivity effects
- Positive Effects
- Landscape, character and visual amenity effects
- Traffic, access and parking effects

- Light, glare and quality of the night sky
- Storage of hazardous substances
- Natural Hazards
- Hydro Inundation

7.3.1 Reverse sensitivity effects

Reverse sensitivity effects may arise from the proposed visitor accommodation activity on other legally established aviation activities or future permitted aviation activities at the airport. The operation of aircraft creates noise, dust, wind, fumes and safety hazards for people, therefore new sensitive activities such as the establishment of visitor accommodation could result in those persons complaining or objecting to these effects which may then frustrate the operation of the airport for its intended purpose. This essentially results in a potential land use conflict.

The applicant has considered potential reverse sensitivity effects in relation to the proposed visitor accommodation activity and have offered a no complaints covenant in relation to aviation activities occurring on other land located with the Pukaki airport. This is to try and ensure that any owners or occupiers of the site cannot complain about legally established aviation activities or future permitted aviation activities.

I consider that taking away the capacity of those potentially suffering reverse sensitivity effects does not take away the adverse effect that is the source of a potential conflict. On this basis I consider reverse sensitivity effects (which include, noise, and health and safety effects in relation to aviation activities), to be at least minor in extent on all properties with the Airport zone at Pukaki.

7.3.2 Positive Effects

The proposal will have positive social effects such as increasing the quantum of visitor accommodation offerings in the district which will generate additional employment.

I concur with the applicant's assessment that the application will result in positive economic effects as listed in section 7.3.7 of the AEE.

7.3.3 Landscape Character and Visual Amenity Effects

The site is subject to the 'Areas of Visual Vulnerability' (High) overlay but the Pukaki Airport is excluded from the Outstanding Natural Landscape overlay and as such there are no provisions of the Natural Features and Landscapes chapter that apply to the site. I agree with the applicant's assessment that the potential visual effects of the building are mitigated by the northern, western and southern facades of the building being broken up by fenestration, doors, balustrades and changes in external cladding. Further the colours of the exterior cladding will be selected from the District Plan colour palette. Landscape planting on the site will soften the form of the proposed building overtime.

The proposed building will be consistent with the scale and character of established development in the airport zone.

While signage exceeds the District Plan standard, I agree with the applicants assessment that the signage proposed is proportional to the size of the building and looks appropriate. It is simple in design and does not include any additional graphics or images that may distract road users. It is noted the larger sign located on the eastern façade will only be visible from the runway and taxi area. The sign

visible on the western elevation will be visible from State Highway 8 but at an area of only 3.9m² it meets the intent of the District Plan signage rules which limit the signage area to 9m².

Overall, any adverse effects associated with landscape character and visual amenity effects are considered to be less than minor.

7.3.4 Traffic, access and parking effects

The site has legal access to Harry Wigley Drive and the vehicle crossings and manoeuvring complies with the required standards in the District Plan, however there is a small parking shortfall of four spaces. I agree with the applicant that this shortfall is not anticipated to result in any adverse effects or require overflow parking to be displaced onto Harry Wigley Drive given the visitor accommodation aspect of the proposal is not anticipated to operate at maximum capacity all the time. Further, the peak demand for parking for the visitor accommodation aspect of the proposal is 5pm-9am which coincides with when staff are generally not on site. Similarly, most often parking demand for the functions will either be during business hours, when visitor accommodation demand is low, or at night when staff associated with the helicopter operations are left for the day.

There is potential for overflow parking for staff on the southern side of the building, hangar and helipad area if further parking was required.

Overall, any adverse effects associated with traffic, parking and access are considered to be less than minor.

7.3.5 Storage of hazardous substances

The storage of agri-chemicals on site exceeds the permitted volumes however all hazardous substances will meet the requirements under the Hazardous Substances and New Organisms Act 1996 (HSNO).

Given the agri-chemicals will only be stored on site temporarily or as required for agricultural work and given the HSNO regulations stand alone and will be complied with any adverse effects in this regard are considered to be less than minor.

7.3.6 Light, glare and quality of the night sky

The applicant proposes that all lighting on site will comply with the Light chapter of the District Plan, apart from the proposed illuminated windsock. It is noted that exact lighting design details have not been finalised as part of the building preliminary design and the applicant proposes a condition of consent requiring compliance.

The proposed windsock will not be totally shielded from above in accordance with Light Standard S2. The lighting of the windsock is required to be visible from above to pilots to indicate wind direction. It is therefore crucial for night-time helicopter navigation and is also a Civil Aviation requirement.

Given the illuminated windsock will only be switched on when required and given it emits a soft orange colour it is considered that any effects with regard to the night sky would be less than minor.

7.3.7 Natural Hazards

The site is located in a flood hazard assessment overlay which requires a minimum floor level certificate to determine the appropriate floor level required. It is noted this rule and associated

chapter in the District Plan was notified after this consent was lodged. Should consent be granted a minimum floor level certificate will be required to determine the required floor level before obtaining a building consent. On this basis any adverse effects in this regard are considered to be less than minor.

7.3.8 Hydro Inundation

The hydro inundation chapter was also notified after this consent was lodged so was not considered as part of the application. However, the Hydro Electricity Inundation Hazard Area is identified by the Operative District Plan as affecting land to all sides of the Airport Zone and thus it is considered that the Airport Zone and subject site is subject to the risk that this overlay identifies. An assessment will be required by the applicants to determine the appropriate minimum floor level that is required. Given the above, any potential effects are deemed to be minor.

7.4 Conclusion – Assessment of Adverse Effects

Based on the information provided by the Applicant and the assessment undertaken above, it is considered that there would be at least minor reverse sensitivity and hydro inundation effects. All other effects assessed are considered to be less than minor. Therefore, the application should not be publicly notified pursuant to Section 95A of the RMA.

8.0 PUBLIC NOTIFICATION ASSESSMENT (SECTION 95A)

8.1 Step 1 - Mandatory Public Notification in Certain Circumstances s95A(3)

In this case, public notification is not required under Step 1 as:

- the applicant has not requested public notification of the application (section 95A(3)(a)); and
- public notification is not required under section 95C due to the refusal/failure to provide further information or to agree to the commissioning of a report (section 95A(3)(b)); and
- a joint application was not lodged to exchange reserve land under the Reserves Act 1977 (section 95A(3)(c)).

8.2 Step 2 - If not required by Step 1, Public Notification is Precluded in Certain Circumstances s95A(5)

In this case, public notification is not precluded under Step 2 as:

- the application is not subject to a rule or national environmental standard that precludes public notification (section 95A(5)(a)); and
- the application is not for one of the following:
 - a controlled activity, or an boundary activity

8.3 Step 3 - If not Precluded by Step 2, Public Notification is Required in Certain Circumstances s95A(8)

In this case, public notification is not required under Step 3 as:

- the application is not subject to a rule or national environmental standard that requires public notification (section 95A(8)(a)); and
- the adverse effects of the activity on the environment will not be more than minor (section 95A(8)(b)).

An assessment of the adverse effects of the activity is provided below:

8.3.1 Mandatory Exclusions from Assessment (s95D)

- A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).
- B: An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b) (the permitted baseline)).
- C: Effects that do not relate to a matter of discretion, if the activity is Restricted Discretionary Activity must be disregarded (s95D(c)).
- D: Trade competition and the effects of trade competition (s95D(d)).
- E: Effects on persons who have given written approval to the application (s95D(e)).

8.3.2 Permitted Baseline (s95D(b))

Under section 95D(b) of the Resource Management Act 1991, the adverse effects of the activity on the environment may be disregarded if the district plan or a national environmental standard permits an activity with that effect. This is referred to as the permitted baseline and has been assessed at section 7.1 above.

8.4 Step 4 - Public Notification in Special Circumstances s95A(9)

In this case, public notification is not required under Step 4 (section 95A(9)) as it is considered that there are no special circumstances that exist in relation to the application.

8.5 Public Notification Determination

Pursuant to section 95A(5)(b)(i), public notification is not required.

9.0 LIMITED NOTIFICATION

If the application is not publicly notified under section 95A, section 95B(1) of the Act requires a decision whether there are any affected persons (under s95E). The following steps are used to determine whether to give limited notification of an application.

9.1 Step 1 - Certain Affected Groups and Persons Must be Notified s95B(2) and s95B(3)

In this case, limited notification is not required under Step 1 as:

- there are no affected customary rights groups (s95B(2)(a)); and
- there are no affected customary marine title groups (s95B(2)(b)); and
- the activity is not on or adjacent to, and will not affect land that is the subject of a statutory acknowledgment (s95B(3)(a)).

9.2 Step 2 - If not required by Step 1, Limited Notification precluded in certain circumstances s95B(6)

In this case, limited notification is not precluded under Step 2 as:

- the application is not subject to a rule or national environmental standard that precludes limited notification (section 95B(6)(a)); and
- the application is not for a controlled activity.

9.3 Step 3 - If not Precluded by Step 2, Certain Other Affected Persons Must be Notified s95B(7) and (8)

In this case, limited notification is required under Step 3 as there are considered to be minor effects on all owners and occupiers of sites located within the Airport Zone at Pukaki Airport in relation to potential reverse sensitivity effects associated with the scale of the proposed visitor accommodation activities. Limited notification is also required to the Hydro Electricity Generation Asset owner/s in relation to minor effects in relation to hydro inundation.

9.4 Step 4 - Further notification in special circumstances s95B(10)

In this case, notification to any other persons is not required under Step 4 (section 95B(10)) as it is considered that there are no special circumstances that exist in relation to the application.

9.5 Limited Notification Determination

Pursuant to section 95B of the Act, limited notification is required.

10.0 NOTIFICATION DETERMINATION

Given the decisions made under section 95A and section 95B, the application is to be processed on a limited notified basis.

Prepared by,



Melanie Foote
Consultant Planner

Date: 23rd September 2025

Approved under Delegated Authority by,



Rachael Bason
Acting Planning Manager

Date: 23rd September 2025