Rotorua Airport business park
Frequently Asked Questions

Last updated 13th August 2026

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Airport business park FAQs

Stage 1A is the first area of the airport business park to be developed. It will open up land for new aviation and aviation-related businesses by creating three development sites, along with the taxiway access needed to connect those sites to the airfield.

The works also include services to the new sites, initial road access, security interfaces, improvements to the southern aircraft refuelling area, and associated stormwater works.

At the same time, the Airport will construct a Climate Resilience Swale to improve stormwater management and reduce flooding around the runway and apron during heavy rainfall.

This is deliberately a defined first stage, focused on bringing a specific area of Airport land into use rather than developing the full business park at once.

Why does Rotorua Airport need a business park?

Developing a functional, fit-for-purpose business park has been part of the Airport's long-term vision for more than 20 years. The airport business park will unlock land for aviation and airport-related businesses, support the growth of existing operators, attract new investment, support local iwi aspirations, create jobs, and contribute to Rotorua's long-term economic development.

What kinds of businesses will be best suited for the business park?

The Airport business park is intended to accommodate a mix of aviation and airport-related light industrial and commercial activities that complement Airport operations. This could include aviation businesses, hangars, trade and service businesses, logistics and transport operators, training facilities and other businesses that benefit from being located close to a regional airport.

When do you expect the business park to open?

The business park is a multi-phase project that will be developed over several years in line with demand. Subject to receiving the necessary consents, Rotorua Airport expects Stage 1A to be build ready in Q2 2027. Stage 1A will deliver the essential infrastructure and development-ready sites to enable new hangars and airport-related facilities to be constructed. The programme remains subject to the resource consent process and other project approvals.

Will there be any disruptions to the Airport or flights?

No significant disruption is anticipated. The Airport will remain fully operational throughout the earthworks, and the work has been planned to minimise impacts on day-to-day Airport activities and passengers.

Where can I find updates about the Business Park?

The Airport will continue to share information on our website, in our pānui, and on our social media channels to ensure people can access timely and accurate information as the development progresses. Sign up to our newsletter, click here.

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How can businesses register their interest in becoming tenants?

Businesses interested in leasing a space within the business park are welcomed to register their interest here.

Resource Consent FAQs

What is captured in the resource consent submitted to BOPRC?

The resource consent application to Bay of Plenty Regional Council (BOPRC) relates specifically to the earthworks required to develop Stage 1A of the Airport Business Park.

The application covers earthworks across approximately 5.65 hectares, including preparing building platforms, parking areas and accessways, relocating the existing stormwater swale, and installing stormwater infrastructure.

Resource consent is required because the scale of the earthworks exceeds permitted thresholds under the Regional Natural Resources Plan and because low concentrations of PFAS have been identified in parts of the site. The application therefore sets out how soil, sediment, dust and stormwater will be managed during construction to protect the surrounding environment, including the Ōtauira Wetland and Lake Rotorua.

How deep will you be digging - number of metres below the surface?

Most of the earthworks will be relatively shallow and are landform changes to enable the integration with existing airside infrastructure (eg. Taxiways and runway). Landform cuts will generally be less than half a metre below the existing ground level. In some localised areas, including parts of the new stormwater swale, excavation may extend to approximately one metre deep.

Will there be soil removed or added to site?

Soil excavated during the development will be kept on Airport land and reused, including to build up other areas within Stage 1A. Any surplus soil will be safely stockpiled in a designated area on Airport land.

Some additional construction materials, such as engineered fill and basecourse, will be brought onto the site as part of developing the new taxiways, accessways and building areas.

What contaminants are present on the site and how bad is the contamination?

Low levels of PFAS in parts of the development area have been detected, along with naturally occurring arsenic that is common in Rotorua's geothermal environment.

The PFAS concentrations identified are very low and are below levels considered hazardous to human health. The highest PFOS concentration identified within the Stage 1A project area was **0.013 mg/kg**.

To put that into perspective, at that concentration **one tonne of soil (1,000 kg)** would contain approximately **13 milligrams of PFOS – 1/400th of a teaspoon by weight**.

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At these levels, the assessments undertaken for the project concluded that the contaminants do not present a significant risk to future commercial users, workers, neighbouring properties or the surrounding environment.

As part of the resource consent application, a Site Management Plan has been prepared to ensure soil is safely managed during the earthworks. The assessment concludes the site can be developed safely with the appropriate management measures in place.

What is/are PFAS?

PFAS (per- and polyfluoroalkyl substances) are a large group of man-made chemicals that have been widely used since the 1950s because of their resistant to heat, water, grease and stains.

The chemicals have been used in many everyday products, including non-stick cookware, stain-resistant carpets, waterproof items like clothing and tents, food packaging, and personal care products such as lotions and makeup, as well as older firefighting foam historically used at airports and other facilities.

PFAS are highly persistent in the environment and do not readily break down naturally, which is why they are sometimes referred to as “forever chemicals”. Rotorua Airport no longer uses firefighting foam containing PFAS.

What will happen to soil containing PFAS during the earthworks?

The earthworks involve moving soil around the project area to form the development sites and new taxiways, and to construct the Climate Resilience Swale and redirect existing swales. Soil cut from some areas will be reused as fill in others wherever practicable.

PFAS has been detected at trace levels in some parts of the project area, with some areas recording no detectable PFAS. The highest PFOS concentration detected was around 13 milligrams per tonne of soil, approximately 1/400th of a teaspoon by weight.

Any surplus soil that cannot be reused will remain on Airport land in a designated grassed area south of Stage 1A and will be managed in accordance with the Site Management Plan. The final volume and weight of surplus soil will depend on the balance of cut and fill during construction.

Does the soil need to be remediated before the site can be developed?

No. The PFAS levels identified are very low and do not trigger the need for remediation.

The soil can remain on Airport land and will be managed appropriately as part of the normal earthworks process, in accordance with the Site Management Plan.

Media related inquiries

Please direct any media related inquiries to Jacky James, contact details below.

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