

**In the Environment Court
at Christchurch**

ENV-2018-CHC-079

In the Matter

of the Resource Management Act
1991

And

In the Matter

of an appeal under Clause 14(1),
Schedule 1 of the Act

Between

OTAGO REGIONAL COUNCIL

Appellant

And

**QUEENSTOWN LAKES DISTRICT
COUNCIL**

Respondent

**Notice of Queenstown Airport
Corporation Limited's wish to be Party
to Proceedings**

Dated: 10 July 2018

Lane Neave
Level 1, 2 Memorial Street
PO Box 701
Queenstown
Solicitor Acting: Rebecca Wolt
Email: Rebecca.wolt@laneneave.co.nz
Phone: 03 450 1365

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To: The Registrar
Environment Court
Christchurch

1. Queenstown Airport Corporation Limited (**QAC**) wishes to be party to the following appeal on the Proposed Queenstown Lakes District Plan – Stage 1 (**Proposed Plan**):

Otago Regional Council v Queenstown Lakes District Council (ENV-2018-CHC-079) (Appeal)

2. QAC made a submission about the subject matter of the Appeal.
3. QAC is not a trade competitor for the purposes of section 308C or 308CA of the Resource Management Act 1991 (**Act**).
4. QAC is interested in all of the Appeal.
5. QAC is interested in the following particular issues:
 - (a) Any amendments which result in the removal or significant amendment of Policy 28.3.11 which recognises that the operational/location constraints of regionally significant infrastructure may necessitate a location within an area subject to natural hazard risk. This is important to QAC as Queenstown Airport's runway and safety area (**RESA**) is located within the Shotover Delta and is therefore subject to the potential risks of flooding.
6. QAC **opposes** the relief sought in the Appeal for the reasons stated in its original submission, its further submission and its notice of appeal (*ENV-2018-CHC-093*). QAC opposes the relief sought to the extent the relief may result in the deletion or significant amendment of Policy 28.3.11 or any amendments to the Proposed Plan of similar effect. QAC generally considers that the relief sought in the Appeal:
 - (a) does not recognise or provide for the Queenstown and Wanaka Airports as regionally significant infrastructure;
 - (b) does not make adequate provision for the ongoing operation, maintenance, upgrading and development of the Queenstown and Wanaka Airports;

- (c) does not adequately recognise the locational, functional, technical and operational requirements of the Airports, as regionally significant infrastructure;
 - (d) does not represent an efficient use of land under section 7(a);
 - (e) does not promote the sustainable management of natural and physical resources; and
 - (f) is otherwise not the most appropriate way to achieve the purpose of the Act.
7. QAC agrees to participate in mediation or other dispute resolution of the appeal.

Dated this 10th day of July 2018



Rebecca Wolt/Sophie Reese

Counsel for Queenstown Airport Corporation Limited

Address for Service for the Appellant:

Lane Neave
Level 1, 2 Memorial Street
PO Box 701
Queenstown 9300
Phone: 03 450 1365
Email: Rebecca.wolt@laneneave.co.nz

Contact person: Rebecca Wolt