

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 **FEDERATED FARMERS OF NEW
ZEALAND INC**

Appellant

And **QUEENSTOWN LAKES DISTRICT
COUNCIL**

Respondent

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

Dated: 10 July 2018

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**):

Federated Famers of New Zealand Inc v Queenstown Lakes District Council ENV-2018-CHC-053 (**Appeal**)

2. QAC made a submission and further submission about the subject matter of the Appeal.
3. QAC also has an interest in the proceedings that is greater than the interest that the general public has as QAC is the operator of Queenstown and Wanaka Airports which are or have regionally significant infrastructure located in the District landscapes.
4. QAC is not a trade competitor for the purposes of section 308C or 308CA of the Resource Management Act 1991 (**Act**).
5. QAC is interested in part of the Appeal.
6. In particular, the parts of the Appeal QAC is interested in are:
 - (a) Policy 6.3.26; and
 - (b) Policy 6.3.12.
7. QAC is interested in the following particular issues:
 - (a) The relief sought is an improvement on the drafting contained in the Decision on the Proposed Plan, but still requires the avoidance of all adverse effects, without qualification, meaning that even minor adverse effects may require avoidance, which is inappropriate.
 - (b) Ensuring the landscape provisions better recognise the hierarchy and terminology set out in Part 2 of the Act and have better regard to the Proposed Regional Policy Statement.
 - (c) Ensuring the functional, technical, operational and/or safety related constraints of significant infrastructure, such as Queenstown and

Wanaka Airports, are provided for as such constraints may necessitate the location of Airport infrastructure in areas that are recognised for their landscape, amenity or significant natural values. The adverse effects of such infrastructure cannot always be avoided, remedied or mitigated in these locations.

8. QAC **opposes** the relief sought in the Appeal in relation to the provisions identified above for the reasons stated in its original submission, its further submission and its notice of appeal (*ENV-2018-CHC-093*). QAC generally considers that the relief sought in the Appeal:
- (a) does not adequately recognise or provide for Queenstown and Wanaka Airports as regionally significant infrastructure;
 - (b) has the potential to impact on the operation and functioning of Queenstown and Wanaka Airports;
 - (c) does not adequately recognise the locational, functional, technical and operational requirements of Queenstown and Wanaka Airports, as regionally significant infrastructure, and that such requirements can mean that not all adverse effects can be avoided or mitigated;
 - (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.
9. QAC agrees to participate in mediation or other dispute resolution of the Appeal.

Dated this 10th day of July 2018



Rebecca Wolt/Sophie Reese

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