

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

**UPPER
ENVIRONMENTAL
INCORPORATED**

**CLUTHA
SOCIETY**

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**):

Upper Clutha Environmental Society Incorporated v Queenstown Lakes District Council (ENV-2018-CHC-056)(**Appeal**)

2. QAC made a submission and further submission about the subject matter of the Appeal. QAC also has an interest in the proceedings that is greater than the interest that the general public has as is the operator of Queenstown and Wanaka Airports which have or may have regionally significant infrastructure located in the rural zones of the District.
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) The retention of the Operative District Plan provisions relating to the subdivision and/or development in the District rural zones.
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 generally considers that the relief sought in the Appeal:
 - (a) fails to recognise that since the Operative District Plan was promulgated case law, in particular *Environmental Defence Society Incorporated v New Zealand King Salmon Co Ltd* [2014] NZSC 38, has significantly altered the way in which objectives and policies are applied;
 - (b) does not recognise or provide for the Queenstown and Wanaka Airports as regionally significant infrastructure;
 - (c) has the potential to impact on the operation and functioning of Queenstown and Wanaka Airports;

- (d) does not adequately recognise the locational, functional, technical and operational requirements of the Airports, as regionally significant infrastructure, and that such requirements can mean that not all adverse effects can be avoided or mitigated;
 - (e) does not represent an efficient use of land under section 7(a);
 - (f) does not promote the sustainable management of natural and physical resources; and
 - (g) 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

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