

**In the Environment Court  
at Christchurch**

**ENV-2019-CHC-058**

**Under** the Resource Management Act 1991

**And**

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

**Between**

**REMARKABLES PARK LIMITED**

Appellant

**And**

**QUEENSTOWN LAKES DISTRICT  
COUNCIL**

Respondent

**Notice of Queenstown Airport  
Corporation Limited's wish to be party  
to proceedings**

Dated: 5 June 2019

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**Lane Neave**  
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**lane neave.**

**To:** The Registrar  
Environment Court  
Christchurch

1. Queenstown Airport Corporation Limited (**QAC**) wishes to be a party to the following appeal against parts of the Respondent's decisions on the Proposed Queenstown Lakes District Plan – Stage 2 (**Proposed Plan**):
  - (a) *Remarkables Park Limited v Queenstown Lakes District Council* (ENV-2019-CHC-058) (**Appeal**).
2. QAC made a submission about the subject matter of the Appeal.
3. QAC also has an interest in the Appeal that is greater than the interest that the general public has because QAC owns and operates the nationally significant Queenstown Airport and manages and operates the regionally significant Wanaka Airport under a long term lease (together the **Airports**). The relief sought in the Appeal may impact QAC's ability to safely and efficiently operate the Airports, and to manage their growth.
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 parts of the Appeal.
6. The parts of the Appeal that QAC is interested in include:
  - (a) the amendments sought to Chapter 25 – Earthworks, including Rule 25.4 in particular;
  - (b) the amendments sought to Chapter 38 – Open Space and Recreation, including Rule 38.9.1 in particular; and
  - (c) the amendments sought to Planning Map 31a to rezone land in the Shotover Delta, below and to the north-east of the Airport's Runway End Safety Area (**RESA**), from Informal Recreation to Active Sport and Recreation.

7. QAC is interested in particular issues, including, but not limited to, the following:
- (a) the proposed amendments to the provisions in Chapter 25 – Earthworks to the extent that the amendments may enable earthworks on land near the Airports that might affect the safety and efficiency of Airport operations;
  - (b) the proposed amendments to the provisions in Chapter 38 – Open Space and Recreation to the extent that they may enable the establishment and/or intensification of Activities Sensitive to Aircraft Noise (**ASAN**) and other incompatible activities in close proximity to Queenstown Airport; and
  - (c) the proposed amendments to Planning Map 31a to rezone land in close proximity to Queenstown Airport, and the RESA, in so far as it may enable the establishment of ASAN and other incompatible activities within proximity to the Airport.
8. QAC **opposes** the relief sought in the Appeal to the extent that it is inconsistent with QAC's original and further submissions and its notice of appeal dated 7 May 2019 (ENV-2019-CHC-039). QAC is concerned that the relief sought:
- (a) may enable earthworks on land in close proximity to the Airports without requiring appropriate safeguards for Airport operations;
  - (b) may enable the establishment and/or intensification of ASAN and other incompatible activities in close proximity to the Queenstown Airport, which may result in:
    - (i) adverse reverse sensitivity effects on Queenstown Airport;
    - (ii) adverse amenity effects due to aircraft noise;
    - (iii) adverse effects on operations and safety at Queenstown Airport;
  - (c) fails to recognise the strategic importance of the Airports and their unique and essential functional, technical, locational and operational requirements;

- (d) may impose undue constraints on legitimate and necessary activities undertaken at the Airports, including the ongoing operation, maintenance, upgrading and development of the Airports;
  - (e) does not represent sound resource management practice, particularly with respect to planning for Regionally Significant Infrastructure, such as the Airports, in the District; and
  - (f) fails to achieve the functions of the Respondent under section 31 of the Act in respect of the integrated management of the effects of the use and development of land and physical resources;
  - (g) does not represent an efficient use of resources under section 7(b); and
  - (h) is not the most appropriate way to achieve the objectives of the Proposed Plan and, in turn, the purpose of the Act.
9. QAC agrees to participate in mediation or other alternative dispute resolution of the Appeal.

Dated this 5th day of June 2019



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