

**In the Environment Court
at Christchurch**

ENV-2019-CHC-053

Under the Resource Management Act 1991

And

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

Between **JANE BAMFORD AND RICHARD
BAMFORD**

Appellant

And **QUEENSTOWN LAKES DISTRICT
COUNCIL**

Respondent

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

Dated: 5 June 2019

Lane Neave
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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) *Jane Bamford and Richard Bamford v Queenstown Lakes District Council* (ENV-2019-CHC-053) (**Appeal**).
2. QAC 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 (**Airport**). The relief sought in the Appeal relates to the rezoning of land in proximity to the Airport, which may impact QAC's ability to efficiently operate the Airport, and to manage its growth.
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 issue:
 - (a) the proposed amendments to Planning Map 30 to rezone part of the Appellant's land from Rural to Low Density Residential in so far as the rezoning may enable the establishment and/or intensification of Activities Sensitive to Aircraft Noise (**ASAN**) in proximity to the Airport.
6. QAC **opposes** the relief sought in the Appeal because QAC is concerned that the relief sought:
 - (a) may enable the establishment and/or intensification of ASAN in proximity to the Airport, which may result in:
 - (i) adverse reverse sensitivity effects on the Airport; and/or
 - (ii) adverse amenity effects due to aircraft noise;
 - (b) may impose undue constraints on legitimate and necessary activities undertaken at the Airport, including the ongoing operation, maintenance, upgrading and development of the Airport;

- (c) does not represent sound resource management practice, particularly with respect to planning for Regionally Significant Infrastructure, such as the Airport, in the District; and
 - (d) 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;
 - (e) does not represent an efficient use of land under section 7(b); and
 - (f) is not the most appropriate way to achieve the objectives of the Proposed Plan and, in turn, the purpose of the Act.
7. QAC agrees to participate in mediation or other alternative dispute resolution of the Appeal.

Dated this 5th day of June 2019



Rebecca Wolt/Annabel Linterman
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