

**BEFORE INDEPENDENT HEARING COMMISSIONERS
APPOINTED BY THE MACKENZIE DISTRICT COUNCIL**

UNDER the Resource Management Act 1991
IN THE MATTER OF submissions by Glentanner Airport
Limited and Glentanner Station
Limited on Plan Change 30 to the
Operative Mackenzie District Plan

**STATEMENT OF EVIDENCE OF ROSS KENNETH IVEY FOR GLENTANNER
AIRPORT LIMITED AND GLENTANNER STATION LIMITED**

PLAN CHANGE 30

Dated: 9 May 2025

GRESSON DORMAN & CO
Solicitors
PO Box 244, Timaru 7940
Phone 03 687 8004
Fax 03 684 4584
Solicitor Acting: Nicola Hornsey
nicola@gressons.co.nz

1. INTRODUCTION

- 1.1 My name is Ross Kenneth Ivey.
- 1.2 I am a director of Glentanner Airport Limited and Glentanner Station Limited. (“Glentanner”)

2. STEWARDSHIP

- 2.1 Glentanner has invested heavily in its stewardship of the land.
- 2.2 This has been both a personal and commercial commitment.
- 2.3 On the Glentanner Station level we have invested a large amount of time and capital in removing both wilding seed sources and wilding trees.
- 2.4 The current operative Aoraki Mount Cook National Park Management Plan (AMCNPMP) clearly acknowledges how Glentanner complements the Park.
- 2.5 AMCNPMP page 34 1.3.6 The Park within the region.

“One business having a particularly direct relationship with the Park, is Glentanner Park, approximately 20km south of the Park on State Highway 80. While still a pastoral lease, the lessees have in recent years diversified into other activities including a motor camp, airfield, heliskiing and a restaurant. These activities complement those provided in the National Park and increase the range of visitor attractions available in the region”

- 2.6 Wilding plantation seed sources have been removed at Birch Hill Stream, Freds Stream, Power House Swamp and Whales Stream.
- 2.7 Glentanner is comparatively wilding free compared with other Tasman Valley properties. This is not just luck.
- 2.8 More recently in winter 2022 50% of fir trees were removed from Glentanner Holiday Park. These were Douglas Fir and European Larch trees, originally planted for shade, shelter and amenity in the 1970’s.

- 2.9 In Spring 2023, Goom Landscapes filled in much of the cleared area with native tree species. These are irrigated and doing well.
- 2.10 Conservation values are critical to the success of both the Glentanner Airfield and the Glentanner Holiday Park businesses.
- 2.11 Landscapes and ecological values are both highly valued.
- 2.12 Colour codes are appropriate for the area, every building has a Karaka green roof. The campsites and power sites are among matagouri and coprosma, along with firs and newly established beech, kowhai and ribbonwood.
- 2.13 Glentanner does not have asphalt with painted white lines.
- 2.14 The ablution and BBQ shed facilities use natural timbers and fit in with the local environment beautifully as complimented on by Eugenie Sage when Minister of Conservation.
- 2.15 The Glentanner guests come to enjoy the environment and use us as a staging area for the Aoraki Mount Cook National Park.
- 2.16 As on the s42 report we support the additional no-build area at the south end of the main runway as it gives continuity to the ecological open space (point 224).

3. GLENTANNER TOURISM

- 3.1 Tourism was legally established at Glentanner in the 1970's.
- 3.2 The main driver for this diversification into tourism was the fact that the best pastoral land on Glentanner was inundated by the raising of Lake Pukaki for hydroelectric power storage in 1974.
- 3.3 7000 hectares of heavy land was lost, mainly consisting of the Tasman Islands, Run 89A, and the Twins Swamp.

- 3.4 Glentanner was the first pastoral lease to secure a recreation permit, that is, a permit to diversify into non pastoral activity.
- 3.5 Initially there were numerous permits for heliskiing, horse trekking, camping ground facilities etc.
- 3.6 Eventually these permits were amalgamated into one permit for Glentanner tourism activity.
- 3.7 Glentanner and Cardrona pioneered recreational use on a pastoral lease and most would agree both have been immensely successful and in the public interest.
- 3.8 The Holiday Park was established with support from the Lands and Survey Department as it was determined there was a need for a fully serviced/facilitated camping ground adjacent to the Aoraki Mount Cook National Park
- 3.9 1978-79 the Holiday Park was built with a kitchen-ablution block and 60 power sites. A reception building was also built adjacent to S.H.80 for bookings, a shop and aircraft operations.
- 3.10 The initial accommodation was provided with on-site caravans, in the 1980's came cabins and motels.
- 3.11 The clientele is wide ranging with both international and domestic guests.
- 3.12 Education groups are very important to the Holiday Park business. We have many primary, secondary and tertiary student groups staying. Most visit both the DOC Visitor Centre and Sir Edmund Hillary Centre. A lot walk the Hooker Valley track and enjoy the Tasman Glacier boat trips.
- 3.13 One university from Upstate New York have visited for more than 20 years studying glaciation, the water resource and hydro-electric power systems.
- 3.14 Most Holiday Park visitors access Lake Pukaki on the southern boundary of the airfield where Meridian Energy have provided interpretation signage about the water resource and the purpose of such for renewable energy.

3.15 In the 1980's a plan change was secured for a Glentanner Tourist zone and the Glentanner Airfield. These town and country planning rights were renewed in 1990 under the RMA and are in the operative District Plan as of 1999.

4. GLENTANNER AVIATION

4.1 The Glentanner Airfield is on the northern flanks of the Twins Stream fan. It started as an airstrip in the 1960's for over sowing-top dressing and applying carrot bait for rabbit control.

4.2 The original airstrip is now the grass taxiway adjacent to State Highway 80.

4.3 In the 1970's Air Safaris from Lake Tekapo operated scenic flights from this airstrip.

4.4 Whirlwide Helicopters built helipads for scenic flights and heli-skiing. These helicopter operations were at the forefront of helicopter tourism in New Zealand. Whirlwide merged to become The Helicopter Line in 1990, arguably the premier helicopter tourism operator in NZ.

4.5 Both Air Safaris and The Helicopter Line operate from Glentanner today. This represents around 50 years of continuous operation from both.

4.6 In the mid 1980's, in a major development a 1085m sealed main airstrip was built.

4.7 This airfield was used for 10 years by regional airlines, originally Newmans Air and then Ansett with Dash 7 and Dash 8 aircraft.

4.8 The airfield is presently used by the original operator Air Safaris along with many others. This includes flight schools, charter flight operators, private operators, the Royal NZAF and air ambulance helicopters.

4.9 Glentanner Airfield has an instrument approach-IFR, this is used by flight schools from Christchurch and Oamaru to train future airline pilots. This IFR is critical to the air ambulance helicopters from Christchurch, Dunedin and Queenstown. Glentanner is the nighttime, all weather refueling base for these helicopters.

- 4.10 Presently there are 7 helicopters operational from Glentanner and 2 fixed wing aircraft. These aircraft are kept in 3 large hangars all painted Karaka green and well maintained.
- 4.11 Dawn Aerospace is an innovative aviation technology company based in Christchurch.
- 4.12 Dawn use the Glentanner airfield to test fly an unmanned aircraft which will ultimately be used commercially in space.
- 4.13 Dawn was founded by James and Stefan Powell and they have been operating at Glentanner since 2021.
- 4.14 The Dawn operations have full approval from the Civil Aviation Authority and have operational agreements with all the local operators.
- 4.15 This use was very important to Glentanner commercially during COVID when tourism ceased. Dawn utilized the airfield, accommodation and café at Glentanner.
- 4.16 The Dawn flights are not intrusive, I have attached a testimony from James Powell to this statement (marked "A") relating to communications between his company and DOC and to the comparative noise levels of the Dawn aircraft and other types used commonly in the Tasman Valley from both the Glentanner and Mount Cook airfields.
- 4.17 I present my own testimony as I spoke with Dean Nelson, senior ranger in the Twizel area office DOC and team leader for Project River Recovery. I have known Dean for 30 years.
- 4.18 On 25th September 2024 Dawn conducted a test flight from the Glentanner Airfield which was routine. I observed this flight and saw that Dean was also observing this flight from a DOC vehicle parked at the Glentanner cattle yards. I spoke with Dean at the Glentanner café immediately after and he told me he had no concerns with the flight, we then spoke about rabbits and wilding trees.
- 4.19 Dawn operations are quite insignificant compared with DOC's own helicopter operations on the Tasman riverbed. These operations use a jet turbine helicopter at very low levels doing things such as pest control or weed spraying.

- 4.20 Dawn have flown to 80,000ft from the Glentanner Airfield and have also flown supersonic at high altitude. This is inaudible from the airfield.
- 4.21 Aviation technology development is highly appropriate at both Glentanner and Lake Tekapo airfields. This research will also involve other new technologies such as electric planes.
- 4.22 The Glentanner airfield has a separate legal title. The airfield, hangarage, fuel installations, helicopter pads, booking facilities, toilets, café and retail represent a considerable investment which has to be maintained and remain financially viable.
- 4.23 Maintenance of the IFR approach to Glentanner is critically important to health and emergency services.
- 4.24 The combined Glentanner “special purpose zone” has our agreement for efficiency reasons, but if Glentanner airport activities are to be restricted, we seek the retention of the current Airport zone at Glentanner with the same rights as the other Mackenzie Basin airports i.e. as in the operative District Plan.

5. GLENTANNER FARMING

- 5.1 My father, Ian Ivey, was appointed manager at Glentanner Station in 1957 for two absentee families, Guinness and Le Cren.
- 5.2 Ian Ivey purchased a quarter share in 1960 and became a partner.
- 5.3 1974 saw the raising of Lake Pukaki for hydroelectric power storage. This drastically altered both the value and the viability of the property, this led to my father and me buying the partnership out for 100% ownership.
- 5.4 This was fully supported by the Land Settlement Board.
- 5.5 Development of the Twins Paddocks which are on the bottom side of the road south of Twins Stream in the Glentanner Tourist Zone was lawfully established and carried out pursuant to terms of a Land Development Encouragement Loan. This was facilitated and approved by the Department of Lands and Survey and implemented in consultation with DOC.

- 5.6 Glentanner was freeholded under the Tenure Review process in 2014.
- 5.7 The pasture on these paddocks is renewed as part of a regular pasture renewal programme. The paddocks have annual applications of maintenance fertiliser and additional applications of nitrogen based fertiliser post supplementary feed production (hay and baleage).
- 5.8 These paddocks are vital to Glentanner in a pastoral sense. Glentanner has very limited arable land post the raising of Lake Pukaki so these areas are vital for the production of supplementary feed during the summer and for wintering young stock where they can be easily fed without risk of being trapped in snow
- 5.9 Glentanner is a pastoral landscape with some of our most famous postcards featuring scenes of shepherds and dogs with stock in the foreground of Aoraki Mount Cook. We are daily witness to the ever increasing number of tourist visitors taking great enjoyment, pleasure and photographs of the Station. This is particularly evident at certain times of the farming calendar such as shearing and hay making or when stock are present or being moved.
- 5.10 Tourism activities on these blocks take place alongside the pastoral operation, each activity complementing the other not replacing it, without this pastoral land the viability of the farming operation would be severely threatened.

Ross Kenneth Ivey

9 May 2025

Nicola Hornsey

From: Ross Ivey <glentanner@xtra.co.nz>
Sent: Thursday, 1 May 2025 2:05 pm
To: Nicola Hornsey
Subject: Fwd: Dawn aircraft noise at Glentanner

CAUTION: This email originated from outside of Gresson Dorman & Co. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPhone

Begin forwarded message:

From: James Powell <james@dawnaerospace.com>
Date: 29 April 2025 at 9:20:10 PM NZST
To: Glentanner <glentanner@xtra.co.nz>
Subject: Dawn aircraft noise at Glentanner

Dear Ross,

I am writing to provide a formal affidavit summarizing the observations and noise measurements related to dawn flight operations at Glentanner in September 2024, as requested.

At the request of the Department of Conservation (DoC), two DoC rangers conducted observations in September 2024 to assess the impact of Dawn flights at Glentanner on local bird populations. At the time of particular interest was the influence of noise on the endangered Kaki, which were in a sensitive nesting period. We were fully supportive of this initiative and worked closely with the DoC Twizel Office to facilitate the assessment. The rangers' observations concluded that there was no impact, with the Dawn flights having no noticeable effect on the local birds at the time.

Our noise measurements indicate that the sound produced by the aircraft is comparable to that of an AS350 helicopter, a type commonly operated in the area. The closest possible location for Kaki nesting sites in the riverbed is approximately 340 meters from the runway. At a distance of 200 meters, the noise level does not require hearing protection for people and is not considered unpleasant. Specifically, at 340 meters, the noise level is approximately 85 dB for a duration of a few seconds. In general, the noise level is no more severe than the noise produced by many common turbine-powered aircraft, including helicopters and jet aircraft. It should be noted that the engine of the Dawn aircraft is substantially smaller than that of commercial aircraft operated at Glentanner.

Please let me know if you require further details or additional documentation to support this affidavit.

Sincerely,



JAMES POWELL
Co-founder, CFO, Spaceplane Chief Engineer

[e. *james*@dawnaerospace.com](mailto:e.james@dawnaerospace.com) | [w. *dawnaerospace*.com](http://w.dawnaerospace.com)

