What is the effect of our application on TDC network infrastructure

- Our hangar will not generate additional demand for roading infrastructure outside the Takaka Aerodrome
 - We intend to continue to use the existing hangar to house our Piper Seneca, this aircraft will be used in place of our single engine Piper Saratoga in bad weather.
 - Road traffic to and from the new hangar itself will not increase from existing levels.
 Staffing levels will remain steady, Golden Bay Air staff will be the only people using the new hangar.
 - The staff report states that the new hangar represents 'growth' in our business. We
 would like to point out that any growth in our business has net positive benefit to the
 TDC roading infrastructure by reducing load on the Tasman roading network.
 - Around 2400 passengers a year book on our scheduled service from Takaka to Wellington. As over 85% of our passengers are local, or connected to locals, we are removing people from the TDC roading network who would have otherwise used it.
 - Our twin engine aircraft will allow us to reduce the number of times we have
 to drive passengers over the Takaka hill. This further reduces the load on the
 TDC roading infrastructure. It does not represent extra seat capacity or
 growth in passenger numbers
- Council will not incur any direct capital expenditure to provide appropriately for the hangar except at the Aerodrome itself. The capital expenditure needed at the aerodrome to service a hangar includes an all weather taxiway to the hangar.
- The staff report compares developments at Motueka to the Takaka Hangar. We do not know the specific details of these but these buildings all include wastewater facilities, and two include office and passenger facilities. These facilities do cater for tourists, while our new hangar is being used only to store aircraft. Passengers will not use the Takaka hangar.

Conclusion

 Our hangar does not generate additional demand for roading infrastructure other than taxiways to and from the hangar.