
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Tuesday, 28 January 2020 9:45 AM
To: DPE PSVC Central Coast Mailbox
Subject: FW: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 28 January 2020 7:16 AM
To: DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>
Subject: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

Submitted on Tue, 28/01/2020 - 07:15

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Peter

Last Name: McTaggart

Name Withheld: No

Email: petemct2@gmail.com

Suburb/Town & Postcode: Lake Munmorah NSW 2259

Submission file:

[mctaggart-submission-to-review-2020.docx](#)

Submission: Please see my written submission in the attached document

URL: <https://pp.planningportal.nsw.gov.au/draftplans/exhibition/review-warnervale-airport-restrictions-act-1996>

From: Peter McTaggart [petemct2@gmail.com]
Sent: Thursday, 6 February 2020 5:00 PM
To: DPE PSVC Central Coast Mailbox
Subject: Submission re retaining the Warnervale Airport (Restrictions) Act 1996 intact

Re Warnervale Airport (Restrictions) Act 1996 Review

The Director
Central Coast and Hunter Region
Department of Planning, Industry and Environment
PO Box 1148
GOSFORD NSW 2250

06/03/2020

Submission requesting retention and strengthening of the Warnervale Airport (Restrictions) Act 1996.

Dear Director,

The Warnervale Airport (Restrictions) Act 1996 is all that stops airport proponents from proceeding with development of a Warnervale Regional Jet airport.

I do not agree with anything that this submission states. The 'Resistance Group' was only recently formed & is headed by Laurie Eyes who has consistently lied about the jet operations proposed at Warnervale. This was not ever really on the agenda because the runway pavement was never designed to take large jets.

The resistance Group have publicised that the WAR Act reviewer is a 'Survivor dropout'. They have no respect & will say anything to promote their cause. This form letter style submission arranged to make for easy access to the review simply repeats the same inaccuracies that are wheeled out to denigrate anything to do with the airport.

For my part, I have made a separate submission in favour of the removal or amendment of the WVA Airport Restrictions Act because the limitations it imposes are not required anywhere else in Australia, are therefore unfair, & are not designed to address the large aircraft it seeks to deter.

In response to the arguments set out below:

1. That WVA is an ALA is immaterial to the Aero Club's approvals to train pilots. ALA's are common in aviation.
2. If the runway was extended by Wyong Council, it had nothing to do with the CCAC, yet the Club is the sole victim.
3. The 88 movement limit has been suspended for this review.
4. There are no flight paths around YWVA. There is only the circuit.
5. The aerodrome is surrounded by industrial & rural land, with the M1 freeway to the west, a wetland to the south, a rail line to the east.
6. Warnervale Aerodrome was established in 1972 & has never been threatened with closure by planning authorities. the land was zoned 'Special Uses - Aviation' until about 2001. It has an ICAO designator YWVA. It is a bit rich to claim planning restrictions regarding the establishment of YVA 48 years ago when there is a 1996 Act which recognizes its legitimate existence.
7. The aerodrome has protected Porters Creek wetland for 48 years. Development into factories will result in hard surfaces, increased vehicle & truck activity & unknown industrial chemical risks in numerous hands.
8. There are no landholders that bought their properties before the aerodrome was established in 1972.

Again, I do not request that the Act remain intact. In many ways, I am writing this as a spoiler for all the other applications that may be made through this portal set up by CCARG.

The Warnervale Airport (Restrictions) Act 1996 should be fully supported, as resolved by nine of fourteen Central Coast Councillors in November 2017 and retained with additional controls, as proposed by the previous NSW Planning Minister Anthony Roberts and Lake Macquarie City Council.

I request that you:

Retain the Act with additional controls on any future development of any description, including community consultation and rigorous environmental assessment, all determined by an impartial body, as proposed by the previous Planning Minister Anthony Roberts in August 2017. The Act is all that has prevented airport proponents from expanding Warnervale at various times in the past 23 years.

Consider that Warnervale is not an airport but is an Aeroplane Landing Area (ALA) on which current pilot training is not allowed prior to the completion of the General Flying Progress Test under the ALA Guidelines.

Consider that Council Management can not be trusted by the community or Councillors in relation to Warnervale ALA. In 2015 Councillors resolved to maintain the existing runway, however it was extended from 970m to 1196m under the guise of maintenance and without the consent of Councillors. I believe this method of extension was undertaken to avoid the 88 movement limit and assessment required for a 1200m runway under the Act and confirms the need for the Act, to protect the community from Council Management.

Consider again that Council Management cannot be trusted on the basis that since April 2017 there have been over 6,000 Council documented contraventions of the 88 movement limit at Warnervale ALA. That on 30 July 2018 Planning NSW met with the Council CEO and told him Council were contravening the 88 movement limit. The next day, on 31 July 2018, Council stopped recording aircraft movements, despite the 30 July meeting being confirmed in writing on 6 August 2018. On 1 March 2019 Council decided "that Part 2 of the Act may apply" and began counting movements again, only to contravene the 88 movement limit on another 1,439 occasions between 1 March and 30 June 2019. These contraventions confirm the need for the Act to protect the community from a Council Management that will not comply with the law of NSW.

Consider the role of the Act in the protection of the thousands of residents living in the urban areas around the ALA and under the intended Aviation Hub flight paths from Ourimbah in the south to Morisset Park in the north and consider the tens of thousands of residents to come, as proposed in the 2036 Regional Plan.

Consider that Warnervale should not be there at all, as the State Planning Authority of NSW objected to Warnervale being built in 1973, due to its adverse effect on strategic studies in the Wyong area.

Consider that the existing runway and Aero Club are under no threat, that emergency services are exempt the Act restrictions and that the Aero Club members can and do operate within the 88 movement limit and curfew with just a few exceptions. Consider that the bulk of movements are circuits undertaken by Warnervale Air Pty Ltd for pilot training, circuits that are banned in the interests of the residents amenity, at our neighbouring Lake Macquarie Airport.

Consider that the current Act allows the movement limit to be altered, once a 1200m runway has been applied for. Therefore there is no need to repeal or even alter the Act to apply for an increase in movements above 88 per day. The request to repeal and alter the Act demonstrates the airport proponents actual desire for a large airport.

Ensure that there is no avenue for future expansion in the Act and that the failed 1998 application for a 1600m runway is the one and only application allowed for a runway longer than 1200m.

Protect the SEPP14 Porters Creek Wetland to the south of the airport and Sparks Road Riparian Fauna Corridor and EEC to the north, by retaining and improving the Act and thereby not allowing any physical or operational expansion of the airport.

I request again that the Act remains intact and improved for the protection of the community.

Peter McTaggart

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