
From: Anthony Tavela on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Friday, 28 February 2020 10:25 AM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 11 Hayes, Alan Individual Warnervale Airport (Restrictions) Act 1996 Review

Categories: Reply Sent

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 28 February 2020 9:41 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 Fri, 28/02/2020 - 09:41

Submitted by: Anonymous

Submitted values are:

Submission Type:I am making a personal submission

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Submission file: [webform_submission:values:submission_file]

Submission: OBJECTION TO REPEALING THE WARNERVALE AIRPORT RESTRICTIONS ACT Central Coast Council, Central Coast Aero Club (CCAC) and others continued to lobby the State Government to again review the Warnervale Airport (Restrictions) Act 1996 and have the law repealed. The question is why? A review of the Act was completed in August 2017 after a 16-month independent process that involved Council, the Aero Club and public submissions, with former Planning Minister Roberts determining to retain the Act, including the 88-flight movement limit. The CCAC, and other business interests, have a vested stake in having the Government repeal the Act. CCAC earn an income from general aviation pilot training, hanger storage and use, fuel sales and maintenance and from activities on their 2.2-hectare parcel of land. CCAC's unique business model gives them a new club house, hangers and land, which is to be purchased by Council as part of a new airport proposal. The Warnervale Airport facility, which they have extensive use of, is provided to them at the expense of Central Coast ratepayers to the tune of approximately \$600,000 per year (\$2.33 million over the past four years). The Warnervale Airport Restrictions Act, which restricts aircraft movements to 88 per day in the event of the runway being lengthened, was promulgated in 1996 to protect residents living in the northern suburbs of the Central Coast, including those people living to the West in the rural districts, from excessive aircraft noise. Yet in 2015 the Warnervale Airport runway was lengthened from 970m to 1196m, without consent from the NSW Planning Minister, to accommodate larger noisier aircraft. Despite the provisions of the legislation, CCAC and Central Coast Council have contravened this law more than 6,000 times since April 2017, by flying in excess of the allowed 88 movements per day, according to Council records. On weekends there are between 150 to 250 aircraft movements per day, which accounts for most of the local noise, and as few as 30 or less aircraft movements during the week. Council started restricting the movements but CCAC and Aircraft Owners and the Pilots Association (AOPA) ran a pro-airport anti Act campaign demanding a review of the Act and that it be repealed. Late last year Liberal Member for Terrigal, Adam Crouch announced that the Planning Department will undertake another review of the Act, with the terms of reference to be decided between Council and the Planning Department. Mr Crouch said the "Warnervale Airport Review would provide community certainty." The current legislation already provides certainty to the community and Mr Crouch's postulating about a further review is typical of the current State Government's stance – catering for the wants of those who have no other interest than to line their pockets with gold. Mr Crouch has successfully created uncertainty within the community and undermined assurances by former NSW Planning Minister Roberts who said that "the Act would be retained intact." In September 2018, then NSW Planning Minister Roberts wrote to Wyong MP David Harris regarding complaints made to the Department of Planning that Council were not complying with the 88-movement limit in the Act. He said, "As my delegate, the Department administers the Act while Central Coast Council, the airport's owner,

has a duty to comply with the Act. I can assure you and your constituents that the Department is serious in enforcing compliance of developments under its purview.” The community had every right to rely on the written assurances of former Minister Roberts and to expect that the law of NSW, in place to protect the amenity of the community, will be complied with by Central Coast Council and CCAC. Council and CCAC contend that unrestricted aircraft movements equate to strong employment growth in the area. However, the current airport has just seven jobs and is zoned for industrial development with two previous Council studies recommending Industrial development and the closure of the airport. At best, it will provide 116 jobs in the future after \$400 million has been spent according to Deloitte, the consultants engaged by Council to prepare an economic impact report on Warnervale Airport. Why would you spend \$400 million dollars to create at best 116 jobs when an employment zone will in time provide more jobs and growth to the Central Coast? Although Council has never said publicly how many jobs there will be if the airport was developed as an industrial zone, this was the original concept of the Wyong Employment Zone. Two previous Council studies recommended Industrial development and the closure of the airport as the site will provide up to 1200 direct jobs as industrial. Central Coast Council’s Master Plan to develop a 1800m passenger transport airport shows that 18,366 homes will be noise affected, impacting on approximately 50,000 people. Warnervale Airport will also have to compete with Sydney, Newcastle and Badger’s Creek, putting its viability as a regional aero hub as nothing more than a massive waste of ratepayer’s money. I object vehemently to repealing the Warnervale Airport Restrictions and fully that it currently best serves the community’s interest, which must be put ahead of the financial interest of a select few. Alan Hayes OAM PO Box 3233, Tuggerah NSW 2259 28TH February 2020

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