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**From:** Dr Ray Rauscher [rayr.rauscher@gmail.com]  
**Sent:** Sunday, 23 February 2020 12:18 PM  
**To:** DPE PSVC Central Coast Mailbox  
**Subject:** 2020 03 09 Rauscher, Ray Individual Warnervale Airport (Restrictions) Act 1996 Review

**Categories:** Submission filed in CM9, Reply Sent

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

23/02/2020

**Submission re 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.

The Warnervale District has been planned since the 1968 Central Coast Strategic Plan (as adopted by the State) as a residential growth area. Since then the Plan has been implemented and the Warnervale population continues to grow (and more schools are planned along with commercial and business land uses). As a Town Planner living and working on the Central Coast since 1978 I believe any weakening of the Warnervale Airport (Restrictions) Act 1996 would be against planning principles as currently laid out by the State.

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, without Councillors consenting to the extension. 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 Council management to say 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 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.

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