
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Friday, 28 February 2020 7:19 AM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 10 Curry, Matthew Individual Warnervale Airport (Restrictions) Act 1996
Review

Categories: Reply Sent

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 27 February 2020 9:50 PM
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 Thu, 27/02/2020 - 21:44

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

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Submission file:

[submission-warnervale-airport-act-matthew-curry-feb-2020.docx](#)

Submission: I am making a submission for Warnervale Airport Restrictions Act. My submission is in support of the current airport and I ask that the review consider either the removal or amendment of the Act to allow for future development of this airport. Please see the attached Submission doc.

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

Matthew Curry
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Submission – Review of Warnervale Airport (Restrictions) Act 1996

I am writing this submission in support of our local Central Coast Aero Club and Central Coast Airport – Warnervale Airport. The Central Coast is the 9th largest region in Australia and only has one airport, being the current facility at Warnervale. If Warnervale Airport were to close, the Central Coast would be the only region, within the top 50 regions in Australia, to not have its own airport.

For too long a cloud has been placed over the operations of this community facility by the Warnervale Airport Restrictions Act. An Act that was put in place as a knee jerk reaction to a commercial proposal that would have increased the airports size. For nearly 25 years the WAR Act has acted as a noose around the airports neck, restricting development and maintenance of infrastructure that also supports emergency services. It is an unnecessary and irrelevant piece of legislation.

The current airport is used for aeromedical flights, flight training, tourism, and is the only emergency landing field between Sydney and Newcastle. It provides opportunities for employment and new skills which are needed in the Central Coast Region. The facility is an important one which I have used on several occasions for flight training and joy flights. The airport is a training ground for new pilots, aeronautical science and various other roles. The airport should be allowed to develop into a General Aviation hub that could take pressure off GA aircraft movements in Sydney. This would provide further opportunities for the Central Coast in forms of employment and training in aviation related jobs. These type of highly skill jobs are much needed.

The current WAR Act is an unnecessary piece of legislation that was put in place to appease a small band of people who were scared that airport would be turned into a second Sydney Airport. At no time has either the former council or the current one proposed an airport that accommodates large commercial jets. One of the main organisers of this initial anti-airport campaign is now the current president of Central Coast Airport Resistance. Central Coast Airport Resistance's current campaign is focussed on portraying the review of the WAR Act as a deceptive attempt to allow for commercial passenger jets. Nobody is proposing commercial jet aircraft, and this is an absurd attempt to misinform locals and sway them to the Airport Resistance cause.

I currently live within 5 kilometres of the airport. I find it has no impact in terms of noise and rarely do I hear light general aviation aircraft. Local road traffic noise has far more impact upon my life. The Central Coast Airport Resistance claims that 45,000 residence will be affected by noise from Warnervale airport. Anybody looking on google maps would realise that there is not and will never be 45,000 residence that would be affected by this airport's noise. These noise models are based on large commercial passenger jet operations at the airport site. There is no basis for this claim as no jet airport is proposed and all previous plans for a regional airport have been ruled out by both local and state governments. The airport is mainly used as a training airport for General Aviation aircraft and their noise impact is very limited.

As it stands, the WAR Act is restricting the operation and business viability of current users. The airport needs to be allowed to develop without the WAR Act. The uncertainty over the Act's limits on daily movements, runway length or any changes to the runway has stopped nearly all development of the airport. This in turn has resulted in a reduction in aircraft movements. If imposed, the WAR Act's 88 movements limit would destroy the viability of the airport to function as a training facility and stop the Central Coast Aeroclub from operating.

The WAR Act also seems to have influenced the current Central Coast Councils management of Warnervale Airport, with safety of pilots and passengers now being put at risk. The council has become indecisive in any matter involving changes to the airport or it's surrounds, worried that they do not have the authority or may breach the WAR Act by making decisions. The simple matter of maintaining the height of the trees at the end of the airport runway has not been undertaken. Due to the growth in tree height, pilots are being forced to take higher landing approach angles, with reduced margin of error. It is an important safety issue that is increasing unnecessary risk. The airport has a great safety record and if any accident happened, it would be an avoidable tragedy.

I am passionate that the Central Coast, the 9th largest region in Australia, should not go without an airport. Our community deserves to have an airport that future generations can benefit from and enjoy. The only way forward is for the WAR Act to be removed or amended to allow for future airport developments to be judged against local and state government planning guidelines, in the same way that all other airports are judged. I would hope that one day my children will have the same access to Warnervale Airport that I have enjoyed.