
From: Peter Harris [harrip@me.com]
Sent: Tuesday, 18 February 2020 12:48 PM
To: DPE PSVC Central Coast Mailbox
Subject: Warnervale Airport (Restrictions) Act 1996

Categories: Reply Sent

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

Via Email: centralcoast@planning.nsw.gov.au

Dear Director,

I am a pilot that obtained my Commercial Pilots Licence (CPL) at the Central Coast Aero Club (CCAC) in Warnervale in 2018.

As a pilot and aviation enthusiast flying from Warnervale since 2007, I am disappointed that the survival of the Central Coasts only airport suitable for light aircraft is continuously under threat or doubt due to Council or legislative requirements. Most recently, the danger of the Warnervale Airport (Restrictions) Act 1996 being triggered creates a further cloud of doubt to hit the operations of this great airport and pilot training facility.

It is my understanding that a recent lengthening of the runway by Wyong Council has potentially triggered a clause that could limit the operations at the airport to just 88 movements a day. When the CCAC already regularly perform more than 300 movements per day, one has to question the logic of a decision which would put the financial viability of the club and airport in doubt and restrict its appeal to both new and existing pilots.

I can understand that locals do not want jet aircraft at the Warnervale Airport but restricting operations to 88 movements per day is not the method to prevent this. Instead, a restriction that stops jet aircraft or limits aircraft weight to 5,700kg (the limit usually adopted for General Aviation aircraft) may be a more appropriate method of restricting operations to those presently occurring and that are proven to be acceptable to the community at large. Of course, some members of the community, no doubt, would prefer no airport operations. Still, that option would make the Central Coast the largest populated area in Australia without such a facility, and I do not believe that to be an acceptable or satisfactory outcome.

I also understand that sensitivities are surrounding the nearby Porters Creek Wetland. It is my view that doing everything possible to preserve the airport to operate as it currently does is one of the best methods of protecting this environmentally sensitive area. I do not think it is a leap too far to state that if the airport did not exist a business park or residential usage is likely to replace it. Such a change of use is far more likely to result in a negative outcome. It is always encouraging to see the various wildlife that calls the airport home and, I hope that can continue.

I thank the reviewers for looking into the suitability of the Act. I sincerely hope an outcome that not only leads to certainty in the operations of the Airport and CCAC but creates an environment in which **light** aviation can thrive on the Central Coast.

Kind regards,

Peter

Peter C Harris

1/45 Ena Street
Terrigal
NSW 2260
Australia

Phone: +61 408 869 283
Email: harrip@me.com