From: Col Everett [rlbe@bigpond.net.au]
Sent: Wednesday, 19 February 2020 4:49 PM
To: DPE PSVC Central Coast Mailbox
Subject: Submission re retaining the Warnervale Airport (Restrictions) Act 1996 intact

Categories: 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

19/02/2020

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.

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.

Col Everett

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