
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Monday, 3 February 2020 9:16 AM
To: DPE PSVC Central Coast Mailbox
Subject: FW: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 1 February 2020 8:49 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 Sat, 01/02/2020 - 20:48

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Thomas

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Submission file: [webform_submission:values:submission_file]

Submission: My daughter completed pilot training at Warnervale Airport, becoming the youngest licenced pilot in Australia when she achieved her Recreational Pilot Licence at the age of 16. The professionalism and care of the instructors from Central Coast Aero Club (CCAC), based at the airport, was first class. Warnervale Airport is an important amenity for the Central Coast and broader region. It provides access to this beautiful area for pilots and visitors. The pilot training is an important part of the Australian aeronautical industry and provides opportunities and employment for local people. I have watched with concern the recent difficulties in ensuring the future operation of the airport and CCAC. The Central Coast Council meetings relating to the airport have been vitriolic and have not achieved meaningful outcomes. This has resulted in uncertainty for CCAC, local pilots and, particularly, the dedicated instructors who rely on the airport for their income. A large part of the difficulty in establishing plans for the airport stems from the Warnervale Airport Restrictions Act 1996 (WAR Act). The act, as currently written, appears unnecessarily restrictive and vague. I believe that the WAR Act itself is unnecessary. I am unaware of another airport of similar size having similar restrictions placed upon it. The original intent of the WAR Act was to restrict the use of the airport by large freight or passenger aircraft. If this is still a valid concern, then the WAR Act should be replaced with legislation that explicitly limits this type of aircraft, rather than the current wording which is unclear as to its applicability to the long-standing use of the airport by light aircraft. If there remains a need for legislation, then it should distinguish clearly between limits on light aircraft (the current users) and heavy aircraft, and provide more complete exemptions, including medical transfers. Night flying is an important part of pilot training, and any restrictions should recognise the value to pilots in having access to the airport at night. The lack of clarity regarding runway length should be resolved by explicitly stating the length of runway allowed. I am not aware of groups or large numbers of individuals who wish to significantly expand the runway length and it would be sensible to explicitly limit the length to that within the current land area. This would allay concerns about the protection of wetlands and environmental land around the airport. Clarification is needed on approval processes for the upgrade of the existing runway and surrounds; for example, to allow for the installation of navigation aids and the surfacing of taxi areas and storage. These types of improvements would seem to be well catered for by normal planning processes and zoning restrictions, but if an enhanced WAR Act is to be retained, then it should be very clear about approval processes for these types of works. In summary, I believe the WAR Act limits the effective operation of an important local and regional asset and should be removed. If there remains a need for a revised WAR Act, then the vagueness and uncertainty in the current provisions should be addressed.

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