
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Monday, 10 February 2020 8:48 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, 8 February 2020 12:12 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, 08/02/2020 - 12:12

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Matthew

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Name Withheld: No

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Suburb/Town & Postcode: ST IVES 2075

Submission file: [webform_submission:values:submission_file]

Submission: Matthew Royds 6 Lowry Cres St Ives, NSW 2075 8 February 2020 Dear Madam/Sir, I am responding to the request for submissions in relation to the Warnervale Airport (Restrictions) Act 1996 (WAR Act). I work as an IT Service designer and live in the Northern Suburbs of Sydney. I completed the majority of my PPL(A) at Warnervale and am currently working towards a CPL(A). In addition to this I am a part owner of an aircraft that is hangered at Warnervale. The WAR Act is an isolated aberration and should be repealed. To the best of my knowledge no other small single runway airport in the country is subject to a similar set of restrictions. The WAR Act causes uncertainty as to the future use and operation of the airport and this directly impacts the evolution of the airport to meet the needs of the airports current and future uses. In looking at airports in and around the Sydney basin one element stands out, they are all changing to meet the needs of their local communities. This is evidenced in the historical aviation museum in Wollongong, the thriving businesses at Lake Macquarie, the airpark development at Rylestone, the aircraft restoration business at Luskintyre and so on. Warnervale has not changed despite having an active and engaged aero club. The WAR Act creates a business risk and impairs the capacity for reasonable development. The Central Coast Council believes that the WAR Act has "probably" been triggered. The council with its current political make up is using the WAR Act to justify curfews and to require 24 hours prior permission to land at Warnervale airport. Again, the WAR Act precipitates behaviors that are unique for a small airport. As a pilot, I can fly into the majority of across Australia without restriction at any time of day, not so at Warnervale. Last year I was involved in relocating an Aircraft from Tasmania to New Zealand. The initial plan and my preference was to locate the aircraft at Warnervale as an intermediate point as part of the relocation. The uncertainties that the curfew and the prior permission requirements created risk to the relocation and hence we used Bankstown as the intermediate point. Bankstown Airport despite being in the centre of a major population area does not have PPR or curfew requirements that affect light aircraft. As I mentioned previously, the Airport should develop to meet evolving needs. This may mean changing the length of the runway or developing new runways to account for changing environmental conditions over time. Despite the claims that the runway has been extended, the landing distance available (LDA) is now shorter than it was when I started training at Warnervale back in 2018. The WAR Act continues to limit reasoned discussion and actions to maintain safe operations at the Airport. The WAR Act was implemented to address an issue that may not ever have existed and certainly does not exist now, specifically the use of multiengine cargo jets into Warnervale airport. I have never seen or heard of any jet aircraft ever using Warnervale airport. I did some very simple research and no multiengine jet aircraft could use Warnervale Airport for operations. Even if there was significant work done to the airport there would be extensive development required to create a logistics hub at Warnervale. Simply put, it would be highly unlikely that a jet aircraft airport could ever be developed at Warnervale. As an example, Brisbane international Airport is developing an additional parallel runway in an environment similar to Warnervale's. This has taken 8 years and literally 100's of millions of dollars. This level of investment is highly

unlikely to occur at Warnervale without a state based or national infrastructure plan. Both of which do not exist for Warnervale. In simple terms, the concept of an international airport cargo is a fantasy. Regards, Matthew Royds

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