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**Sent:** Saturday, 22 February 2020 4:06 PM  
**To:** DPE PSVC Central Coast Mailbox  
**Subject:** Submission in relation to the Warnervale Airport (Restrictions) Act 1996 review.  
**Categories:** Reply Sent



The Director

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

Email: [centralcoast@planning.nsw.gov.au](mailto:centralcoast@planning.nsw.gov.au)

NOTE: I understand and agree that my submission will be made public.

Dear Director,

**RE: Submission in relation to the Warnervale Airport (Restrictions) Act 1996 review.**

Submission Type: I am submitting on behalf of my organisation

The statement below represents my personal opinion pertaining to the act review:  
The consideration to change and adapt to the needs of our region & community needs is required. The Central Coast is one of the largest recognised regions and Local Government Areas within Australia, the Central Coast is also without its own commercial airport unlike other Regions & LGA's similar in size or smaller.  
My family has been part of the Central Coast community over 3 generations and have been witness to the slow growth the area has suffered from the lack of action and more importantly the lack of vision and planning at a local level.  
We live with one of the highest unemployment rates within the country and only an

hour north and south of our region we have Australia's largest metropolitan city and Australia's largest regional city.

The change is now required to adapt the infrastructure to accommodate the needs of the local community, environment and economic development that will support the current and in particular the future generations who will succeed us.

We don't need to be without a Commercial Airport, nor do we need to be hamstrung by antiquated commonwealth law that was suitable 100's of years ago. We are a region and country of great potential and we need to adopt planning & development policy without such restrictions and overwhelming regulations.

A more adaptable approach is required to assist community to cohabitate & coexist with our natural & built environments and that will take courage, & confidence built on knowledge & experience from those who can provide services and products to make change, that is not hold up or prevent change that is inevitable.

Regards

Craig

Is the Warnervale Airport (Restrictions) Act 1996 (the Act) relevant or necessary?

The Act is neither relevant nor necessary.

- The Act was enacted to protect the community from alleged large jet transport operations. The runway has never been sufficiently long enough for any jet transport aircraft operating in Australia. The current Council Airport Draft Business Plan supports a maximum Category 3 Runway. NO RPT Jet Airliner Aircraft!
- The airport is surrounded by terrain which makes it very difficult to physically lengthen the runway (wetlands immediately South, a major road and rising terrain to the North).
- Environmental zoning surrounding the Airport requires that State Government must consent to any lengthening of the runway.
- There is no economic case for jet airline or freight operations at Warnervale, as Warnervale is within a 2 hour radius of Sydney, Newcastle and soon, Western Sydney (Nancy Bird-Walton) Airport, all of which cater to these operations.

I therefore say and ask that the legislation be repealed and discarded

Or, if the Review concludes the Act is to remain.

Clause 2 of the Act limits aircraft movements to 88 per day in the event the runway is lengthened. The Council has made a determination that the former Wyong council allegedly lengthened the runway, triggering this clause.

- The current flight training provider has operated for over 4 decades without being

constrained by the movement cap and at the time the Act was put in place was regularly performing over 300 movements a day.

- Training aircraft regularly perform up to 20 movements per hour. Multiple training aircraft may be operating at once; therefore, the movement cap may be reached within 2 hours or less of commencing operations for the day.
- Once the cap is reached, no other users of the airfield will be permitted to operate, save in an emergency.

As the movements will almost exclusively be absorbed by the flying school, the Aero Club members based on the field and itinerant operators wishing to fly into Warnervale, including patient transfer and Rural Fire Service refuelling and positioning flights, will regularly be excluded from operating.

- Clause 2 of the Act should be removed or amended to apply only to aircraft above 5,700 kgs – a figure used by the Civil Aviation Safety Authority to designate large aircraft.

Warnervale Airport is the only aviation infrastructure servicing the 340,000 residents of the Central Coast. The Act is unique, no other airport of this type in Australia is constrained by such a limiting piece of legislation. The Act, and Clause 2 specifically, serve to heavily cripple the ability of the Airport to serve its purpose, and threaten to heavily restrict, or destroy, the ability of operators to continue a viable business on the site.

I respectfully ask that the Reviewers take appropriate action to repeal the Act.

I thank you for taking the time to consider this submission.

Yours Faithfully,

Craig Baxter

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