
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Tuesday, 25 February 2020 7:20 AM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 09 Narborough, Shelby Individual Warnervale Airport (Restrictions) Act 1996 Review

Categories: Reply Sent

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 23 February 2020 9:07 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 Sun, 23/02/2020 - 21:05
Submitted by: Anonymous
Submitted values are:
Submission Type:I am making a personal submission
First Name: Shelby
Last Name: Narborough
Name Withheld: No
Email: shelby.narborough@gmail.com
Suburb/Town & Postcode: Hornsby Heights, 2077
Submission file:
[war-act-community-feedback.docx](#)

Submission: Refer to attached file

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

WAR Act community feedback

2 Peter Close, Hornsby Heights

Shelby Wallace Narborough

Submission in relation to the Review of the Warnervale (Restrictions) Act 1996

To whom it may concern,

I have discovered the world of aviation through Warnervale airport and the Central Coast Aero Club (CCAC). I vividly remember when my father would take me up which would ultimately lead to a burning passion. I have been learning to fly since I turned fourteen in 2016 and I have recently achieved my Recreation Pilots License and I am hoping to achieve my Private Pilot's License later this year. Aviation has played a major role through my life and I hope to pursue a career in this field. As I am currently embarking on my Higher School Certificate (HSC), flying is limited but I wish to be at the airport every weekend.

The triggering of the WAR act occurred during 2015 when the runway was resurfaced, resulting the imposition of the 88-movement cap. The enforcement of this will have detrimental impacts not only on the airport but on the CCAC, private operators and the local community.

The imposition on the limited take offs and landings will impede the club's ability to train and instruct future pilots, which the industry needs so desperately. A cap of 88 movements within the airport will result in training being reduced to as little as 3 flights daily and essentially result in the closing down of the club. This will remove any access to aviation within the local youth and the community. I have met many, like myself, who are learning to fly at a young age, giving them the opportunity to achieve their dreams and aspirations.

The CCAC and the airport serve the community through initiatives and provides the necessary infrastructure which benefits the local region. Youth opportunities, which are not limited to learning to fly such as the Australian Air League and the Scouts provide the local community with unique experiences which cannot be sought anywhere else. Also, the airfield provides local employment, facilitates tourism and provides necessary training for the national benefit as there is expected to be a shortage of 640,000 pilots in the next 20 years. However, most importantly, it provides access to necessary services, protecting the local populations. Services like the RFS, Medical Evacuations and many others are common to Warnervale as it provides the necessary infrastructure to support it, greatly benefitting the local community.

The airport was intended for the use of light aircraft, not for large commercial jet aircraft. With the abolishment of the WAR Act, normal operation of the Airport would continue, and jet planes would never be able to use the airport due to the small runway and nature of the aerodrome. Groups such as the Central Coast Airport Resistance Group are ill informed and spread misinformation on the airport. The WAR Act appears to have been created for the use of large commercial flights which will never occur and hence the act should be altered.

The WAR Act should be repealed, however if the review concludes that the Act remains relevant, the movement cap should be removed for aircraft lighter than 5700Kgs or reset the Act and approve the current runway of 1196m. The enforcement of this Act will severely limit the development of this airport and will inhibit an invaluable resource to the local community, youth and operators.