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**From:** Barry Richardson [Katerichardson2@bigpond.com]  
**Sent:** Monday, 27 January 2020 8:23 PM  
**To:** DPE PSVC Central Coast Mailbox  
**Subject:** Submission re retaining the Warnervale Airport (Restrictions) Act 1996 intact

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

27/01/2020

**Submission re retaining the Warnervale Airport (Restrictions) Act 1996 intact.**

Dear Director,

I support the August 2017 decision of then NSW Planning Minister Anthony Roberts to retain the Warnervale Airport (Restrictions) Act 1996 unchanged and his intention to enforce the 88 movement limit as expressed in his letter of September 2018 to David Harris MP.

I request that the Warnervale Airport (Restrictions) Act 1996 is retained in full as resolved by nine of fourteen Central Coast Councillors in November 2017 and that the Act be improved to ensure that any airport expansion of any description is assessed by an independent body free of any Council influence.

On 27 November 2017 Central Coast Councillors resolved nine to five, That Council fully support the Warnervale Airport Restrictions Act (WAR Act) (1996) (sic) and That Council not approve any development at the Warnervale Airport which is not consistent with the WAR Act (1996) (sic).

Airport proponents have mounted five unsuccessful rescission motions since November 2017 in an effort to overturn Councillors support for the WAR Act and to have the Central Coast Aviation Hub Master Plan exhibited contrary to proper process and without a Gateway Determination. This review of the Act has been bought about due to five Councillors failing to achieve their Aviation Hub ambitions within the democratic system.

The Act review "Terms of Reference" state under Matters out of scope, The future use of the airport is a matter for the airport owner. And The economics of the airport and its operation are matters for the airport owner.

The airport owner, being the Council has resolved nine to five, to fully support the Act, not approve any development inconsistent with the Act, not extend or remove the current 1196m runway, not alter the runway, suspend all works and expenditure, reallocate the airport budget, maintain current zoning, permanently protect Porters Creek Wetland and prepare a report to protect the Wetland.

Clearly Council would not have supported the Act if it was not relevant and necessary as Central Coast and Lake Macquarie City Councils and the community had done prior to August 2017 via the review of the Act.

Most of the questions asked beyond Council's full support for the retention of the Act in the "Terms of Reference" are also answered in Central Coast Council's resolution of November 2017. The runway has been accepted as is by all parties. The Aero Club has been supported by Councillors. The Act is no threat to the Aero Club or its operations. The only change required is for training circuit movements to spread over the week rather than be concentrated on weekends, when residents are trying to enjoy their limited time off

work with their families.

I request that the Act be retained intact as decided by Mr Roberts and supported by Councillors, with the addition of ensuring that any airport expansion of any description is assessed by an independent body free of any Council influence.

Yours sincerely

Barry Richardson

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