
From: Greg Nugent [arbogreg@gmail.com]
Sent: Tuesday, 18 February 2020 8:59 PM
To: DPE PSVC Central Coast Mailbox
Cc: Greg Nugent
Subject: Re: Warnervale Airport (Restrictions) Act 1996 Review

Categories: Reply Sent

This Airport is a very important asset for the Central Coast / Warnevale region.
I make this statement as it has many positive benefits to the community as well as Pilots like myself living in a different part of Sydney.

As a person who utilises Aviation as a business and tools of my trade It has many great benefits of economic prosperity that could have many flow on affects to many businesses in the area. I will highlight some of those to you now.

A properly designed airport that has a proper curb and gutted entrance road and roadways could have an Aeroclub with the added benefit of an RSL type premises that employs some of the aviation staff or students as well as other Central Coast residents who live nearby.

The RSL notion could employ many and create some really good jobs. If well designed it could include a reception house type facility overlooking nice bushland landscapes as well as have the added benefit of conferences which could bring in large income strategies to this small piece of land know as Warnevale Airport.

If more hangers were built here is another income strategy

If more hangers are built and they are leased or sold off then the airfield needs more LAME / AME (Aircraft Mechanics)

If more Student Pilots from other states or international locations then accommodation and food businesses, prosper. Air B&B is utilised for temporary or long-term accommodation. Even Motels and Hotels close-by can be a part of the prosperity

Air B&B is the kind of business that helps out families in many ways but the number one reason is assisting the mortgage repayments.

Not many in the region would say no to that !

This is just a small summary but if a detailed analysis was put together their are a lot of employment benefits and flow on effects that

would greatly enhance the region that evolve from the makings of Central Coast Aeroclub.

I would like Council to stop the nonsense surrounding this topic and free it up as it has the potential to being a massive economic contributor to the local region as well as greater Sydney.

If money for me wasnt an issue I would devote a few hrs a day over many weeks and explain the above in a thorough and costed out report forecast however, Im not in that league.

Get on with the positive vibes that are all being sent to you and end this wasting of taxpayers money in the monstrous past

of a paper trail and the bureaucracy that are the current and past legacy.

The Airport is a Good Asset !

On Tue, 18 Feb 2020 at 09:47, DPE PSVC Central Coast Mailbox <CentralCoast@planning.nsw.gov.au> wrote:

Hi Greg,

You can just re-submit your submission and pop a note in there to disregard previous one sent through, that won't be a problem. I will keep an eye out for your email.

Have a lovely day.

Sharon Edwards

Reception/Information Centre

Central Coast Region

NSW Department of Planning Industry & Environment

PO Box 1148 GOSFORD NSW 2250

T 02 4345 4496

E Sharon.Edwards@planning.nsw.gov.au



Subscribe to our [newsletter](#)

I wish to acknowledge the Traditional Custodians of the land and pay respect to all Elders past and present.

From: Greg Nugent <arbogreg@gmail.com>

Sent: Tuesday, 18 February 2020 9:12 AM

To: DPE PSVC Central Coast Mailbox <CentralCoast@planning.nsw.gov.au>

Subject: Re: Warnervale Airport (Restrictions) Act 1996 Review

Hi Sharon

Is there anyway I can fix my submission as it was done on a mobile phone and in a rush.

Would you grant me one evening to edit it please ?

Rgs

Greg Nugent

M: 0414 943 828

On Tue, 18 Feb. 2020, 08:54 DPE PSVC Central Coast Mailbox, <CentralCoast@planning.nsw.gov.au> wrote:

Hello Greg,

I am confirming receipt of your submission for the review of the *Warnervale Airport (Restrictions) Act 1996*.

Kind regards,

Sharon Edwards

Reception/Information Centre

Central Coast Region

NSW Department of Planning Industry & Environment

PO Box 1148 GOSFORD NSW 2250

T 02 4345 4496

E Sharon.Edwards@planning.nsw.gov.au

Subscribe to our [newsletter](#)

I wish to acknowledge the Traditional Custodians of the land and pay respect to all Elders past and present.

From: Greg Nugent <arbogreg@gmail.com>

Sent: Monday, 17 February 2020 12:12 AM

To: DPE PSVC Central Coast Mailbox <CentralCoast@planning.nsw.gov.au>

Subject: 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

Email: centralcoast@planning.nsw.gov.au

Dear Director,

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

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

The statement below represents my personal opinion pertaining to the act review:

This Airport is a Overy important asset for the Central Coast region.

This statement is made as it has many positive benefits to the community as well as Pilots like myself living in a different part of Sydney.

As a person who utilises Aviation as a business and tools of my trade as well as a great asset to the community I would like Council to stop the nonsense surrounding this topic and free it up to being a massive economic contributor to the loxal region as well as greater Sydney.

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 large jet transport operations. The runway has never been sufficiently long enough for any jet transport aircraft operating in Australia.
- 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 Airport, all of which cater to these operations.

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 department has made a determination that the former Wyong council 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 performed 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. This still gives the community protection from large and jet transport operations, but allows the existing operators to continue their current, low impact operations.

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 completely destroy, the ability of operators to continue a viable business on the site.

I respectfully recommend that the Reviewers take appropriate action through repealing of the Act, or amending its structure, to create a legislative environment which is fair and workable for the Central Coast community and the operators who rely on this important asset.

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

Yours Faithfully

Greg Nugent

arbogreg@gmail.com

Balgowlah 2093