
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Wednesday, 26 February 2020 7:25 AM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 10 Wynn, Kelvin Individual Warnervale Airport (Restrictions) Act 1996 Review

Categories: Reply Sent

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 25 February 2020 10:56 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 Tue, 25/02/2020 - 22:55

Submitted by: Anonymous

Submitted values are:

Submission Type: I am submitting on behalf of my organisation

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Suburb/Town & Postcode: Mannering Park 2259

Submission file: [webform_submission:values:submission_file]

Submission: Kelvin Wynn President Mannering Park Progress 24 Montrose Street Mannering Park 2259 This is a submission made on behalf of the Mannering Park Progress Review of the Warnervale Airport (Restrictions) Act 1996. As the Planning Minister announced that the Warnervale Airport Act to be retained (August 2017); it begs the question - 'Why are we looking at this again, less than 3 years later?' We wish to make it clear, as it has been over the last 20 years that the most beneficial use of this land is to keep its zoning as light industrial and develop a modern manufacturing and data estate which will provide over 600 jobs. Given our nearly 20% youth unemployment, surely this would be in the everyone's best interests and should be the priority for all tiers of government. So, let's look at some facts about the Warnervale airport:-

- There is no Central Coast Airport as an Airport has never been approved.
- The Masterplan is just a drawing, it has no standing under the Planning legislation.
- The Minister for Transport has confirmed the runway is just a Landing Strip [Liability and not Viable – recommends sale of land“ quote from Feasibility Study (2013)]
- “Not the best use of land" council study (2013)
- Not supported by Newcastle Airport due to impact on catchment (Letter 2016);
- Motion passed by CC Councillors to ceased all work on Airport (November 2017)
- Not Supported by Lake Macquarie Council, due to impact on residents (Letter 2018),
- Not compliant with CASA rules; (email 11/12/2018)
- Noise from flights will affect 45,000 residents from Warnervale to Lake Macquarie including Mannering Park
- No airport included in Central Coast Regional Plan or Central Coast Transport Plan.
- 2017 Airport loses \$921,000 on \$11,000 revenue for 13.5 months or just \$26/day in 2016/17 financial statement (16)
- The continued operation of the airport, is costing a lot of money and represents a substantial risk to council for no benefit;
- Cumulative operating costs of \$2.4 million over the last 4 years, ie \$600 000 per annum
- Cost of land purchased for an airport is nearly, \$20 million;
- Capital costs for airport, fencing, earthworks, road works of \$10 million; All these costs are borne by council with no return to ratepayers. This is waste borne by the ratepayers, we need to value add to the land and get a return for our ratepayers. Now let's look at the Risk profile to council. These include:-
- Operation of the Airport is already in breach of Warnervale Airport Restrictions Act, with potential fines of up to \$11,000 per movement. This equates to \$1.4 million per day.
- Masterplan is in breach of the WAR Act which prohibits any proposal for an airport longer than 1200 metres.
- Airport is non-compliant with CASA Air Safety Guidelines. This landing strip is in extremely sensitive environmental lands which drain in to Porters Creek Wetland which filters our drinking water supply. If the Central Coast Aviation Hub Master Plan goes ahead then:-
- Approximately 80ha of SEPP 14 and E2 environmental Conservation land to be cleared including WEZ designated fauna corridors, trees south and north of runway to go for 1198m operations (20)
- Stage 2 requires new runway and airport to be constructed. Operations can not be expanded within 88 movement cap, runway too short for most RPT aircraft, Aero Club to get new HQ (21)
- Stage 2 runway extends 80m

south making 1276m runway. Runway 1498m long with 150m of RESA at each end. (documents say 240m RESA plan scales at 150m RESA) • N65 noise contour 30km long and up to 5km wide. From Ourimbah to Lake Macquarie, Wyong and Warnervale to Jilliby. The Central Coast has ample International and Domestic airports within easy reach, Kingsford Smith, Sydney and Newcastle Airport, Medowie. It has ample recreational aviation hubs within an easy drive at Belmont and Cessnock. It has more than adequate rescue landing strips for helicopters at Vales Point Power Station, Belmont and a new helicopter pad being built at Trinity Point on Lake Macquarie to name a few. This Act has been the subject of review after review and any changes have been continuously rejected on sound science and economic grounds. The land should be returned to the people as the industrial estate it has been slated for, the Warnervale Airport Restrictions Act(1996) should be obsolete and the aerodrome closed.

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