

Department of Planning NSW
Director Regions, Hunter and Central Coast
PO Box 1148
Gosford NSW 2250
26.05.16

Dear Director
Review of the NSW Warnervale Airport (Restrictions) Act 1996

This Act was introduced to restrict the development of Warnervale Airport, thereby protecting the amenity of residents living around the airport and the environment of the adjacent wetlands and waterways.

We, the Central Coast Greens, think the Act should be retained because it is achieving its aims of restricting the development of the Warnervale Aerodrome and it is ensuring a proper process to protect the pre-existing amenity of the residents of Wyong Shire. The environment, aircraft noise and a curfew are all restrictions we believe the Act serves to protect.

The Act has achieved its aims for the past twenty years and continues to do so in a most efficient manner and therefore, in our opinion, must be retained, whilst ever the Warnervale Airport exists.

If the status of Warnervale Airport is altered to another airport classification and category, there is, in the absence of this Act, no way of protecting the interests of the residents and the environment within those categories.

The Act aligns with many of the Central Coast Regional Plan Goals, it is already in place and its retention requires no further work or cost to Wyong Shire Council, the NSW Government or the residents.

While we understand that the purpose of this regular and scheduled review is to examine if the Warnervale Airport Restrictions Act '96 should remain or the airport moved to a different general classification, we believe this decision is impossible to make unless we take a holistic view of the airport, its operations and the possible alternative uses that have already been planned for the airport site by Wyong Shire Council* and the State Government.

*We will refer to Wyong Shire Council throughout this document although the area has recently become the Central Coast Regional Council as Wyong Shire Council has been the responsible Local Authority that conducted all of the purchasing and studies for the Warnervale Airport.

Regional Plan Goals

The proposed Warnervale Airport upgrade and expansion does not comply with the goals of the Regional Plan.

- Goal 1: *Enhance community lifestyles and accelerate housing supply.*
Warnervale Airport is incompatible with this goal as it adversely affects community lifestyles and makes living in surrounding areas undesirable. It may render some areas planned for urban release unsuitable, thereby reducing housing supply. Flight paths from the airport, dictated by the runway alignment, will impose aircraft noise

on Wyee, Jilliby, Warnervale, Alison, Watanobbi, North Wyong, the new Warnervale Town Centre and adjacent development areas. To the North West, the Lakes Grammar High and Primary schools will also be noise affected, as will to a lesser extent, the Christian School to the south of the airport.

- **Goal 2: *Grow and diversify the regional economy.***
An airport at Warnervale will effectively contract the Regional Economy by sterilising valuable and unique industrial land, destroying 626 industrial jobs (SGS) and hampering economic diversity. Wyong Shire Council said of the Warnervale Airport site in 2014, *"This will become the employment hub that kick starts the Warnervale Employment Zone (WEZ) development estimated to create 6,000 jobs."* This employment benefit can not occur if the site is occupied by an airport of any size.
- **Goal 3: *Sustain productive landscapes.***
If the Warnervale Airport were removed from its separate act it could potentially be reclassified as an airport that will locate 900m of a runway in to the protected SEPP14 Porters Creek Wetland which forms part of the drinking water catchment for the Central Coast. The presence of a large airport with an 1800m runway penetrating this pristine environment puts this ecologically sensitive wetland and the water supply at serious risk of contamination for over 330 000 residents. In future the loss of this water supply could be critical to the intensive water dependent farming taking place in the Wyong area as well.
- **Goal 4: *Protect and manage the natural and cultural environment.***
The airport site is surrounded by environmentally sensitive land. A 1 800m runway and safety runoff penetrates 900m into the SEPP 14 and E2 zoned Porters Creek Wetland. Large areas of environmentally endangered habitats will be lost under and adjacent to the runway in order to comply with Civil Aviation Safety Association (CASA) safety requirements. The runway also impinges significantly on water flow paths through the wetland.

The Act ensures the imposition of a curfew and a limit on aircraft movements if the existing runway is extended or if a new 1200m runway is built and it effectively rules out any future longer runway, thus limiting the potential impact of any increase in aircraft noise.

Should the Warnervale Airport (Restrictions) Act 1996 be amended or repealed before the airport's classification is changed to another airport category, the actual need for an airport at Warnervale would have to be properly investigated and considered with all of the facts currently available.

Subsequently we have compiled the following for your consideration.

Airport Passenger demand

Wyong Shire Council's passenger projections are un-sound. For example:. Council claims a primary catchment of 400,000 passengers on the Central Coast and Lake Macquarie and a secondary catchment of 800,000 passengers from the northern suburbs of Sydney.

The Wyong Shire Council figures are at variance with the passenger demand studies done by the Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics (BITRE) as independent and verifiable.

The BITRE study for the Sydney Second Airport (43 Appendix 1) says:

“Aviation Users: Profile of aviation users in the Sydney region

The following profile of aviation users in the Sydney region brings together results from:

- *Tourism Research Australia’s National Visitor Survey (NVS) data on outbound travel (2004 to 2009) and domestic day and overnight travel (2005 to 2009)*
- *Tourism Research Australia’s International Visitor Survey (IVS) from 2005 to 2008*
- *Frequent flyer data from major airlines*
- *Australian Bureau of Statistics (ABS) 2006 Census of population and Housing.*
- *Specifically commissioned surveys of Sydney residents and airport users undertaken by Colmar Brunton on behalf of the Sydney Aviation Capacity Study in 2010*
- *Sydney Airport 2006 Ground Travel Plan*
- *BITRE Airport Traffic Statistics (ATS) for 2005 to 2010”*

The BITRE study of passenger demand does not support the argument for the requirement of a Warnervale Regional Airport as it shows that there is insufficient passenger demand for a Central Coast airport to survive.

BITRE Page 6 “Figure 3 Market share by sector of residence, Sydney GMA and the ACT.” Shows that the Central Coast has the lowest outbound and domestic market share in the Greater Sydney Metropolitan Area (GMA). (44 Appendix 1) The comparison with the Illawarra is important. The Illawarra Region is of similar size to the Central Coast, has a slightly higher household income and is the same distance from Sydney Kingsford Smith Airport (KSA) as the Central Coast. The Illawarra does of course have an airport, but no Rapid Public Transport (RPT) flights since Qantas pulled out in 2008 after just a few months service. Illawarra has a 4% market share compared to a just over 3% market share for the Central Coast. South West and West Central also have a far higher market share than the Central Coast.

BITRE Page 15 “Figure 12 Domestic and outbound air trips per capita by household income category, Australia.”(45 Appendix 1)

Although the household income was lower in 2005-2009 when the NVS data was taken, the household income in 2015 dollars for Wyong Shire falls in the \$36,400-\$51,999pa category resulting in 0.2 domestic trips per capita and 0.6 international trips per capita. Gosford City falls in the \$52,000-\$77,999pa category resulting in say 0.3 domestic trips per capita and 0.8 international trips per capita. Lake Macquarie City has a median household income of \$58,084pa placing it in the \$52,000-\$77,999 category resulting in 0.3 domestic trips pa.

BITRE Page 15 “figure 13 Passenger type at GMA airports by household income”

Only 11% of GMA residents travelling domestically come from the Wyong Shire household income demographic of less than \$51,999.

BITRE Page 14 “Household income (46 Appendix 1)

Low income-defined as gross household income of less than \$52,000 annually, with about 40% of Australian households falling into this category in 2007-2008.

The extent to which Australians travel by air rises strongly across household income categories. People in high income households take 5 times as many air trips per capita as people in low income households.”

The median weekly household income in Wyong Shire was \$48,568.00 from the 2011 census.

Page 8: Passenger demand- continued (Council Airport Business Papers Appendix 2)

CCRA has effective access to a primary catchment of around 400,000.

Using BITRE Figure 12, assuming just domestic trips and allowing for say 400,000 people in the CAPA primary catchment gives a market of 0.3 x 400,000 for a total of 120,000 trips. **Assuming the Central Coast Airport is for the Central Coast, a region in future of 400,000 people and considering there will be four airports to pull these passengers, Sydney, Warnervale, Newcastle and Badgerys Creek the real market may be as little as 100,000 which at 0.3 trips per person equals a mere 30,000 passengers.**

“The airport will predominately serve the local Central Coast/Lower Lake Macquarie region.....The airport catchment would also be expected to draw demand for regional air services from Sydney’s northern suburbs which can be accessed via the Pacific Motorway in less than 45 minutes travel time. The NSW Government’s North Connex Project will also extend convenient road access to Sydney’s north-west corridor.”

Ernst & Young found on page 33 of their “Sydney Airports- Assumptions Book” reveals that Newcastle Airport has the lowest operating costs per passenger of all the airports studied, according to Ernst & Young, due to the fact they share operating costs with the Royal Australian Air Force (RAAF) **(48 Appendix 1)**. Newcastle Airport says that 9% of their passengers come from the Central Coast, over 100,000 passengers. **(49 Appendix 1)**

Stage 1 airport is all that Council say and said they wanted. Council said they wanted a Central Coast airport like Ballina, Port Macquarie, Coffs Harbour and even the Sunshine Coast all of which have 1800m x 30m wide runways or a length close to that.

The reality of General Aviation in the Sydney area in particular but Australia in general is that it is now and has been for decades, in steady decline.

In 1993 Wyong Shire Council produced a Draft Environmental Impact Study (EIS) for the expansion of Warnervale Airport from a 900m runway to a 3C 1800m runway. As part of the justification for the expansion, Wyong Council produced “Unconstrained Aviation Forecasts” for the Sydney region. The aim was to show the rampant growth in general aviation and the demand that could be soaked up by a Warnervale Airport. **(57, 58 Appendix 1)** Since then Hoxton Park and Schofields airports have been replaced by housing so it would be expected that there would be even more pressure on the remaining Bankstown and Camden airports. Wyong Council predicted a capacity shortfall of 351,000 movements by 2010. however, these predictions are not borne out by a massive surplus in capacity today, thus disproving the Wyong Shire Council projections Airservices Australia “Movements at Australian Airports” for calendar years 1990 **(59 Appendix 1)**, 2000 **(60 Appendix 1)**, 2005 **(61 Appendix 1)**, 2010 **(62 Appendix 1)** and 2015 **(63 Appendix 1)** show that for the 2015 calendar year Bankstown had 220,166 movements compared with 438,818 movements in 1990 and an EIS

projection of 751,000 movements for 2010. 220,166 movements are only 29% of the EIS 2010 projection. For the 2015 calendar year, Camden had 98,406 movements compared with 125,818 in 1990 and an EIS projection of 200,000 movements for 2010, 49% of the 2010 EIS projection.

The 1993 EIS projected 1,196,000 movements in total for 2010. The actual total for 2015 is 318,572 less than 27% of the EIS projection for 2010.

Wyong Shire Council's passenger numbers are not supported by the Federal Government BITRE study which shows the Central Coast as the having the lowest share of domestic air trips in the Greater Sydney Metropolitan Area with only 0.6 domestic air trips per capita in the Wyong Shire Demographic and that demographic making up only 11% of GMA airport passengers.

Airport competition

Wyong Shire Council completely ignores the existence of Newcastle Airport in their documents. However, Warnervale Airport faces direct and stiff competition from Newcastle Airport, which counts the Central Coast as part of its catchment. When the North Connex tunnel is complete, a proposed Warnervale Regional Airport would also face increased competition from Sydney and in the future Badgerys Creek Airports as travel times to Sydney are reduced.

Wyong Council's Warnervale Regional Airport is up against considerable competition in contrast to the loss making Illawarra Regional Airport. Illawarra presently has Sydney Kingsford-Smith and will have Badgerys Creek to compete with for passengers, but does not have to contend with another regional competitor such as e.g. Newcastle. In General Aviation, Illawarra only has Bankstown 1h 24 minutes' drive away and Camden 1h 9 minutes away to compete with, as the next nearest GA airport in Goulburn is 1h 40 minutes away while Moruya is a 2h 38 minute drive.

Warnervale not only has Sydney, Newcastle (the lowest cost Regional Airport in the Ernst & Young Sydney Second Airport study) and Badgerys Creek for passenger competition but also has Bankstown 1h 34 minutes' drive away, Pelican at Belmont is 36 minutes away, Maitland 52 minutes, Cessnock 50 minutes and Singleton 1h 5 minutes as existing competitors for General Aviation.

Distancescalc.com shows many areas of Sydney feature similar or longer travel time to / from an airport compared with areas of the Central Coast. For example, Moss Vale to Sydney KSA is 1h 19m, Whale Beach to Sydney KSA 56 minutes and Penrith to Sydney KSA, 49 minutes. Consider that Warnervale to Newcastle Airport is 55 minutes travel time. Even today, before the North Connex is completed, Warnervale to Sydney KSA is only 1h 24m travel time or 1h 10m using North Connex. In fact the growth areas of the Central Coast like Warnervale and Wadalba, where most of the population will be in future, are all only about 60 minutes' drive from Newcastle Airport. Not a lot different to the Northern Beaches and outer Western suburbs of Sydney from Kingsford Smith.

The Central Coast also has a direct train service to KSA.

General Aviation demand

Wyong Shire Council's claims of General Aviation demand in conjunction with a contemporaneous shortfall in Sydney capacity are not credible. General Aviation movements are declining throughout

Australia. Bankstown Airport has seen its movements decline steadily from 438,818 in 1990 to 220,166 in 2015.

Airport Revenue and Costs

Wyong Shire Council's revenue and cost basis for a Warnervale Airport is not substantiated. Council maintains that the revenue for a 300,000 passenger 2025 Warnervale Airport would be \$8,005,000 with expenditure of \$1,610,000 for a net Operating Result (ex Dep) of \$6,395,000. By direct comparison, Ballina Airport carried 434,000 passengers in 2015 for an income of \$4,710,000, with costs of \$4,320,000 and a net of \$390,000 (ex dep). This reflects a loss after depreciation. Wyong Shire Council predicts income from General Aviation for 2025 at \$4,855,000, whereas the 1800m and 1300m runway Illawarra Regional Airport, in existence for over 70 years had total revenue of only \$585,000 in the 2014-15 financial years.

In the 2014-15 financial years, Warnervale's existing airport operations made a financial loss of \$265,000 in cash and suffered a \$229,000 write down. Just 50 minutes' drive from Warnervale, Cessnock Airport lost \$126,000 in cash in the 2014-15 financial years.

Newcastle's operating revenue for 2015 is \$23,930,000 with operating expenses of \$19,379,917, giving a profit for the year of \$4,550,083 on 1,144,002 passengers.

Wyong Shire Council has predicted a profit of \$6,395,000 for 2025, on 300,000 passengers. This is not credible based on Newcastle's figures.

Wyong Shire Council lists their Warnervale expenses at \$1,660,000 in 2025 on 300,000 passengers. Newcastle's expenses are \$19,379,917 for the 2015 financial year. Using Council's \$1,660,000 in expenses and passenger numbers of 300,000 on a pro rata basis, Newcastle's expenses would only be \$6,330,133, one third of the actual figure of \$19,379,917.

Wyong Council forecasts revenue at \$8,005,000 for 2025 on 300,000 passengers and yet Newcastle only manages \$23,930,000 in revenue on 1,144,002 passengers. Therefore Wyong is predicting revenue of \$26.68 per passenger, whereas Newcastle, the lowest cost per passenger airport, only has revenue of \$20.90 per passenger. Wyong Council are therefore predicting revenue 27.5% higher than Newcastle on a per passenger basis.

In August 2014, in the Newcastle Herald, Newcastle Airport CEO Paul Hughes questioned the impact of Warnervale Airport on the Hunter regional airport's bottom line. **(139 Appendix 1)**

A Central Coast airport so close to Newcastle could "split the market" he said.

Newcastle airport's catchment of 1.2 million people currently includes the Central Coast.

"I hope when they do their feasibility assessments they think about what the impact is of splitting the market", Mr Hughes said.

"If you split a good sized market, what's the final impact of that? That's the big question that needs to be asked and answered. I couldn't see it being a wonderful result for ourselves."

A feasibility assessment of the \$250million Wyong airport proposal would have to consider if the Central Coast needed “another piece of expensive infrastructure that close” to Sydney and Newcastle airports’, he said.

He also had concerns about flight frequencies from the proposed airport. *“To serve a population well as an airport, you need to have frequency,” he said.*

Development Costs

Wyong Shire Council’s proposed Regional Airport cost estimates are not credible. Council estimate a Warnervale 1800m airport to cost \$17.3m, \$48m and \$60m in different parts of their documents, none of which are realistic. Using figures from the Sydney Airport - Assumptions Book, the probable cost of a Warnervale 1800m runway airport would be in the order of \$250m. This proposed cost is supported by Shell Harbour City Council’s Illawarra Regional Airport study expansion of 2010 where their consultant, AMPC costs an upgrade of their existing 1800m airport to B737 and A320 standards at \$130m or \$160m in 2015 dollars.

Physical Site Constraints

The existing Warnervale Airport site has residential development impinging on most of the site which is adjacent to hills of up to 300m to the west and over 200m to the south. Wyong Council’s 1995 AMBIDJI REPORT ON FEASIBILITY STUDY PROPOSED CODE 3C OPERATIONS AT WARNRERVALE AIRPORT, NSW (**3 Appendix 1**) says *“with installation of a NDB, only a circling approach from the South-East to a minimum altitude of around 1400 feet (ceiling 1390 feet(for a category C aircraft (Bae 146) is feasible. This relatively high minimum altitude could be reduced to around 1150 feet (ceiling 1140 feet) by limiting circling indicated airspeed for Category C aircraft.”* The proposed circling path over The Entrance, Bateau Bay, Long Jetty and Wyong is shown in the attached diagram. Wyong Council has stated their intention that Warnervale is to take Code 3C aircraft.

50% of the site is located within the 1:100 year flood effect area of the Porters Creek wetland, which forms part of the Central Coast's drinking water catchment. The flight path to the south is traverses directly over the drinking water pumping station on the Wyong River and Mardi drinking water supply dam. The northern side of Sparks Road features an Endangered Ecological Community of Swamp Sclerphyll Forest as well as the Wyong Economic Zone (WEZ)- designated fauna corridor of Buttonderry Creek, which would have to be cleared of vegetation to meet CASA obstacle clearance requirements. To the south lie the SEPP 14 Porters Creek Wetland and Endangered Ecological Communities of Swamp Sclerphyll Forest and River Flat Eucalypt Forest, some 20ha of which would have to be cleared for the 150m wide runway strip and CASA obstacle clearance requirements. 1.5km north and directly in line with the flight path, the Mountain at the top of Mountain Road provides yet another physical obstacle . The uppermost 20m of the Mountain's topography would need to be removed to comply with CASA obstacle clearance requirements. Another hill to the south, on the corner of Hue Hue Road and Yarramalong Road in the locality of Alison impinges on the CASA obstacle clearing requirements and may require the removal of trees and houses.

Wyong Shire Council’s BioCertification Report for the WEZ (**19 Appendix 1**) Figure 4.8 shows Buttonderry Creek on the north side of Sparks Road which is part of a major fauna corridor and which must be essentially flattened to satisfy the CASA Obstacle Limitation Surface (OLS)

requirements for an airport. The need to “clear vegetation ...to ground level” is confirmed in the Ambidji Report. The planned 1800m runway runs through Wallum Froglet habitat and areas of *Grevillea parviflora*, *Melaleuca Biconvexa* and *Arachnorchis tessellata*.

On page 7 of the Wyong Shire Council Airport Business Papers (CBP) (**Appendix 2**), Wyong Council make it clear they intend flying B737 and A320 jets from their airport. The OLS requirement for these jets is for a 2% cleared slope from the runway end. At a 2% slope every tree over 4m north of Sparks Road must be topped or eliminated. This will leave little vegetation of any height. Practically, considering the width of the riparian vegetation in the Buttonderry Creek fauna corridor, all vegetation will likely be removed for OLS requirements due to the impracticality of constantly maintaining tree heights. Of course topping or eliminating trees will affect the lower stories of vegetation and completely change the habitat, eliminating its use as a corridor.

Trees in the Porters Creek SEPP 14 Wetland off the end of the 1800m runway and 1980m strip, at a 2% slope and to either side at a 15% slope will also require felling for OLS requirements.

(b) Be of regional or state environmental conservation or natural resource importance in achieving State or regional objectives. For example, protecting sensitive wetlands or coastal areas;

The Wyong Employment Zone (WEZ) study area and areas immediately downstream contain a number of State and regional conservation issues which must be properly addressed as part of the State Significant Site Study and planning process. These include:

- Porters Creek Wetland is the largest freshwater wetland on the Central Coast. This wetland is recognised to be of State conservation significance as it is designated as a SEPP 14-Coastal Wetland.*
- Porters Creek Wetland and swamp forest communities within the WEZ study area require a continuation of the natural wetting and drying cycles to maintain its existing vegetation and swamp forest communities and high species diversity. The wetland contains many threatened species and endangered communities of State and National significance.*
- Effective wildlife corridor planning outcomes are required to be incorporated into any planning for the WEZ to ensure that Porters Creek Wetland is linked to the extensive natural areas which exist in the Wallarah Creek catchment. This wildlife corridor is extremely important for (sic) as it forms the only major north-south wildlife corridor which is located to the east of the F3-freeway in Wyong Shire.*

(a) The best mechanism for this to occur is through its inclusion on Schedule 3 of SEPP (major project), 2005.

SEPP 14 – Coastal Wetlands

The aim of SEPP 14 is to ensure that certain wetlands are preserved and protected in the environmental and economic interests of the State. The subject site is located within the Porters Creek catchment. Porters Creek Wetland is a SEPP 14 wetland, however no development is proposed within the areas nominated on the SEPP 14 maps (see Figure 3.1)

The Draft Plan

Direction 4.2 *Sustain water quality and security*

“The draft Plan aims to protect water catchments, to sustain high quality and dependable water supplies across the region.”

An airport in the Porters Creek Wetland, part of the water supply for the Central Coast, is incompatible with this aim.

The entire proposed airport expansion is within the flood area shown.

Wyong Council 1995 Warnervale Airport EIS page 57: under 9.5.2 “Impact of New Runway on Flooding *The resulting estimated increase in flood level is less than 50mm.”* **(23 Appendix 1)**

Any increase in flooding as a result of displacement of water by the runway will only add to the fact that the runway interferes with flows from Buttonderry and other creeks and is therefore not acceptable.

Page 57/58: **(24 Appendix 1)** Under “9.5.3 Stormwater Drainage Systems *“The system comprises a network of table drains/open channels and culvert crossings beneath runways and taxiways. These culverts are to extend for the full length of the graded strip.”*

Water Quality

The expansion of Warnervale Aerodrome has potential to affect water quality in the Porters Creek catchment...

Page 60 **(25 Appendix 1)**: *Pollution Control Safeguards*

The most significant potential risk would occur from accidental aircraft fuel spills.

Table 9.5 Major Pollutants

The list of pollutants includes

Aircraft fuel

Diesel

Oil/grease and solvent cleaners

Rubber detritus

The proposed NSW Coastal Management State Environmental Planning Policy introduces a 100 metre perimeter around SEPP 14 wetlands that must be considered by consent authorities for development in the perimeter area. **(28 Appendix 1)** This new matter for consideration is as follows: *“Development consent of a coastal wetland must not be granted to development of land within the 100 metre perimeter of a coastal wetland unless the consent authority is satisfied that the development will not significantly impact on:*

- *the biophysical, hydrological or ecological integrity of the adjacent coastal wetland, or*

- *the quantity and quality of surface and ground water flows to the coastal wetland if the development is on land within the catchment of the coastal wetland.”*

The poor subgrade conditions are magnified as an issue for regional jets. These poor subgrade conditions would probably require the complete rebuilding of any runway currently in place.

Airport intended to be 1800m, designed for Code 4C for B737 and A320 Aircraft

The Wyong Shire Council Business Papers clearly state on page 45 *“The ultimate Phase design aircraft for the Warnervale Aerodrome will be the maximum Code 4C category....This classification will determine the overall long term planning for runways, taxiways, aprons and airspace under CASA Mos 139.”* Therefore all impacts must assume B737 and A320 category 4C airport operations.

Noise impacts

Since the Act's proclamation in 1997, much urban release land has accrued around the airport site.

The location of Warnervale Airport differs from all airports used by Wyong Council for comparison in that Warnervale is 14km inland from the coast and all other airports are located in direct vicinity of the coast. Most of Council's comparison airports have the majority of their flight paths, approaches and circling paths over the ocean. A location adjacent to the coast applies to regional airports at Moruya, Illawarra, Newcastle, Port Macquarie, Coffs Harbour, Ballina, the Gold Coast and Sunshine Coast. This is not a small distinction as a coastal location minimises the areas over-flown by aircraft and therefore minimises the negative impact of noise on the population.

From a noise impact perspective, the location of Warnervale Airport could hardly be worse, being 14km from the coast, surrounded by residential development, with residential development both directly under the circling path and also between the airport's location and the coast.

The Warnervale Airport site has residential development impinging on most of the site, with the long-planned Warnervale Town Centre just a few hundred metres outside the 60dBA noise-affected zone while much of Bruce Crescent, to be zoned residential, is also within the noise affected area. Most of Watanobbi, the Warnervale University site, the Lakes Grammar School, the present Warnervale Township are all within the 60dBA noise affected area per the 2030 Port Macquarie Airport projections. Over 50 homes are within the 20ANEF using the 2028 Ballina Airport contours. Half of the Chinese Theme Park site is within the Ballina 20 ANEF and half within the 25 ANEF. Some homes on Mountain Road are within the Ballina 35ANEF and a number within the 30ANEF.

Aircraft will have to overfly much of the Wyong Shire as part of the approach and circling required into Warnervale Airport. While Aeropelican no longer operate from Belmont, the aerodrome still operates and it is unlikely CASA would allow circling over the hills to the west of Warnervale.

Residents around the current airfield have been assured on a number of occasions since 2005 by Wyong Shire Council (including in the WEZ information release) that Warnervale Airfield is to close down and that job producing factories were planned to be built on the site. Residents have also

relied on statutory protection from any airport-related development afforded by the Warnervale Airport (Restrictions) Act 1996.

Jobs

Wyong Shire Council's own SGS Economics Wyong employment lands study on industrial land availability estimates the Warnervale Airport site to be capable of providing 626 direct jobs associated with the conversion of the site to industrial uses. Council's SGS **(7 Appendix 1)** Economics and Planning, *Wyong employment lands study and industrial land audit* finds on page 3 that the WEZ Airport Lands are to provide 626 jobs. Using the job multiplier of 2.4 for the Warner Industrial Park **(8 Appendix 1)** a further 1517 jobs in the wider community will result, for a total of 2143 jobs. These are important prospective employment opportunities that would become available in Wyong Shire if the current use were to be changed to industrial.

According to Wyong Shire Council, the Warnervale Airport site is planned to be Stage 3 of the WEZ land release and expects the area will have a warehousing and distribution focus. There is a large business actively looking for a large industrial site of this nature in the Central Coast area.

Wyong Shire Council certainly supported the industrial development of the Warnervale Airport site in preference to an airport as late as December 2014 in their *"Transforming The Central Coast"* submission to the NSW Government **(11 Appendix 1)**, stating:

"OLD AIRPORT"

WARNERVALE ICONIC SITE DEVELOPMENT

DECEMBER 2014

Warnervale Airport is a significant land holding of Wyong Shire Council that is strategically located in the Wyong Employment Zone (WEZ). It features 190 hectares of flat General Industrial zoned land just minutes to the M1 Motorway and Sparks Road intersection.

Overview

This site has the potential to make a significant contribution to job creation and economic development for the Shire as an employment hub with excellent logistical and transport access.

Benefits

- *This will become the employment hub that kick starts the Warnervale Employment Zone development estimated to create 6,000 jobs."*
- *The development of this key strategic land holding will **stimulate investment** from the private sector and begin to create the employment opportunities required to sustain Wyong Shire's population growth over the next 20 years.*
- *With its close proximity to the M1 Motorway, it has excellent road transport access catering for logistics and freight industries.*

- *The infrastructure required to commence the development will also assist with providing an alternative flood free access for the residents in the northern part of the Shire to the Wyong town centre.*
- *Location is central to key developments such as the WEZ, Education and Business Precinct, Regional Airport and the Warnervale Town Centre.*

Key Issues

- *Resourcing of infrastructure required including attraction of private investment once infrastructure is developed.*

Project Plan/Timelines

- *This project can commence on the availability of funding for road infrastructure.*

Costs/Budget

- *Infrastructure construction \$58m.*
- *Site development costs: estimated to be in excess of \$1b (Council and Private sector)*

What is sought from Government?

- *Contribution for essential infrastructure to commence the development \$13m*
- *Reduction in State Infrastructure Contributions.*
- *A signalised intersection at Sparks Road/Jack Grant Avenue intersection \$8m.*
- *The reconstruction of Jack Grant Avenue \$5m*
- *Construction of stage 2 Link Road \$45m linking Wyong Civic Centre to the airport development site and the new Town Centre.*

These are the contents of this document and its aims for the Shire. In fact, had the NSW State Government provided the funding as requested, the industrial development of the site would by now be well underway and any use as an airport long forgotten as the Shire looked forward to the industrial jobs promised by Council for the site.

As Council states, it is strategically located, flat, in close proximity to the M1, and the employment hub and will stimulate investment. The “Old Airport” is the only shovel ready site in the WEZ and the only one that can be developed now. It is serviced with power, water, sewer and nearby road infrastructure.

The “Old Airport” site as Wyong Shire Council terms it is part of the WEZ. According to Wyong Council’s WEZ fact sheet (**12 Appendix 1**) published in May 2010.

Background

Initial investigations and commencement of the rezoning process for the WEZ began in late 2005.

On July 2006, The Minister for Planning declared the WEZ a State Significant Site under Part 3A of the Environmental Planning and Assessment Act 1979. This was done in order to expedite the rezoning process for the area. The rezoning was gazetted on 7 November 2008.”

As a key part of the WEZ, Warnervale Airport came in for special and significant mention.

“The Warnervale Airport operates on land leased from Wyong Shire. It is a permissible land use in the new IN1 zone and will continue for the time-being under the current lease and new zoning.”

Based on Australian Regional Airport Studies-Deloittes (680 jobs per 1m pax), Council’s 450,000pax Warnervale Airport will generate 0.45 x 680 or only 306 jobs. In the CBP page 57 (Appendix 1) chart, Council claim 400 jobs from 450,000pax and 200 jobs from Aircraft Manufacturer. These numbers are highly contestable.

Illawarra Regional Airport

The Illawarra Regional Airport located 100km south of Sydney Kingsford Smith Airport and in a region of similar population to the Central Coast, is a mirror image of what a future Warnervale Airport would look like. However the Illawarra Regional Airport does not have to compete with the equivalent of Newcastle Airport, just 54 minutes’ drive away as is the case for Warnervale Airport. The Illawarra Regional Airport has not had any regular passenger flights since Qantas pulled out in 2008. In the 2014-15 financial year Illawarra Regional Airport lost \$141,000 (ex Dep) on revenue of \$585,000. The 2014-15 budget, predicted a \$135,000 loss with depreciation of \$264,000. Assuming the same depreciation as actual for 2014-15, the Illawarra Regional Airport lost \$405,000. Aircraft movements at the Illawarra Regional Airport are in steady decline, with linear monthly movements declining from 1450 per month in 2008 to 1050 movements per month in 2015, despite it having all facilities and paved 1800m and 1300m runways.

Proposal for Warnervale to become an International Airport

Warnervale Regional Airport is Wyong Council’s third attempt at an airport in three years. First was the 2012 Local Environment Plan (LEP) Airport, then Kiar Ridge Airport and now Warnervale Airport. This has cost the ratepayers of Wyong Shire Council over \$20 million to date and delivered nothing.

In 1973 (4 Appendix 1) Wyong Shire Council applied to The State Planning Authority of NSW for “an aerodrome for light aircraft” at Warnervale. The Department wrote to Council saying “the Authority has decided to raise objection to the construction of an airfield in this location for the reasons that:

- (a) the proposal may have an adverse effect on the strategic studies of the Wyong area; and
- (b) the likely effect of the proposal on the creek system in this area cannot be determined at this stage”

Much residential development nearby has taken place since, with the Warnervale Town Centre now underway. Thus the above objections have even more relevance today.

The 2006 “Draft Central Coast Regional Strategy” (**6 Appendix 1**) makes no mention of an airport. The WEZ is featured, without an airport evident.

There is no airport in any NSW Government planning document or study and the residential development around Warnervale has proceeded on the assumption that there will be no airport.

An Airport on the Warnervale IN1 zoned site, rather than the industrial estate currently approved as part of the Wyong Employment Zone (WEZ), was until last year promoted vigorously by Wyong Council and as we understand is still supported by Planning NSW and the NSW Government. An airport on the site will effectively contract the Regional Economy by sterilising this valuable and unique industrial land, hampering economic diversity in the process.

Wyong Councils’ Central Coast Regional Airport (CCRA) Investigation and Cost Benefit Analysis 28 October 2015 states on page 57 (**Appendix 2**) regarding the Warnervale Airport site, “The book value for the Warnervale Aerodrome site is \$905,000, however, to ensure a relevant comparison to the CCRA Kiar option and to have regard to the opportunity costs a land value of \$12 million has been adopted based on the “Warnervale Airport Development Opportunities Feasibility Study-February 2013” which analysed the land value based on use of the site as an industrial subdivision.”

The Valuer General’s valuation of the site is \$5m according to Wyong Shire Council (**9 Appendix 1**). The sale of the land for industrial development will result in a gain for Shire of between \$7m and \$11m if the land is used for the industrial purposes intended in the WEZ and Council’s December 2014 NSW Government submission. The value of the airport land would be many times the \$12m allowed if it were subdivided and sold for industrial use.

Council is said to have just paid \$1.8m for 140 Sparks Rd on the corner of Jack Grant Drive and Sparks Rd as part of their airport. (**10 Appendix 1**) Only 3.4Ha of the site is zoned IN1. This sale would value the 31 Ha airport site at \$16.4m for industrial use.

Warnervale Airport (or authorised landing area as it is designated by CASA regulations) was clearly operating only temporarily within the WEZ.

The southern Flight path from Warnervale Airport takes aircraft directly over the water supply pumping station on Wyong River and the Mardi Dam.

The WEZ zoning map (**18 Appendix 1**) shows the E2 zones around the airport to the east. Also to the south lies the Porters Creek Wetland, zoned E2 and SEPP 14.

Illawarra, Cessnock and the current Warnervale Airport all lose money. Ballina Airports’ revenue of \$4,710,000, which includes the income from General Aviation and 434,000 passengers per year, is

\$145,000 less than claimed for by Wyong Council for General Aviation only at Warnervale Airport in 2025.

Wyong Shire Council's own Warnervale Airport made a \$265,000 cash loss in the 2014-2015 financial year according to Council's financial statement **(64 Appendix 1)** Income was \$218,000 and expenses \$438,000. The 2014-15 expenses are \$188,000 more than Council are predicting for 2017 on page 56 of their CBP, Warnervale Airport Business Papers, \$78,000 more than 2018 and 2019 and only \$72,000 short of Council's predicted expenses for the years 2020 through to 2023 inclusive. The fact that Wyong Council wrote the value of the airport down by \$229,000 in the 2014-15 financial year **(65 Appendix 1)** for a total loss of \$494,000 in ratepayers' funds airport makes the running costs projections for the years to 2023 and beyond look to be significantly underestimated.

Maitland Airport

The *Newcastle Herald* should have given the Warnervale Airport another reality check with the revelation that the *"Royal Newcastle Aero Club will crash if the community, council and business operators don't bail out the volunteer-operated business from one of the biggest slumps in its 86-year history"*. **(68 Appendix 1)** This is despite their Maitland Airport being set up better than Wyong Council's newly extended and widened Warnervale Airport. Maitland Airport has two asphalt runways; one is 1,023m long, the other 1,244m long x 15m wide, which is longer and wider than the newly extended Warnervale.

The predicament the Aero Club finds itself in is not unusual in the steadily declining General Aviation industry. Royal Newcastle's predicament has been replicated at Warnervale by the Central Coast Aero Club which was clearly unable to generate sufficient funds to maintain their runway or the airport grounds. Wyong Shire Council took over maintenance of the airport in March 2015 and extended the runway in August 2015.

Cessnock Airport

Cessnock Airport, just 50 minutes' drive from Warnervale, lost \$291,150 in the 2013-14 financial year **(69 Appendix 1)** according to Cessnock City Council which has had to re take control of the airport from a private operator. Cessnock Council has lost a further \$126,000 before depreciation on income of \$321,000 and expenses of \$447,000 in the 2014-15 financial year. Cessnock Council also appear to have written their airport down to only \$1,702,000. **(70, 71 Appendix 1)**

The headline in *The Australian* newspaper of 26 June 2015 **(72 Appendix 1)** heralds the truth. *"Regional airports 'lack funds for infrastructure'*

Cessnock Council admitted in the article. *"there is currently no regular passenger transport services. That is probably due to our proximity to Newcastle airport, which is about 45 minutes by road."*

In fact according to "Distancescalc.com", Cessnock aerodrome is 49 minutes by road from Newcastle Airport. Warnervale Airport is 54 minutes by road from Newcastle Airport. There are no passenger services from Cessnock because of its proximity to Newcastle Airport at 49

minutes, but Wyong Council on the other hand is set to have around \$250 million spent on a new airport only 54 minutes by road from Newcastle.

Illawarra Regional Airport-General Aviation component

Illawarra Regional Airport budgeted for a cash surplus of \$135,000 in 2014/15, on a gross income of \$435,000 and expenses of \$300,000. **(73 Appendix 1)** However with depreciation of \$265,000, a loss of \$129,000 was made. This loss is despite Illawarra Airport being in existence since the 1940's and has an 1819m 2B or Dash 8-200, capable runway and a 1331m tar seal cross runway.

Shellharbour City Council has announced a cash loss of \$141,000 on income of \$444,000 and expenses of \$585,000 in their 2014-15 financial statement **(74 Appendix 1)** The cash situation is worse than budgeted in 2014-15. This loss is without depreciation.

Illawarra Airport's aircraft movements are in steady decline as are all the major GA airports around Australia. On average, Illawarra aircraft movements have declined from 1450 per month in 2008 to 1050 per month in February 2014 according to the 2015 "Illawarra Regional Airport Draft Strategic and Business Plan" **(75 appendix 1)**. The current 1050 movements per month equate to only 12,600 per year. This is what can be expected at Warnervale.

Warnervale Comparison Airports percentage of passengers from Sydney

Wyong Shire Council often cites, Port Macquarie, Coffs Harbour, Ballina, Sunshine Coast and the Gold Coast airports in their various comparisons and justifications for Warnervale and other past airports. Warnervale's mirror image airport, the Illawarra Regional Airport is never mentioned as it is an RPT failure since Qantas pulled out in 2008. The comparisons with other regional airports are invalid in many ways, including and due to the source of their passengers. The following figures show the most important source is Sydney and those passengers are not going to fly to Warnervale, and it would seem unlikely that a Melbourne traveller would fly to Warnervale either. Sydney passengers to and from the often cited Ballina make up the following percentages of their airport statistics, 98.5% **(76, 77, 80 Appendix 1)**, Port Macquarie, 100% **(78, 79, 80 Appendix 1)** and Coffs Harbour, 90.5% **(81, 82 Appendix 1)**. These regional airports are single source, single destination.

Even the Gold Coast sources 45% of passengers from Sydney **(83, 84 Appendix 1)** and the Sunshine Coast 50.5% from Sydney. **(85, 86, 87 Appendix 1)**

Wyong Shire Council's SGS Economics "Warnervale business and education precinct" Draft Report.

Contrary to Wyong Shire Council claims, the SGS Report does not support the development of a university on the Warnervale Site nor does it see any viability in the commercial development associated with the university. Indeed the report sees the University of Newcastle as a key threat

along with the Gosford Campus of the University of Newcastle. The report has so many caveats on student numbers and viability that it essentially dismisses the project.

Page 28: Airport Site options (Council Airport Business Papers Appendix 2)

Wye is directly under the Warnervale Airport flight path and like the Wyong Shire community, Wye residents and Lake Macquarie City Council have not been consulted about the Kiar Ridge or Warnervale Airports. Lake Macquarie City Council has plans for a 3 000 home urban release development on its Wye lands. It will not want to advertise the lands as in the flight path of an expanded Warnervale Airport.

According to page 27 of the Warnervale Airport 1995 EIS “Annex 14 recommends that the number and orientation of runways at an aerodrome should be such that the useability factor of the aeroplane is not less than 95%...”**(113 Appendix 1)**

Page 28 “...it is estimated that the useability of the 02/20 runway is approximately 90%...”

And “The CAA RPAs note that it has been the practice in Australia to aim for a useability factor of 99.5% for airports other than those in capital cities”**(114 Appendix 1)**

We therefore conclude that Warnervale’s runway alignment is far from ideal for useability.

“The Embraer E190 100 seat regional jet can operate with a CASA dispensation.”

The Embraer E190 is a code 4 aircraft in the same category as the Airbus A320 and Boeing 737-800 all of which will be able to operate from Warnervale’s 30m wide runway, with CASA exemption for operation on narrow strips. B737 and A320 aircraft operate from 1800m long x 30m wide runways at Sunshine Coast and Ballina under the CASA exemption which has been in place for over 20 years.

Sydney Basin Aviation Outlook (Council Airport Business Papers Appendix 2)

“Sydney West airport will also attract overnight airfreight operators provided no night curfew is imposed. It is unlikely that an airport on the Central Coast would be able to compete with Sydney West Airport for the majority of airfreight services. This is primarily because airfreight operators rely heavily on passenger airline route networks, with up to 80% of airfreight being carried on scheduled passenger services. Opportunities for a FEDEX / UPS / DHL type airfreight integration hub may be viable; however this would require 24 hour operation of B737 jet aircraft which would meet with significant community resistance”

The Sydney Second Airport study did not select Warnervale as a suitable site for any airport.

Wyong Shire Council is a member of the Australian Airports Association (AAA). The Chief executive of the AAA, Caroline Wilkie, who, whilst praising Wyong Council’s vision, said, ‘there were many issues to be addressed.’

“Who would go there? What’s the market? Who are the potential customers?”

Ms Wilkie said, *the association was aware of cases in NSW where customers drove to larger airports, despite having smaller airports closer to them, because they wanted to fly in larger aircraft.*

Ms Wilkie said, *“Wyong and Newcastle are close. The question is if the Central Coast is going to grow enough to make Wyong stack up financially”*

We, the Central Coast Greens, believe the above information is sufficient, when considered, to determine that with the increased urban development, the negative environmental impacts, including evacuating fuel in the case of an emergency over the Central Coast’s drinking water supply, the steady and continual decline in general aircraft movements, the fact that nearly all airports are loss making thereby burdening the ratepayers and the fact that the land is actually designated to be part of the Wyong Employment Zone as Industrial land, to determine that the Warnervale Airport Restrictions Act 1996 should remain in place until such time as the airport is closed permanently.

This land which constitutes the best available option for industrial uses in the Warnervale Employment Zone and has been planned for a decade, will provide real jobs, replace the current airport use and, thereby, obviate further need for the Warnervale Airport (Restrictions) Act.

Yours sincerely

Wolfgang Koerner

Secretary, The Central Coast Greens

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APPENDIX 1

Document

No	Description	Date
1	Wyong and Gosford Council submission Local Gov Minister	Dec 2016
2	Noise Contour Ballina Airport 2028	Mar 2016
2a	Noise Contour Ballina Airport 2028 over laid on Warnervale site	Mar 2016
3	Ambidji Code 3C operations report	June 1995
4	NSW Planning Authority letter objecting to Warnervale Airport	June 1973
5	Shaping the Central Coast page 19, Warnervale Airport	1998
6	Draft Central Coast Regional Strategy	2001?
7	SGS Economics Wyong employment lands study	Feb 2013

8	Warner Industrial Park Concept Plan page 3	Oct 2007
9	Warnervale Airport Valuer General valuation	Jan 2016
10	140 Sparks Rd Warnervale land for sale brochure	Dec 2015
11	Old Airport iconic site funding submission to NSW Government	Dec 2014
12	Wyang Employment Zone WEZ press release	May 2010
13	Photo south western edge wetland Warnervale Airport site, no silt fence	Sep 2015
14	Photo south western edge wetland Warnervale Airport site, no silt fence	Sep 2015
15	Photo south western edge wetland Warnervale Airport site, no silt fence	Sep 2015
16	Photo south western edge Warnervale Airport site spoil in wetland	Sep 2015
17	Photo south western edge Warnervale Airport site spoil in wetland	Sep 2015
18	Figure 2 WEZ Zoning map from WEZ press release	May 2010
19	Figure 4.8 WEZ Threatened Species map State Significant Site Study	May 2007
20	State Significant Site Study WEZ	Jan 2008
20a	Warnervale Airport 1993 EIS Figure 11.1-Fauna Habitats	July 1993
20b	Aerial view Warnervale Airport and Porters Creek Wetland	Mar 2016
21	WEZ Bio-certification Report 5.5.2 Wildlife Corridors	Dec 2007
22	Australia China Theme Park proposal Figure 4 I year AEP Flood Map	Oct 2014
23	Warnervale Airport Draft EIS page 57 runway Flooding, Stormwater Drainage	July 1993
24	Warnervale Airport Draft EIS page 58 Water quality	July 1993
25	Warnervale Airport Draft EIS page 60 Pollution Control, Major Pollutants	July 1993
26	Warnervale Airport Draft EIS Figure 4.2 Existing Drainage Flow Path	July 1993
27	Porters Creek Wetland SEPP 14 Coastal Wetlands	Feb 2016
28	NSW Government Coastal Wetland policy update	Feb 2016
29	Wyang Shire Council media release "regional Airport to take off"	Oct 2015
30	GIPA application to Wyong Shire Council for CAPA passenger survey, Site proving engineering and cost estimates Regional Airport	May 2015
31	Administrative Tribunal application for review of Wyong Shire Council refusal to provide CAPA passenger survey and site and cost estimates Regional Airport	Jul 2015
32	CASA Guidelines for aeroplane landing areas	1992?

33	<i>Express Advocate</i> newspaper article "Airport under attack"	Sep 2015
34	<i>Wyong Regional Chronicle</i> article "Warnervale airstrip re-opened under cloud"	Sep 2015
35	Wyong Shire Council media release 'Safety improved as Warnervale airstrip after maintenance'	Sep 2015
36	Shaping the Central Coast page 19, Warnervale Airport	1998
37	Central Coast Aero Club Warnervale Airport runway length 950 metres	Feb 2016
38	Warnervale Airport PPK application to NSW government for 1200m runway	Feb 1998
39	Warnervale Airport PPK application to NSW Government for 1600m runway	Sep 1998
40	Wyong Shire Council 2012 DLEP airport map (provided to Councillors only)	Jan 2013
41	Wyong Shire Council Warnervale Uni Expressions of interest Exec Summary	Jul 2015
41a	Wyong Shire Council Warnervale Uni Expressions of interest invitation	Jul 2015
41b	Wyong Shire Council Warnervale Uni Expressions of interest Regional Context	Jul 2015
42	Wyong Shire Council Regional Airport Business Papers page 135	Nov 2013
43	BITRE "Aviation Users : Profile of aviation users in the Sydney region"	2010
44	BITRE study Figure 3 "Market share by sector of residence, Sydney GMA...."	2010
45	BITRE study Figure 12 and Figure 13	2010
46	BITRE study, Household income	2010
47	Sydney Airports – Assumptions Book, page 33 "Operating Costs per Passenger"	June 2011
49	<i>The Australian</i> Newspaper article "Hunter plan puts Sydney in place"	Oct 2013
50	Coffs Harbour City Council June 2014 Financial Statements page 29	June 2014
51	Coffs Harbour City Council June 2014 Financial Statements page 8	June 2014
52	<i>ABC News</i> article "Passenger numbers fall at Coffs Harbour airport"	July 2015
53	Ballina Shire Council Financial Statements Net cost of services page 3	June 2015
54	Ballina Shire Council Financial Statements Income from cont operation p 26	June 2015
55	Ballina Shire Council Financial Statements Receivables page 37	June 2015
56	BITRE Top fifty regional airports	May 2015
57	Warnervale Airport Draft EIS, Demand For Additional Services page 10	July 1993
58	Warnervale Airport Draft EIS, Forecast General Aviation Traffic page 12	July 1993
59	Airservices Australia Annual Aircraft Movements 1991 compared with 1990	April 1992

60	Airservices Australia Movements at Australian Airports 2000 Calendar Year Totals Dec 2000	
61	Airservices Australia Movements at Australian Airports 2005 Calendar Year Totals Dec 2005	
62	Airservices Australia Movements at Australian Airports 2010 Calendar Year Totals Dec 2010	
63	Airservices Australia Movements at Australian Airports 2015 Calendar Year Totals Dec 2015	
64	Wyong Shire Council Financial Statements Net cost of services	June 2015
65	Wyong Shire Council Financial Statements retained earnings and revaluation reserves	June 2015
66	Wyong Shire Council Financial Statements Net cost of services	June 2014
67	Wyong Shire Council Financial Statements Net cost of services	June 2013
68	<i>Newcastle Herald</i> article "Aero club at risk of being grounded"	2015
69	Cessnock City Council Airport Strategic Plan page 16	Jan 2014
70	Cessnock City Council Financial Statements Net cost of services	June 2015
71	Cessnock City Council Financial Statements Report on Infrastructure Assets	June 2015
72	The Australian newspaper "Regional Airports 'lack funds for infrastructure'"	June 2015
73	Shell Harbour City Council Illawarra Regional Airport Draft Strategic and Business Plan page 26	2015
74	Shell Harbour City Council Financial Statement Net cost of services	June 2014
75	Shell Harbour City Council Illawarra Regional Airport Draft Strategic and Business Plan page 8	2015
76	Wikipedia Ballina Byron Gateway Airport runway length	June 2011
77	Wikipedia Ballina Byron Gateway Airport operations	June 2011
78	Wikipedia Port Macquarie Airport runway length	June 2011
79	Wikipedia Port Macquarie Airport Aircraft operations	June 2011
80	Wikipedia busiest airports in Australia	2011
81	Wikipedia Coffs Harbour Airport runway length	Sep 2010
82	Wikipedia Coffs Harbour Airport Airlines and destinations	Sep 2010
83	Wikipedia Gold Coast Airport, Airport statistics	2013/14
84	Wikipedia Gold Coast Airport Busiest domestic routes out of Gold coast Airport	2014
85	Wikipedia Sunshine Coast Airport runway length	June 2014

86	Sunshine Coast Daily newspaper article containing 2015 passenger numbers	Mar 2016
87	BITRE Aviation statistics Domestic Monthly Top Competitive Routes	Sep 2014
88	Wyong Shire Council Customer satisfaction results Q12 page 235	May 2015
89	Wyong Shire Council Customer satisfaction results 5.3 Perceived importance of a Regional Airport	May 2015
90	Wyong Shire Council Customer satisfaction results 5.2 Perceived importance of Major Projects	May 2015
91	Wyong Shire Council Micromex survey Concept Statement	Feb 2013
92	Wyong Shire Council Major Infrastructure Community Survey	Nov 2012
93	<i>Express Advocate</i> newspaper article "Airport a huge priority" & Fair Go for the Coast Petition	Mar 2014
94	Change.Org Fair Go for the Coast Petition	Nov 2014
95	<i>Illawarra Mercury</i> article "Wollongong enjoys jump in visitor numbers"	April 2015
96	Destination NSW Travel to Central Coast	June 2015
97	Destination NSW Travel to Blue Mountains	June 2015
98	Destination NSW Travel to the Hunter	June 2014
99	Destination NSW Travel to South Coast NSW Region	June 2015
100	<i>The Australian</i> newspaper article "Smaller airports bear the brunt of cut backs"	Sep 2015
101	Warnervale Airport Draft EIS Fig 3.3-Catchment Area for Warnervale Airport	July 1993
102	Wyong Shire Council Business Papers Kiar Airport Project location page 133	Nov 2013
102a	<i>The Daily Telegraph</i> newspaper article "Flying circus traps minister"	Jan 2013
103	Department of infrastructure & Transport-Airport Sites Type 3 Airports	Feb 2012
104	N60 noise contour 2030 Port Macquarie Airport	June 2010
104a	N60 noise contour 2030 Port Macquarie Airport laid over Warnervale Airport	Mar 2016
105	Wyong Shire Council Business Papers Kiar Airport cost estimate	Nov 2013
106	Wyong Shire Council CBP Warnervale Airport Master Plan mark up	Oct 2015
107	Virgin Australia fleet ATR 72	Feb 2016
108	Virgin Australia fleet Embraer 190	Feb 2016
109	CASA Manual of Standards Part 139 Amendment (No. 2) 2008	April 2008

110	Cardno Proposed Buddhist Temple Traffic Assessment	July 2015
111	BITRE Summary of annual RPT survey	Dec 2015
112	Virgin Australia fleet Boeing 737-700	Feb 2016
113	Warnervale Airport Draft EIS page 27	July 1993
114	Warnervale Airport Draft EIS page 28	July 1993
115	Sydney Airports-Assumptions Book 4.4 Development Timing	June 2011
116	Sydney Airports-Assumptions Book 2.1 Escalation Factors	June 2011
117	Topographical Map 1:25,000 mark up of Mountain Rd Mountain removal	Feb 2016
118	Sydney Airports-Assumptions Book Table 28: Pavement unit rate assumptions	June 2011
119	Sunshine Coast Airport Master Plan	Sep 2011
120	Port Macquarie Airport expansion pages 12, 15, 16, 38, Fig 3.1	2010
121	Port Macquarie Airport expansion page 38 Staging Considerations	2010
122	Illawarra Regional Airport Stage 1 Flight Operational Capacity Study Pages 2, 16	Aug 2010
123	Illawarra Regional Airport Stage 1 Flight Operational Capacity Study Indicative Costs Development Concept 1 \$90m	Aug 2010
124	Illawarra Regional Airport Stage 1 Flight Operational Capacity Study Indicative Costs Development Concept 2 \$130m	Aug 2010
125	Shell Harbour City Council Financial Statements Income from Continuing Operations	June 2014
126	Sydney Airports – Assumptions Book page 33, Figure 15	June 2011
127	Newcastle Airport Annual Report	2014/15
128	<i>Newcastle Herald</i> article “Jetstar plans to cut Newcastle Brisbane flights”	Aug 2014
129	<i>Newcastle Herald</i> article “Stoush over landing fees..Jetstar threaten job losses..”	Sep 2014
130	<i>The Australian</i> article “Hunter plan puts Sydney in its place	Oct 2013
131	Sydney Second Airport Study Table 58 page 3:15	Feb 2012
132	Sydney Second Airport Study Table 7-7 page 152	Feb 2012
133	Sydney Second Airport Study Table 7-4 page 127	Feb 2012
134	Ballina Airport 2028 ANEF contours	Nov 2009

135	Wyong Shire Council Planning Proposal Australia China Theme Park Noise Exposure Contour Map Attachment 7, Ballina 2028 ANEF over laid.	Feb 2015
136	Wyong Shire Council Planning Proposal Australia China Theme Park Noise Exposure Contour Map Attachment 7	Oct 2014
137	Wyong Shire Council Planning Proposal Australia China Theme Park Obstacle Limitation Surface OLS	Oct 2014
138	Wyong Shire Council Planning Proposal Australia China Theme Park Obstacle Limitation Surface OLS marked up for proposed 30m wide 3C runway	Feb 2015
139	<i>Newcastle Herald</i> article "Wyong airport plan could split market"	Aug 2014
140	<i>The Australian</i> "Jetstar lands \$12m Avalon sweetener	April 2015
141	<i>The Daily Examiner</i> "Financials are not flying high"	July 2012