



Draft Central Coast Airport Masterplan **CONSULTATION REPORT**



April 2024

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1 Introduction

1.1 Background

Central Coast Council prepared a draft masterplan for the Central Coast Airport, informed by technical studies, feedback collected via a telephone survey and through industry engagement undertaken in 2021/22.

The draft Central Coast Airport Masterplan informs the development of a Central Coast Aviation Hub to provide an integrated aviation, manufacturing, research and education precinct that encompasses the airport and surrounding lands compatibly zoned to complement the primary aviation usage. The airport development will relieve general aviation demand and capacity constraints across the Greater Sydney Region by providing ongoing capacity and opportunities for the general aviation, corporate, business and training sectors.

Under the proposal, Council intends to confirm those areas of Porters Creek Wetland that can be established as a stewardship site, which would protect the biodiversity values of Porters Creek Wetland in perpetuity.

1.2 The plan

The strategic objective of the airport is to develop into a regional general aviation industry hub serving the Sydney, Central Coast and Hunter Regions. This objective is premised on the airport being developed as a:

- key driver for regional economic development
- key driver for the generation of regional employment opportunities, particularly in the skilled, professional and technology-based sectors
- stimulus for regional investment
- stimulus for the tourist industry
- key regional infrastructure project, which will provide enhanced air transport options and improve the region's economic competitiveness.
- benchmark for environmentally sensitive and sustainable development in the region.

The proposed masterplan can be viewed at yourvoiceourcoast.com.

2 Engagement Approach

2.1 Purpose of engagement

The purpose engagement was to:

- inform the community about the development of the draft Central Coast Airport masterplan
- seek feedback on the draft masterplan
- understand community preferences for the Central Coast Airport
- work with stakeholders and the community to identify issues which may affect the proposal.

2.2 Our engagement framework

Consultation has been designed in accordance with Central Coast Council’s Engagement Framework. This framework is available to view at <https://www.yourvoiceourcoast.com/Central-Coast-CouncilEngagement-Framework>

2.3 How we consulted

Consultation methods

Written submissions	All residents and stakeholders could make a written submission via email, the online submission form on yourvoiceourcoast.com , or post.
Interactive map	An interactive map was developed for the community where participants could drop comments.
Telephone survey	A random telephone survey of 294 Central Coast residents was conducted between the 14 and 20 March 2024 (Landline – 72 and mobile – 222). The respondents were selected on the criteria of 32 suburbs flagged as potentially ‘affected suburbs’ <i>“...in the north/north east of the LGA and are therefore closer to Central Coast Airport (and could arguably benefit from more employment/business opportunities at the site) and/or closer to some of the more common light aircraft flight paths along the coast and over Tuggerah Lakes.”</i>

Promotion of activities

We carried out promotion of the public exhibition to ensure the community and stakeholders were aware of the opportunity to participate.

Media Releases	<ul style="list-style-type: none"> • 14 December 2023, Council seeks feedback on Central Coast Airport draft Masterplan • A copy of the media release can be found in Appendix A
Your Voice – Our Coast website	<p>Online project page launched 14 December 2023 attracting 3,858 views during the public exhibition period.</p> <p>https://www.yourvoiceourcoast.com/airport</p> <p>A copy of the Your Voice Our Coast Project page can be found in Appendix B</p>
Social media	<ul style="list-style-type: none"> • Instagram and Facebook posts - 10 January 2024 • Instagram and Facebook posts - 7 February 2024 • A total of 64,308 people were reached across the four posts. • Copies of the posts can be found in Appendix C
Letterbox distribution of promotional flyers	<p>40,000 promotional flyers were letterbox dropped to suburbs surrounding the Central Coast Airport.</p> <p>A copy of the flyer and list of suburbs can be found in Appendix D</p>

3 What we heard

Council sought feedback from the community between 14 December 2023 and 13 February 2024.

3.1 Method 1 - Online submission forms



A total of **118** written submissions were received during the consultation period. Submissions were provided as emails and online submissions through yourvoiceourcoast.com.

If an individual made more than one submission, these were combined and counted as a single submission.

Of the **118** submissions received, **76 were positive** towards the airport masterplan, **33 were negative**, and **9 were neutral**.

3.2 Method 2 – Interactive map

We launched an online interactive map of the masterplan and participants were encouraged to drop a pin on a location of interest and make a comment. Participants could also comment under markers we embedded, which contained information on particular elements.

			 Up votes	 Down votes
	Something I like	10 comments	80	74
	Ideas and suggestions	16 comments	181	85
	Make a comment	54 comments	556	339
	Information marker (placed by us)	28 comments in the discussions	201	107

A total of 108 comments were made by 56 individuals.

You can view the map and feedback at

<https://centralcoastcouncil.mysocialpinpoint.com/centralcoastairport/centralcoastairport-map#/>

3.3 Method 3 – Telephone survey

A random telephone survey of 294 Central Coast residents was conducted between the 14 and 20 March 2024 (Landline – 72 and mobile – 222).

The respondents were selected on the criteria of 32 suburbs flagged as potentially affected suburbs in the north/north east of the LGA. These suburbs are therefore closer to Central Coast Airport (and could arguably benefit from more employment/business opportunities at the site) and/or closer to some of the more common light aircraft flight paths along the coast and over Tuggerah Lakes.

Themes from telephone survey	Description
Support for draft Masterplan	<p>83% of residents indicated they are at least somewhat supportive of the plan.</p> <p>Support is somewhat higher amongst those who were already aware of the masterplan than it is for those who were not previously aware, suggesting support levels may increase if more within the community become aware of the masterplan.</p> <p>Main reasons for support included economy/business/ employment opportunities and convenient location.</p>
Themes that resonate with the community	<p>Based on a range of direct and indirect questions, main airport-related themes that appear to resonate most with residents are centred on sustainable growth – a balance of employment/business opportunities whilst managing the natural environment (and these themes emerged before the masterplan summary was mentioned in the conversation).</p> <p>Note that tourism opportunities (as opposed to business opportunities more broadly) are not seen as being as important by the community.</p>
Noise	<p>31% of residents indicated they had experienced airport noise at their home. However, when asked to comment on their experiences, the majority of those affected did not appear overly concerned, stating ‘minimal impact/doesn’t really bother me’ and ‘mainly just helicopters/emergency situations’.</p>
Those living in the affected area	<p>Support for the masterplan is marginally (but not significantly) higher for those living in the ‘affected suburbs’ compared to other residents – and those in the ‘affected suburbs’ have slightly higher agreement with the statement ‘access to local aviation services is important for local trade and tourism to be able to compete with other major centres’.</p>
What’s important?	<p>Sustainable growth – local employment/business opportunities and managing the natural environment.</p>

Concerns	Concerns were raised in regard to not knowing enough about the plan, environmental protection and noise pollution.
Awareness	72% of residents are aware that Council owns and operates an airport at Warnervale. 1 in 3 (32%) are aware of Council's draft masterplan to develop the airport.

3.4 Feedback from written responses

The following summarises the themes, opinions and suggestions raised within written submissions, and comments on the interactive map. We have also provided examples of this feedback.

Council's response to feedback can be found in **Section 4**.

Economy and employment

You said:

- investment in the airport will stimulate economic growth in the region and increase employment opportunities
- the economic benefits are questionable.

Example comments:

"The aviation hub will create numerous job opportunities in aircraft maintenance, overhaul, and repair – fields requiring specialised skills. This not only provides employment but also encourages the development of a skilled workforce in the region, particularly on the Northern end of the Central Coast, an area which has traditionally been lacking in skilled employment opportunities."

"An airport should not be a priority for this council. We need to spend the money we have wisely and for the benefit of most people. An airport will benefit only a small proportion of the population, and yet will cost the whole. The financial cost is too much when most of us will not use it."

Implementation and funding

You said:

- the costs and funding model to deliver the masterplan should be included masterplan
- there is inadequate detail about Stage 2.

Example comments:

"...the CCA final masterplan [should] include financial viability, financial sustainability and profitability as objectives and provide insight as to how the master plan will support these objectives."

Opportunities

You said:

- constraints at Western Sydney Airport and the future closure of Bankstown Airport provides opportunity for the Central Coast Airport, with more businesses and other entities in the aviation sectors looking to relocate
- implementing the masterplan will help facilitate the training of new pilots, and the development aviation-based manufacturing, and avionic repair enterprises in the region
- selling the airport could be a pathway to open up more capital investment to implement the masterplan and remove the financial liability from ratepayers.

Example comments:

"Allowing the airport to become a code 2B aerodrome will enhance the aero club's ability to train future pilots and will facilitate the development of the aerodrome into a general aviation hub. The Central Coast needs this type of development. It will provide opportunities to our children within the confines of the coast and have flow on effects for the economy."

"Central Coast Council [should] review ownership of CCA with a view to consider selling CCA via a competitive market tender in order to allow the masterplan to be delivered and allow the people of the Central Coast to benefit through the reinvestment of sale proceeds while releasing ratepayers from future capital investment, maintenance and operational cost requirements."

Design

You said:

- runway widening is needed and welcome
- the runway should be lengthened
- upgrades are needed for ageing or inadequate infrastructure such as taxiways, lighting, stormwater, and refuelling facilities
- more hangars are needed.

Example comments:

"Drainage improvements and stormwater/wastewater management, utility requirements and

upgrades, aerodrome lighting including runway and taxiway lighting, and remediation and installation of new aircraft refuelling facilities."

"Provision of land assets for the development of hangers and hard stand areas outside of the CCAC precinct is crucial. Interconnection of the existing industrial development on the western side to the airport has huge economic potential for business development and economic growth. This should be an immediate consideration."

"The proposed widening of the runway will make the Airport safer for commercial and general use alike."

Passenger services

You said:

- accommodating larger aircraft is a good opportunity for charter passenger flights
- more passenger flights should not be an option as it will increase noise impacts on local residents.

Example comments:

"The availability of charter flights greatly benefits local businesses, offering them a flexible and efficient mode of transportation. This is particularly crucial for regions where access to larger airports is limited or inconvenient, such as the Central Coast, where it is over an hour to drive to the nearest airline-capable airport, with protracted entry and boarding procedures required before a departure can take place."

"Our Central Coast Region is experiencing unprecedented growth and with that will come demand for localised Air Transport Services. Having reliable air transport services available to business travellers will only further enhance the region's appeal and attract other businesses to our region."

"I am vehemently against even the possibility of this being an option in the future. This should not be an option and taken off the table. Mostly due to increase in the previously mentioned issues of noise pollution for the growing residential areas surrounding the airport. I feel that the inclusion of commercial passenger flights in the airspaces of the area would also dramatically impact negatively house prices on the area. It seems at odds that there is huge residential development in the same area that space is being reserved for a commercial airport."

Impact on residents

You said:

- noise impacts on residents has increased over past several years due to the increase in flights
- at times pilots fly in manner that increases noise unnecessarily
- early morning flights impact residential amenity
- an increase in flight numbers and aircraft size will increase noise, impact quality of life and property values
- flight paths and noise forecasts should have been provided in the masterplan.

Example comments:

"As a pilot in training I am exceptionally glad to have an Airport close to my residence as this has helped facilitate my dream career of being a pilot for the Royal Flying Doctors Service (RFDS). Without this vital service on the Central Coast it would be almost impossible to conduct the vital training needed not only for my career but for the life saving need for more pilots across Australia."

"As I purchased my property with the understanding that the Warnervale Airport Restriction Act 1996 was never to be revisited. Now I find myself directly affected by the proposal with the noise and financial impacts of my fellow ratepayers and myself."

Environmental impacts and biodiversity stewardship

You said:

- the inclusion of a biodiversity stewardship area in the masterplan is a good outcome for the environment
- the draft masterplan should be withdrawn due to unacceptable impacts on Porters Creek Wetlands, threatened species and vegetation communities
- the previously drafted Conservation Agreement for Porters Creek with the NSW Biodiversity Conservation Trust should be signed and form part of the masterplan
- the masterplan should be updated to illustrate conflicts between current land zonings, and the proposed core precinct, runway, and associated activities, such as vegetation trimming
- ensure current operations and any changes to land use to accommodate the masterplan comply with relevant legislation and planning instruments, such as the *NSW Environmental Planning and Assessment Act 1979* and the Central Coast Local Environment Plan
- the surrounding area is susceptible to contaminated run-off

- implementing the masterplan will increase the use of fossil fuels/CO2 emissions through increased airport usage
- a cultural heritage assessment should be carried out as there are recorded Aboriginal sites nearby.

Example comments:

"The plan calls for protection of the Porters Creek Wetlands via a stewardship agreement. This is an important consideration and one which should ensure that any environmental concerns from ratepayers is alleviated."

"PCW contains endangered ecological communities, threatened species, and provides wildlife corridors. All these will be at risk if the airport is developed as Council proposes. The airport will be developed to encroach on land zoned C2. C2 land is Environmental Conservation, the highest level of protection available under NSW law, to protect sensitive endangered ecological communities and their habitat."

Decision making

You said:

- elected Councillors should be making decisions about the airport, not the Administrator.

Example comments:

"I strongly implore Central Coast Council to reconsider such heavy handed development, especially as it is being done by an individual appointed to the role and not democratically elected by the residents of the Central Coast."

"I would prefer council elections to be reintroduced before an administrator makes decisions on behalf of the residents of the central coast council area. It is not appropriate that these ideas are floated by someone who is not democratically elected."

Emergency services

You said:

- the masterplan will be beneficial to emergency services operating from the airport.

Example comments:

"Having a wider pavement with better load carrying characteristics will enable mid-sized general aviation aircraft (eg of the scale used by RFDS and Air Ambulance) to use the airfield safely."

"Warnervale airport, with close access to the Sydney – Newcastle motorway, is ideally located to support the population of the Central Coast with aerial emergency services such as air ambulance and rural fire services. The last 10 years have seen Warnervale airport used as hub for water bombing and surveillance of bushfires in the Central Coast area."

Surrounding infrastructure

You said:

- improved pedestrian and cycle links connecting the airport to local transport centres are needed
- more and improved parking is needed along Sparks Road
- Transport for NSW should fast track the duplication of Sparks Road.

Example comments:

"No issues with the airport and development proposed except for the fact that there is no ample parking whatsoever when it is directly off the main Sparks Road gateway to the freeway... the last air show that was held there, had cars parked all up and down the sides of Sparks Road, with pedestrians walking along Sparks Road. As this road is also the main artery to get to the freeway made it very dangerous and extremely congested."

"[There are] a lack of safe walking/cycling routes from the nearest public transport stop, Warnervale Station. Improving the link between the station and the airport is a sensible move, and will make the airport much more accessible to everyone, including people who fly in and don't have access to a car."

Safety

You said:

- improved aviation safety technology is needed
- vegetation should be managed adjacent to the runway.

Example comments:

"Airport currently lacks safety technology. These upgrades will drive additional aircraft and traffic and will increase risks of these upgrades don't take place. Suggested additions include: AWIS system so real time local weather information and PAPI system on runway to better guide pilots in landing."

"Vegetation being kept under control should be seen as an essential risk mitigation measure."

Flight schools

You said:

- more flight schools should operate from the airport
- no more flight schools should operate from the airport.

Example comments:

"The masterplan clearly emphasizes the current relationship between the Central Coast Aero Club (known as Warnervale Air) and the Warnervale Airport Infrastructure. This relationship is effectively a monopoly commercial relationship given the absence of any alternative access arrangements. It would have been beneficial, as an objective, to examine a broader range of models of access that include freehold title site development not just lease arrangements."

"The airport already has a successful flight train operation which should be encouraged to expand."

4 Our response

Theme	Views and suggestions	Our response
Economy and employment	<ul style="list-style-type: none"> Investment in the airport will stimulate economic growth in the region and increase employment opportunities. The economic benefits are questionable. 	<p>A business case informed by land use, infrastructure investment and financial and economic modelling is underway and due for completion prior to presenting the final Central Coast Airport Masterplan to Council.</p>
Implementation and funding	<ul style="list-style-type: none"> The costs and funding model to deliver the masterplan should be included masterplan. There is inadequate detail about Stage 2. 	<p>Following on from community feedback and further clarification of the airport land, Council engaged specialist services for the development of a financial feasibility analysis to support a business case for the airport. This report will identify economic delivery models for the proposed upgrades noted in the masterplan. This business case will be reviewed by the elected Council, when appointed.</p>
Opportunities	<ul style="list-style-type: none"> Constraints at Western Sydney Airport and the future closure of Bankstown Airport provides opportunity for the Central Coast Airport, with more businesses and other entities in the aviation sectors looking to relocate. Implementing the masterplan will help facilitate the training of new pilots, and the development aviation-based manufacturing, and avionic repair enterprises in the region. Selling the airport could be a pathway to open up more capital investment to implement the masterplan and remove the financial liability from ratepayers. 	<p>An aviation consultation is currently underway. This consultation will engage with the commercial aviation sector to provide insight into future land use demand, leasing and commercial operations.</p> <p>The aviation consultation will help inform the masterplan business case and the associated investment models available to progress Central Coast Airport.</p>

Theme	Views and suggestions	Our response
Design	<ul style="list-style-type: none"> • Runway widening is needed and welcome. • The runway should be lengthened. • Upgrades are needed for ageing or inadequate infrastructure such as taxiways, lighting, stormwater, and refuelling facilities. • More hangars are needed. 	<p>As part of the airport masterplan a series of upgrades will be considered to improve the operations and safety of the airport. Upgrades will be subject to endorsement of the airport business case by the elected Council body.</p> <p>There is no proposal to lengthen the runway.</p>
Passenger services	<ul style="list-style-type: none"> • Accommodating larger aircraft is a good opportunity for charter passenger flights. • More passenger flights should not be an option as it will increase noise impacts on local residents. 	<p>The draft airport masterplan does not contemplate extension to the runway or regular passenger transport (RPT) services as part of the future operations. While widening the runway will allow for larger aircraft for local charter flights, it will not allow for regular services between other regional airports using services such as Rex, Airlink or Jetstar.</p>
Impact on residents	<ul style="list-style-type: none"> • Noise impacts on residents has increased over past several years due to the increase in flights. • At times pilots fly in manner that increases noise unnecessarily. • Early morning flights impact residential amenity. • An increase in flight numbers and aircraft size will increase noise, impact quality of life and property values. • Flight paths and noise forecasts should have been provided in the masterplan. 	<p>In response to community feedback, Council has engaged a specialist to develop a 'fly neighbourly policy', as well as a preliminary Australian Noise Exposure Forecast (ANEF), and noise contour mapping for endorsement with the aviation authority. Both reports, including indicative flight circuits, will inform the adopted masterplan for Council endorsement.</p>

<p>Environmental impacts and biodiversity stewardship</p>	<ul style="list-style-type: none"> • The draft masterplan should be withdrawn due to unacceptable impacts on Porters Creek Wetlands, threatened species and vegetation communities. • The inclusion of a biodiversity stewardship area in the masterplan is a good outcome for the environment. • The previously drafted Conservation Agreement for Porters Creek with the NSW Biodiversity Conservation Trust should be signed and form part of the masterplan. • The masterplan should be updated to illustrate conflicts between current land zonings, and the proposed core precinct, runway, and associated activities, such as vegetation trimming. • A cultural heritage assessment should be carried out as there are recorded Aboriginal sites nearby. • Ensure current operations and any changes to land use to accommodate the masterplan comply with relevant legislation and planning instruments, such as the NSW Environmental Planning and Assessment Act 1979 and the Central Coast Local Environment Plan. The surrounding area is susceptible to contaminated run-off. • Implementing the masterplan will increase the use of fossil fuels/CO2 emissions through increased airport usage. 	<p>Council has completed an exhaustive analysis of the surrounding biodiversity values adjacent to the airport.</p> <p>This work was completed by a specialist ecological consultant to inform the draft Central Coast Airport Masterplan.</p> <p>A number of state agency and Council studies have considered several ways to protect the ecologically sensitive environments adjacent to, and surrounding the airport and are ongoing.</p> <p>These include the previous studies conducted during the preparation of the former Conservation Agreement for Porters Creek with the NSW Biodiversity Conservation Trust, and Council's recently proposed stewardship area for the masterplan.</p> <p>Additionally, the NSW Department of Planning and Environment is considering Central Coast-wide Strategic Biodiversity Certification for ecologically significant land across the region, which includes the land adjoining and surrounding the airport.</p> <p>Council will continue to work with stakeholders to ensure the environment surrounding the airport is appropriately protected.</p> <p>It is important to note that the independent survey conducted by Micromex on the current draft masterplan area indicates strong community support for the current proposal and that the</p>
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		<p>balance between airport upgrades and protection of surrounding environmental lands has been accepted.</p>
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Theme	Views and suggestions	Our response
Decision making	Elected Councillors should be making decisions about the airport, not the Administrator.	<p>An adopted masterplan does not commit Council to any financial obligations.</p> <p>Once Councillors are elected, a business case and various investment options to progress the airport will be presented to the elected body for consideration.</p> <p>Any work associated with the masterplan, including rezoning, would not proceed until a business plan is endorsed by the elected Council.</p>
Emergency services	The masterplan will be beneficial to emergency services operating from the airport.	Emergency services, like RFS, CareFlight and POLAIR all deliver vital services to the Central Coast community. These services have 24/7 access to the airport. The proposed improvements to the airport will enable safer landing and take-off procedures for emergency services, which often operate in all weather conditions.
Surrounding infrastructure	<ul style="list-style-type: none"> • Improved pedestrian and cycle links connecting the airport to local transport centres are needed. • More and improved parking is needed along Sparks Road. • Transport for NSW should fast track the duplication of Sparks Road. 	<p>As part of the adopted airport masterplan, intermodal transport will be considered as part of a medium to long-term strategy.</p> <p>This will need to be undertaken in consultation with Transport for NSW.</p>
Safety	<ul style="list-style-type: none"> • Improved aviation safety technology is needed. • Vegetation should be managed adjacent to the runway. 	<p>The draft masterplan proposes improved safety measures such as a widened runway and modern weather instrumentation.</p> <p>Council as the owner of the airport is required to meet the Civil Aviation Safety Authority's requirements for removing intrusions into the obstacle</p>

Theme	Views and suggestions	Our response
		<p>limitation surface (OLS). The management of the vegetation is an ongoing operation undertaken by Council.</p>
Flight schools	<ul style="list-style-type: none"> • More flight schools should operate from the airport. • No more flight schools should operate from the airport. 	<p>Future leasing arrangements at the airport will be subject to a finalisation of the airport business case and approval to proceed with the preferred business model. If the future business model contemplates direct leasing with Council and the aviation sector, a precinct commercial leasing policy and procedure will be developed and adopted prior to commencing the leasing process.</p>

5 Next steps

We have listened to your feedback and will now be carrying out further studies to give greater clarity into the future operations at the airport. These technical studies include:

- **a Noise Impact Assessment, including the development of a 'Fly Neighbourly Policy' and Air Noise Exposure Forecast (ANEF) contour mapping.** The noise study will give greater transparency into the aviation movements and associated sound levels that occur in and around the airport for the community.
- **a review of the general arrangements with technical setouts to ensure compliance with civil aviation legislation.** Amended general arrangements will provide detailed diagrams for technical setouts and minimum offset requirements to safely operate the airport. These diagrams will inform the subdivision plan to finalise boundary requirements between the airport and Porters Creek Wetlands.
- **economic feasibility modelling to inform a business case to be considered by the newly elected Council.** The economic feasibility will be used to ascertain the economic models for the development and operation of Central Coast Airport. This report will provide clarity on the future economic outcomes the airport provides to the region and be included in a business case report. The conclusions of the business case and recommendations on delivery model will be presented to the elected Council for consideration.

Once these technical studies are completed, the Central Coast Airport Masterplan will be amended and presented to Council for adoption in June 2024.

An adopted masterplan does not commit Council to any financial obligations.

Once Councillors are elected, a business case and various investment options to progress the airport will be presented to the elected Council for consideration.

Any work associated with the masterplan, including rezoning, would not proceed until a business plan is endorsed by the elected Council.

6 Appendices

Appendix A – Media Releases

Central Coast Council Media Release

14 December 2023

Council seeks feedback on Central Coast Airport draft Masterplan



Central Coast Council's draft Masterplan for the Central Coast Airport at Warnervale is now on public exhibition.

The draft Airport Masterplan, informed by feedback collected via a telephone survey and industry engagement undertaken in 2020 and 2021, is aimed at driving economic activity through employment, tourism and business development.

Work to support development of the draft Masterplan has also identified those areas of Porters Creek Wetland that can be established as a stewardship site. As a stewardship site, the biodiversity values of Porters Creek Wetland would be protected in perpetuity.

Council Director Environment and Planning, Alice Howe said airports form an integral part of the Australian economy and are critical in supporting communities and enhancing broader economic performance.

“Without access to local aviation services, the capacity for local trade and tourism to grow and compete with other major regional centres will be constrained. As the ninth largest region in Australia, the Central Coast is recognised as a substantial and significant growth corridor, yet it remains the only major population centre without a recognised and supported airport.

“There have been many technical, financial, social and environmental complexities worked through in the development of the draft Central Coast Airport Masterplan, and now we are seeking wider community feedback on it,” Dr Howe said.

The Central Coast Airport, situated on 44 hectares of land zoned E4 (General Industrial), is planned to be upgraded to a Code 2B aerodrome. The upgrades to the runway will not result in an extension of the current 1200 metre runway length, and the Airport would not support regular public airport transport use. The key focus of the Masterplan is to attract and support general aviation activities, including aerial work, instructional and recreational flying, as well as providing an important hub for emergency services.

“The decision by the NSW Government to repeal the Warnervale Airport (Restrictions) Act 1996 in February 2021 provided Council with a clear signal

regarding the future of the Central Coast Airport at Warnervale. Council is now getting on with the next steps to realise the potential of the aviation sector on the Central Coast.”

Council Administrator Rik Hart said having an expanded airport capable of a higher level of general aviation use would give a real boost to the region – and be an attractor to investment into the area.

“The Central Coast is home to a diverse range of commercial businesses, many of which would benefit from expanded aviation activities. An upgraded airport would assist in achieving that,” Mr Hart said.

Council will be exploring funding opportunities upon finalisation of the Masterplan.

The draft Masterplan is on exhibition until 14 February 2024.

Find out more and have your say online at:

<https://www.yourvoiceourcoast.com/airport>

ENDS

Photo caption: Conceptualised image if the Masterplan is delivered

Appendix B – Your Voice Our Coast project page

Draft Central Coast Airport Masterplan

Central Coast Airport RFI | **Draft Central Coast Airport Masterplan**

Public exhibition

Central Coast Council has prepared a draft Masterplan for the Central Coast Airport, informed by feedback collected via a telephone survey and through industry engagement undertaken in 2021/22.

The Masterplan details the development of land surrounding the Central Coast Airport at Warnervale and presents the Central Coast with a new economic sector that will stimulate employment and economic activity.

Under the proposal, Council intends to confirm those areas of Porters Creek Wetland that can be established as a stewardship site. As a stewardship site, the biodiversity values of Porters Creek Wetland will be protected in perpetuity.

Airports form an integral part of the Australian economy and are critical in connecting communities and enhancing the broader economic performance. Without access to local aviation services, the capacity for local trade and tourism to grow and compete with other major regional centres will be constrained. As the ninth largest region in Australia, the Central Coast is recognised as a substantial and significant growth corridor, yet it remains the only major population centre without a recognised and supported airport.

There have been many technical, financial, social and environmental complexities worked through in the development of the draft Central Coast Airport Masterplan.

The draft masterplan provides a roadmap for development of the airport precinct over the next 10 years. Safeguarding the airport by upgrading the runway and taxiways to a Code 2B in accordance with aviation design authority classification, gives greater clarity to potential and future use of the airport.

The runway is recommended to be widened from 10 metres to 23 metres, with the length remaining at 1200m. This will allow the airport to accommodate a wider array of aircraft up to an initial maximum take off weight (MTOW) of 10,000 kg, including but not limited to commonly utilised aircraft such as Beech King Air, Cessna Citation and the Beechcraft 1900.

The length of the runway is not suitable for regular passenger transport (excluding charter), with the masterplan seeking to explore expanded general aviation uses which may include, hangars, aircraft maintenance, charter operations, pilot training, aircraft sales and leasing, airport-related intermodal logistics, research and development.

The draft masterplan allows for the opportunity to expand employment activities, encourage greater tourism and has been developed in consideration of the important ecological constraints surrounding the airport lands and Warnervale Employment Zone (WEZ). Future investigation into the potential land use is proposed to both the west and east of the airport:



Links

- [Council Report 12 December 2023](#)
- [Make a submission](#)
- [Join the conversation on the Interactive map](#)

Document Library

- [Draft Central Coast Airport Masterplan \(5.23 MB\)](#)

Who's listening

Name: Property Development Team
Email: property@centralcoast.nsw.gov.au

Masterplan Stages



The outcomes of these areas will be supported by a detailed analysis of the ecological constraints to determine the preferred land use. This information will be reported back to Council for further consideration:

Biodiversity-Stewardship Considerations



Have your say

The community is invited to find out more by:

- viewing the [draft Central Coast Airport Masterplan](#)
- reading the Frequently Asked Questions available at the bottom of this page

You can also view [detailed information on the Telephone Survey and Request for Information here](#).

The community can make submissions between 14 December 2023 and 13 February 2024 via:





- the [interactive map](#)
- the [online submission form](#)
- email: ask@centralcoast.nsw.gov.au
- Post: PO Box 20, Wyong NSW 2259



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[Join The Conversation](#)




▸ Where is the Central Coast Airport located?
▸ Why has Council developed a masterplan for the Central Coast Airport?
▸ Will the existing runway be lengthened?
▸ How will the environment be protected as part of the Master planning process?
▸ How is the development of the Central Coast Airport Masterplan being funded?
▸ How can I have my say on the draft Central Coast Airport Masterplan?
▸ Council is exhibiting the draft Central Coast Airport Masterplan over the holiday period, how will it ensure everyone has an opportunity to have their say?




Appendix C – Social media

 **Central Coast Council**  January 10 ·  



Time to fly  


We've developed a draft Masterplan for the Central Coast Airport and we're inviting you to have your say  



The draft Masterplan outlines opportunities for development within the existing airport footprint to leverage improved local aviation services, capacity for local trade and tourism to grow as well as enhancing the broader economic performance of the Central Coast.   




Also included in the proposal is the protection of the Porters Creek Wetlands in perpetuity via a stewardship.   

Click the link to find out more and have your say by 13 February 2024!
<https://hubs.la/Q02fW5PV0>

 Conceptualised image if the Masterplan is delivered 



  Hayley Schwartz and 183 others 308 comments 58 shares

 Like  Comment  Share

Appendix D – Postcard



**Get involved and have your say
on the draft Central Coast Airport
Masterplan to ensure it reflects
your vision for the area.**

Have your say at yourvoiceourcoast.com/airport
Public exhibition closes 13 February 2024




Draft Central Coast Airport Masterplan

Central Coast Council has prepared a draft Masterplan for the Central Coast Airport located at Jack Grant Avenue, Warnervale. The draft Masterplan identifies upgrades to the airport to a Code 2B aerodrome. This would support additional aircraft landing on the existing 1200 metre runway. The runway is proposed to be widened and strengthened, and areas set aside for general aviation activity. Regular passenger transport is not proposed.

Council is also seeking feedback on a proposed stewardship site at Porters Creek Wetland, to the south and west of the airport precinct. This area is proposed for conservation in perpetuity.

Future investigation areas are also identified, which may support either airport or conservation outcomes. It is proposed to undertake these investigations over the next five years.

scan me



Have your say at yourvoiceourcoast.com/airport
Public exhibition closes 13 February 2024

