



**Commercial Property and  
Business Enterprise -  
Property Development**

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**Wyong Administration Building:**

2 Hely St / PO Box 20  
Wyong NSW 2259  
[www.centralcoast.nsw.gov.au](http://www.centralcoast.nsw.gov.au)



# *Central Coast Airport Master Plan*

February 2025



Over the past 53 years since the opening of the Central Coast Airport, the planning for the airport and surrounding land uses has lacked a clear and cohesive direction. During this period, the Airport has not grown with the community it serves. The Central Coast Airport Master Plan aims to address this by providing a realistic and forward-thinking vision to stimulate the region's economy, unlocking the value of underutilised airport lands, and foster new investment, essential services, and economic activity.

The Central Coast Airport Master Plan offers a clear and strategically aligned framework, taking into account regional economic conditions and trends over the next decade. By laying the foundation for the Airport's future development, the Master Plan strengthens its role as a regional hub for economic growth and diversification. Importantly, the plan ensures flexibility to adapt to changes within the aviation industry, while maintaining a steady course in terms of long-term development. This will provide certainty regarding the Airport's future, solidifying its importance and ensuring it remains well-positioned to meet the needs of the region for decades to come.

The development of the Master Plan follows a comprehensive and consultative process that seeks input from key stakeholders at every stage. This process addresses the critical issues and concerns of all relevant parties, and is structured to ensure that the Master Plan presents a clear, well-justified development pathway. A detailed evaluation of the project's economic, environmental, and social impacts supports the plan's proposals.

The below framework was adopted to prepare the Central Coast Airport Master Plan:

A key component of the Master Plan is the formation of strategic partnerships with emergency services and educational institutions to address the aviation industry's anticipated skills shortage. Collaborations with the University of Newcastle and TAFE NSW will facilitate the establishment of new educational offerings aimed at developing a skilled workforce for the aviation sector. Additionally, the proposed relocation of emergency services to the Airport site will enhance their ability to serve the community, leveraging the Airport's strategic location near key transport gateways on the Central Coast. These initiatives will not only strengthen local industries but also provide career pathways for the community, improve service delivery, and create jobs to support economic growth.

The Master Plan also acknowledges the importance of sustainability and environmental stewardship. The Airport is committed to reducing its carbon footprint, enhancing resilience to climate change, and preserving areas of environmental significance. Detailed plans and goals for environmental protection are outlined in the Environmental Chapter of this report, emphasising the Airport's commitment to balancing development with the conservation of natural resources.

Through its comprehensive and strategic approach, the Central Coast Airport Master Plan aims to drive sustainable economic growth, foster community collaboration, and protect the environment, ensuring that the Airport remains a vital asset for the region in the years to come.

### Situation Analysis

Where are we now?  
Existing Context and Conditions  
Regulatory and policy Context

### Future Direction

Where do we want to be? Vision, goals and objectives

### Strategy Development

How do we get there?  
Strategies, plans and concepts

### Implementation Plan

How do we ensure arrival? Actions to implement the plan

## Acknowledgement of country

*We acknowledge the Traditional Custodians of the land on which we live, work and play.*

*We pay our respects to Darkinjung country, and Elders past and present. We recognise the continued connection to these lands and waterways and extend this acknowledgement to the homelands and stories of those who also call this place home. We recognise our future leaders and the shared responsibility to care for and protect our place and people.*



- Acknowledgement of country
- Executive Summary
- Contents
- History of the Airport
- The Airport today
- Airport Governance Framework
- The Role of the Airport in the Region
- Vision and Strategy
- Airport Development Plan
- Environment
- Airport Safeguarding
- Implementation Plan
- Addendum

An Airport in the vicinity of Wyong was first considered in the Sydney Region Outline Plan (SROP) released in March 1968 by the State Planning Authority. The Airport was envisioned to be an international Airport supporting the ambitious infrastructure agenda of the Plan.

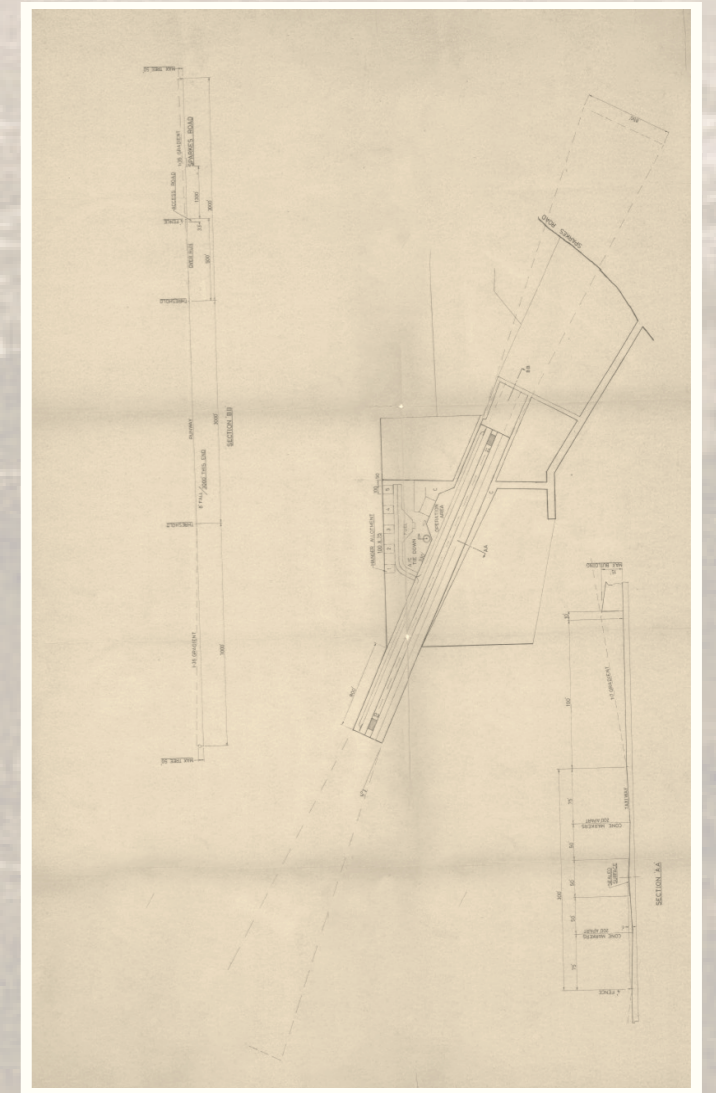
Warnervale began its operations as an airfield in 1972, initially functioning as a private facility established by the local Aviation Club. The club secured a lease for a portion of land from local farmer A. Duffy, marking the beginning of the site's aviation history. At that time, the runway consisted of a combination of grass and gravel, and the Aero Club was located on the western side of the airstrip, serving the early aviation activities at the site.

The airfield's initial setup provided the foundation for future growth and development, laying the groundwork for the evolution of Warnervale into the more established airport it is today.

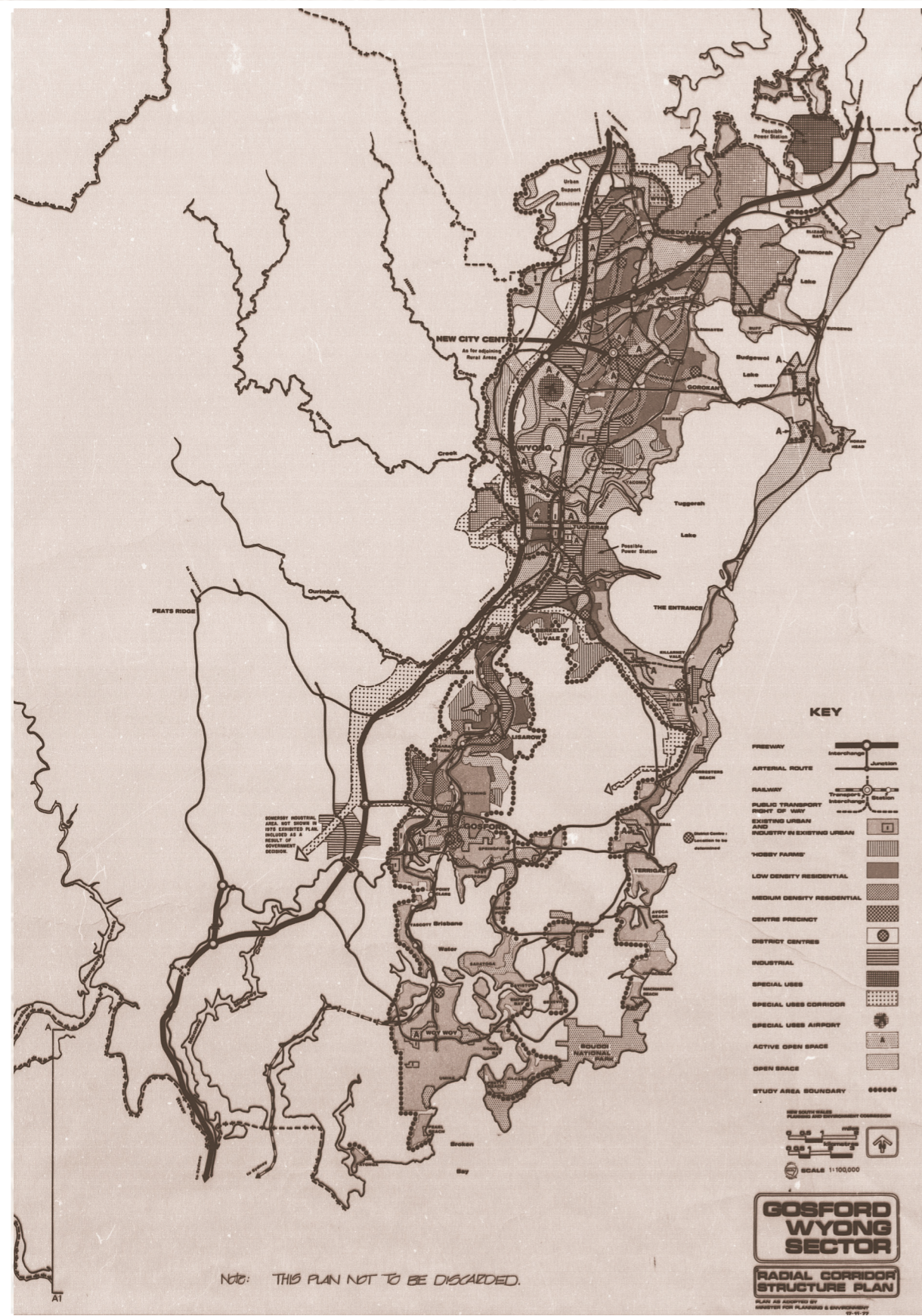
Background photo: Aerial view of Warnervale Airport in 1973



1968 SROP - Plan with International Airport near Wyong



1973 Airport Plan, 760m runway. Aviation Club to the West



1975 - Regional Plan - State Government creates regional plan for Gosford Wyong area, noting Warnervale as a Special Use Airport.



Image: 1975 Warnervale Airport Source: NSW Gov. Historical Imagery



Draft 1977 Airport Master Plan – noting the position of the brickworks and new aligned runway.

In March 1977, the NSW Planning and Environment Department developed the first airfield masterplan for the regional airport. This plan proposed the realignment of the airport runway to address several obstacles that interfered with the obstacle limitation surface (OLS) required for safe take-offs and landings. A key obstacle identified was the old brickworks chimney, which, at the time, posed a significant

risk to aircraft operations. The realignment was intended to improve the safety and efficiency of the airfield, ensuring that the Obstacle Limitation Surface was clear of obstructions.

Notably, the brickworks chimney is now replaced by the Bunnings frame and truss, however, the buildings historical impact on the airfield's planning remains a significant part of the airport's developmental history.



1977 Runway - 1,700m length

Following the enactment of the Environment and Planning Assessment Act 1979, Council took proactive steps to address the surrounding private land holdings and the future of the airport. In 1980, Marline Pty Ltd, Consulting Engineers, was engaged to prepare a preliminary airport plan in collaboration with the Department of Transport. The proposed plan outlined a staged development approach for the airport, with Stage 1 featuring a 1250m-long, 18m-wide runway designed to accommodate charter operations. Stage 2 envisioned a significant expansion, with a 2000m-long and 30m-wide runway to support regional flights to destinations such as Albury, Dubbo, and Tamworth, offering an alternative to direct flights to Sydney.

In 1985, Council commissioned consultants PPK to complete an Environmental Impact Statement, which affirmed the growing demand for the airport's services and underscored the need for development.

To enable the execution of the Master Plan, Council acquired several private land holdings surrounding the airport. Additionally, a land swap agreement with the Aero Club was executed, relocating the club from its original 1972 location on the west side of the airstrip to land on the eastern side.

This strategic land acquisition and relocation supported the broader goals of expanding the airport's capacity and ensuring that development could proceed with minimal encroachment on surrounding properties.



Newspaper Article in Wyong Advocate.



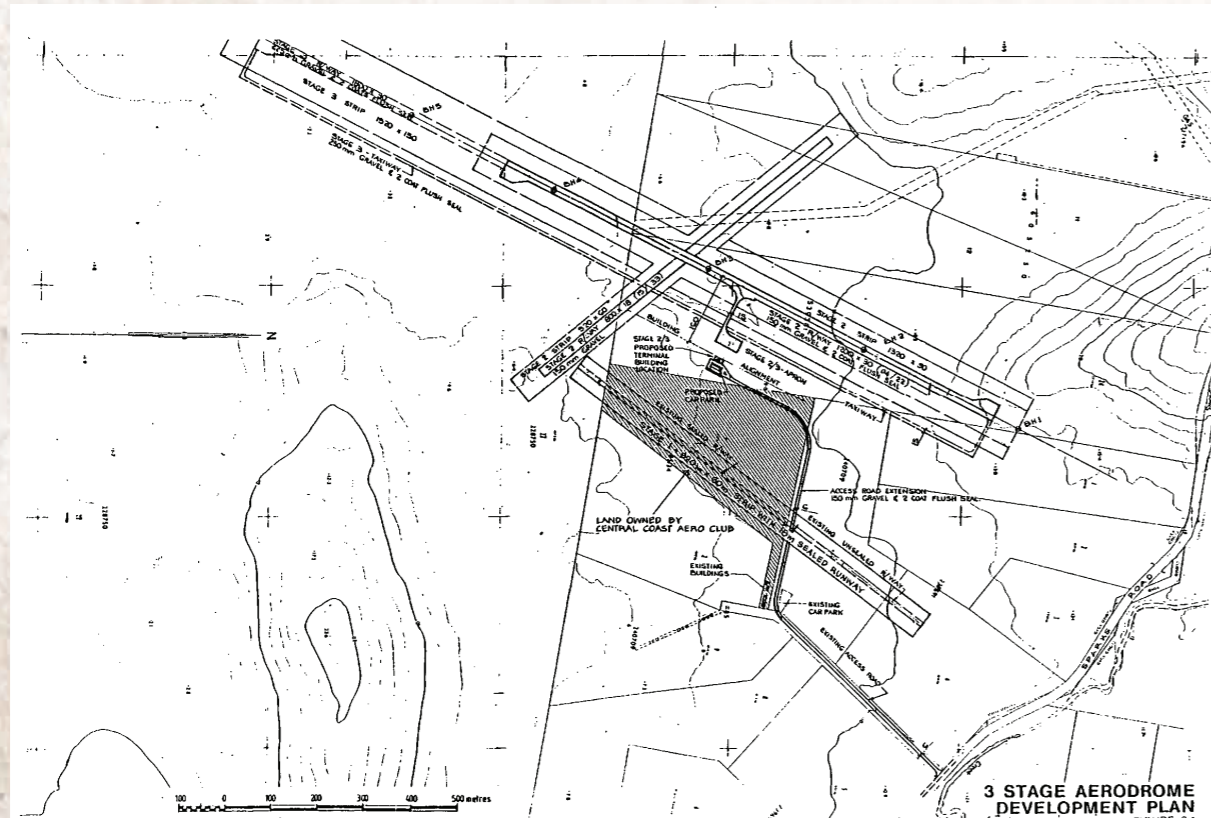
Marline 1970's Airport Master Plan with dual runway design, including a cross runway, 2,000m length

# History of the Airport

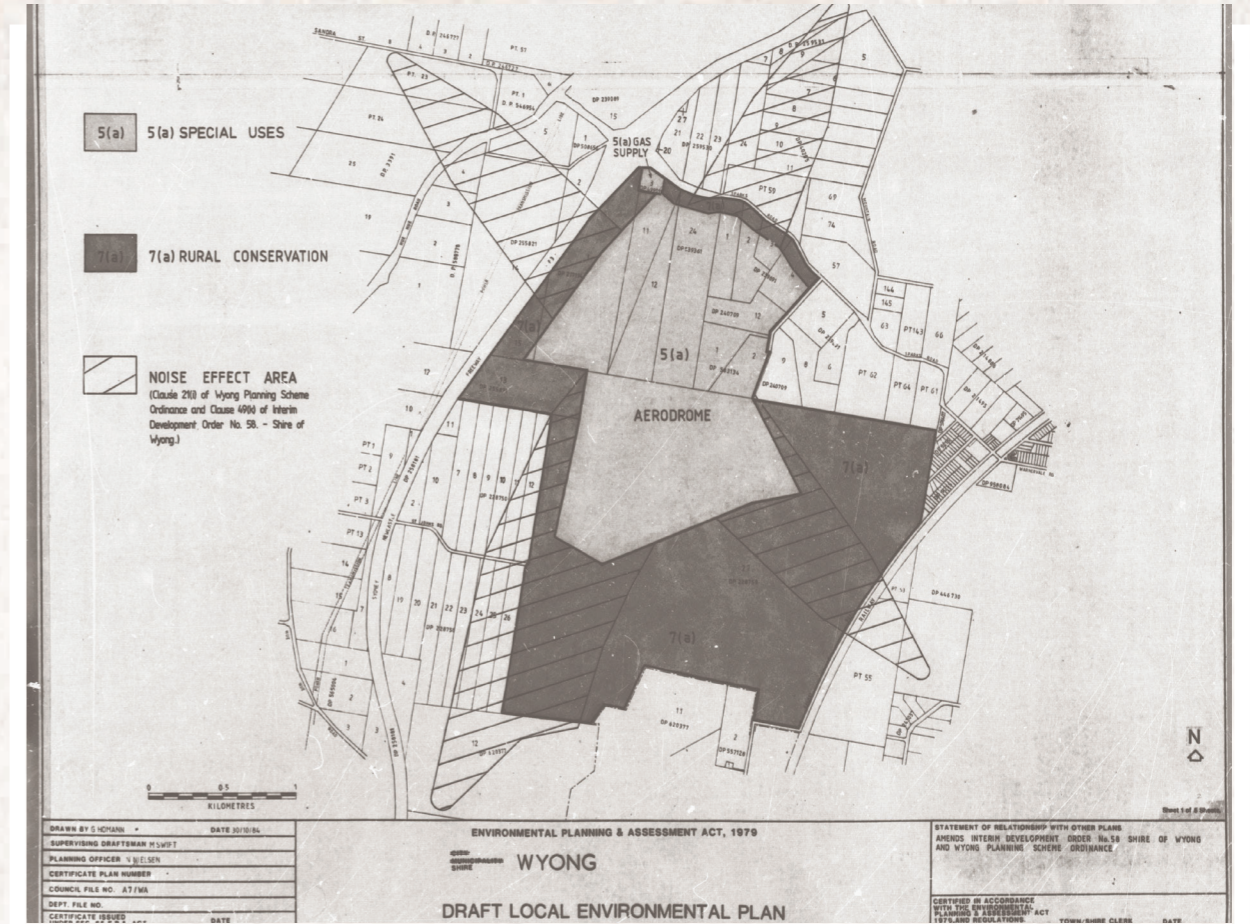
During this period, Council took significant steps to support the development and relocation of the Aero Club by sealing the airstrip to accommodate the realigned airport runway. The newly constructed runway was 960 metres in length and 9 metres in width, ensuring a functional base for the airport's operations and the Aero Club's activities on the eastern side of the site.

In 1987, in alignment with the broader development goals, Council submitted a planning proposal amendment to rezone the proposed airport lands in accordance with the

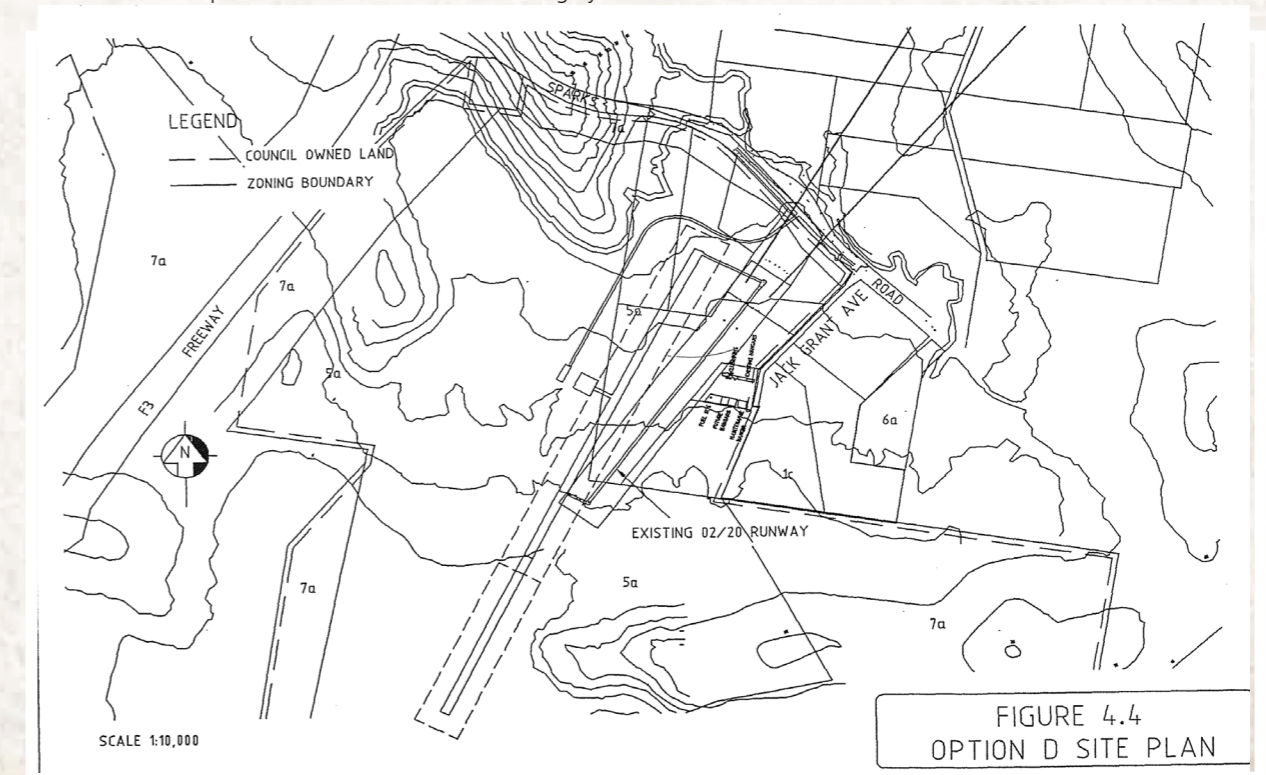
1985 PPK Master Plan design. This rezoning effort aimed to provide long-term certainty for potential tenants looking to build hangars, as the previous zoning restrictions limited lease terms to a maximum of three years. The proposed zoning shifted the aerodrome land from 7(a) Rural Conservation to 5(a) Special Uses, a change that was gazetted on November 5, 1987, enabling the airport to secure more stable lease arrangements and paving the way for further development. This rezoning represented a crucial step in formalising the airport's status and attracting investment in aviation-related infrastructure.



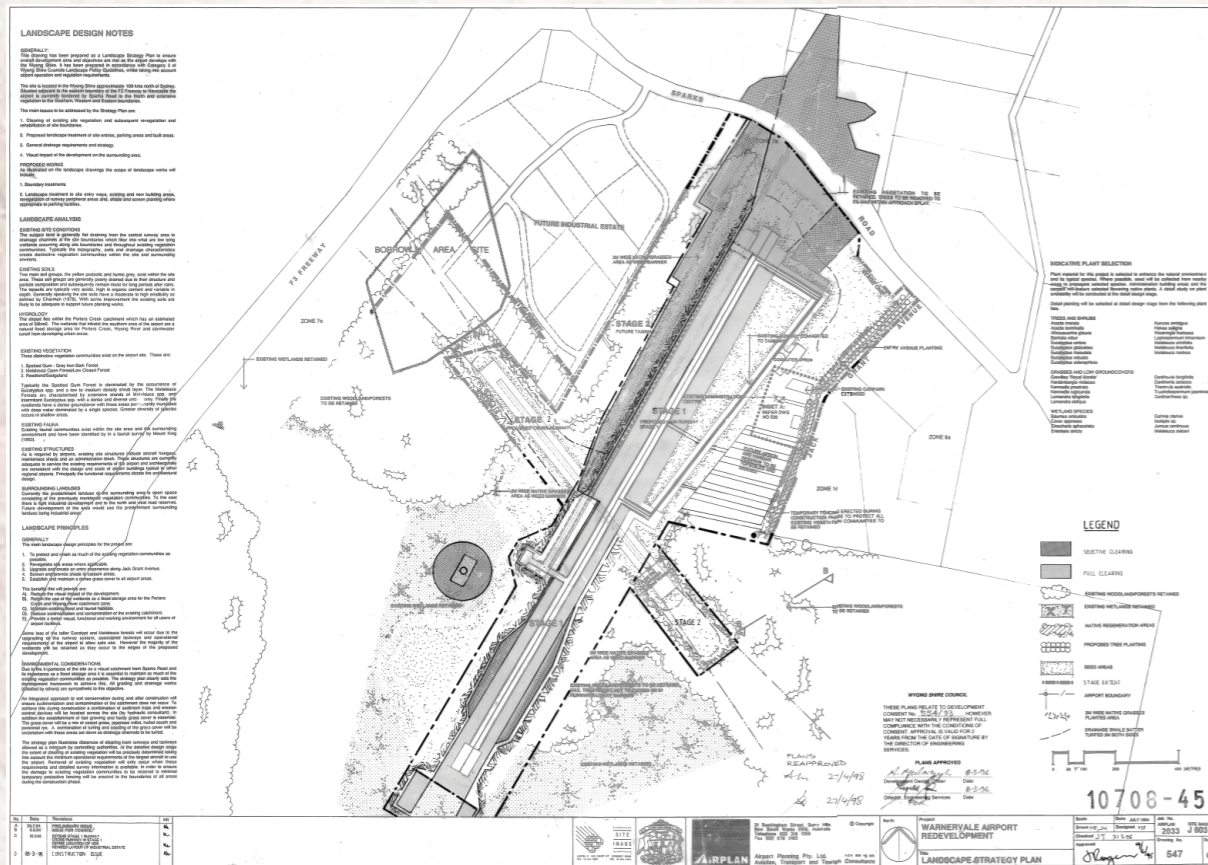
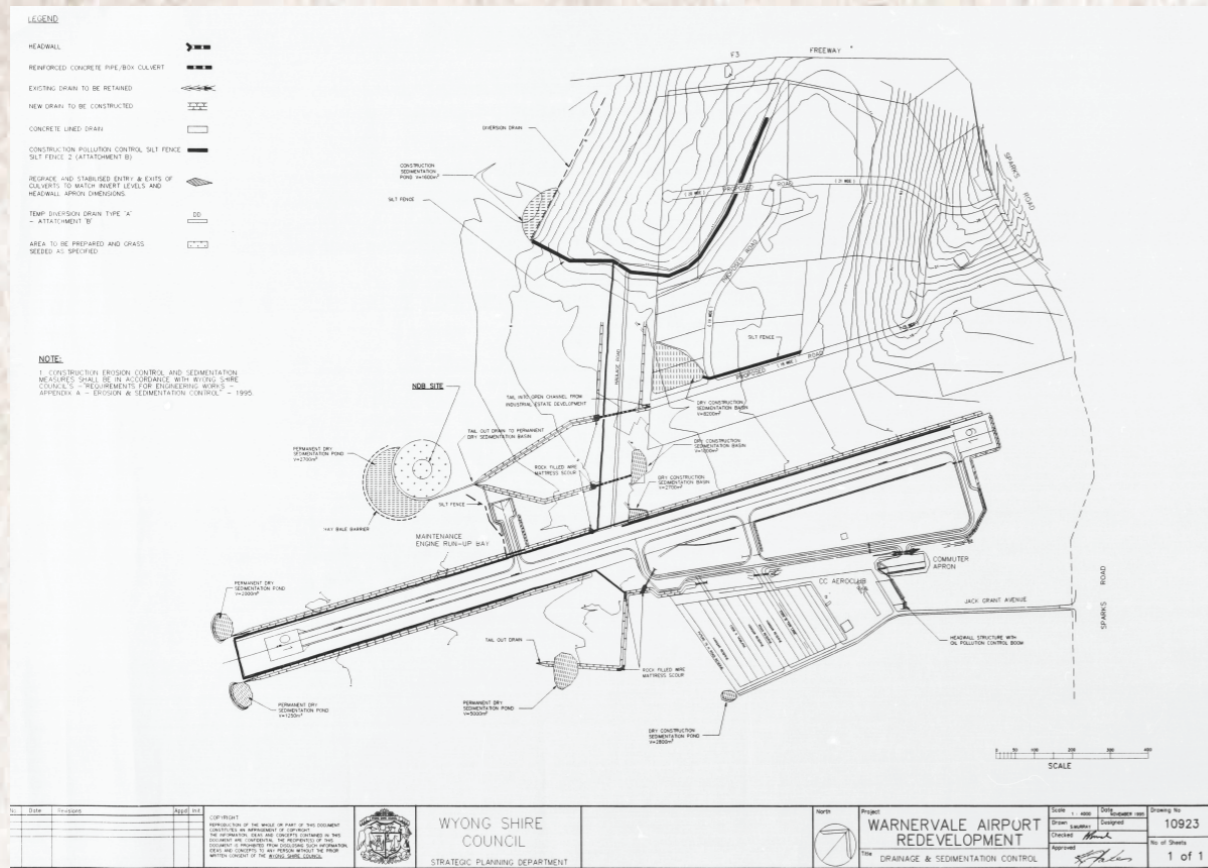
PPK 1985 Master Plan based on the 1977 relocated runway, with staged runway design, 1,800m length



1975 Warnervale Airport Source: NSW Gov. Historical Imagery



Approved Option D - Master Plan DA554/93



Above detailed Site Plans for approved DA554/93 Airport Master Plan.

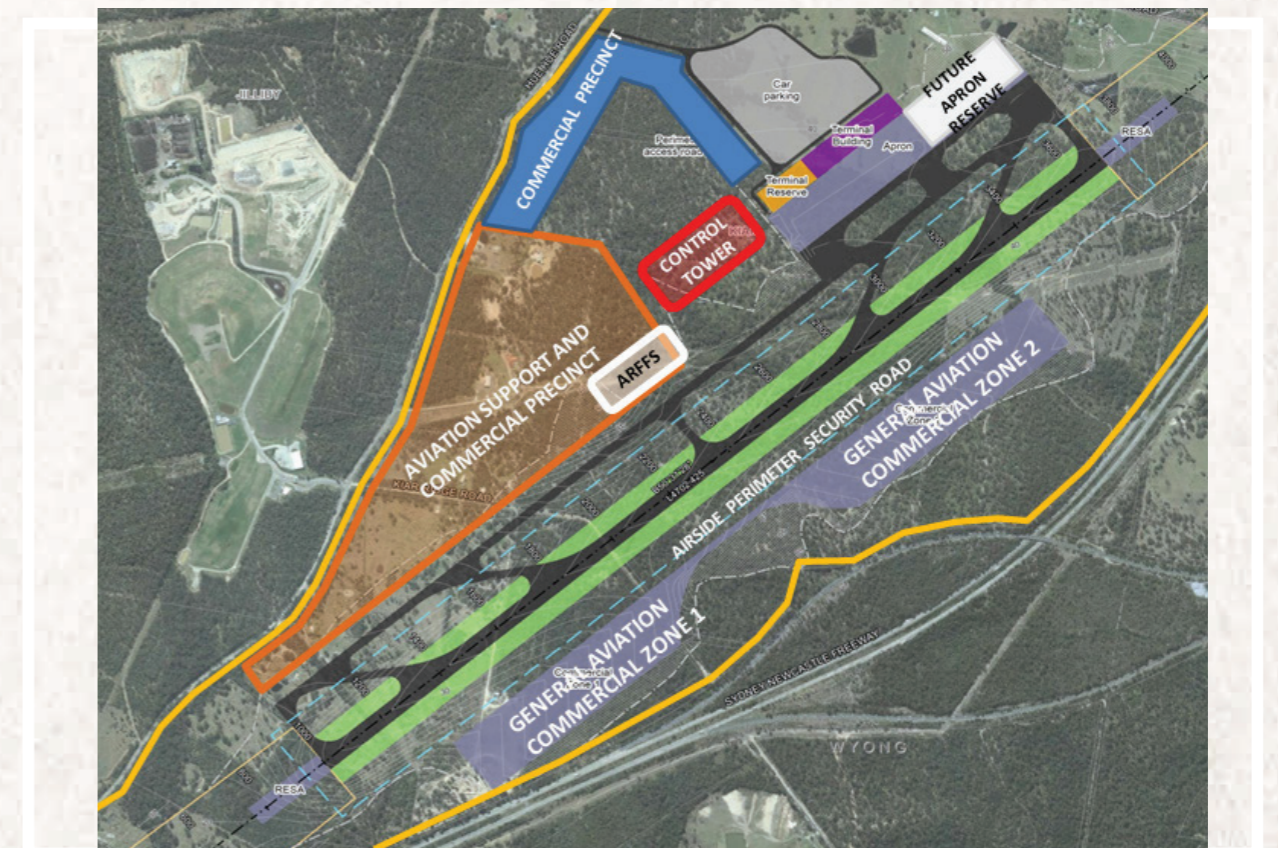
In conjunction with the rezoning, Council adopted a "Fly Neighbourly" policy aimed at minimising the impact of aircraft noise on surrounding areas and regulating building heights. This policy introduced appropriate controls designed to balance the needs of the airport's operations with the protection of nearby residents and the environment. These measures were critical to ensuring the airport could continue to function effectively while addressing potential concerns related to noise and development around the airfield.

Between 1991 and 1994, Council progressed with the exhibition and approval of the Airport Masterplan DA554/93. The plan outlined a two-stage development process, with

the first stage proposing a runway length of 1,200 metres to accommodate commuter operations for aircraft weighing up to 8,000 kg.

The second stage focused on upgrading the runway to a code 2C, enabling it to handle a wider range of aircraft.

The Masterplan also identified several deficiencies in the existing infrastructure, including the need to widen the runway to 15 metres and to install lighting for night-time operations. These improvements were intended to enhance the airport's capacity and support its long-term growth, ensuring it could meet future demand and regulatory standards for safe and efficient operations.



Kiar Ridge Preliminary Master Plan Design

In 1995, Council issued an expression of interest to upgrade the local airport, which resulted in the selection of Traders Finance to carry out the construction works. The tender awarded to Traders Finance included the development of the runway, taxiways, and apron areas as part of the first phase of implementing the Airport Master Plan. By 1998, the commuter apron was completed as part of the upgrade efforts.

The Warnervale Airport (Restrictions) Act 1996, known as the WAR Act, came into effect on 1 June 1997 after being passed by Parliament.

This legislation imposed restrictions on future airport development and operational activities. In response, Council terminated its contract with Traders Finance in 2001 and sought approval from the Minister to extend the runway in stages, to 1,200 metres and then again to 1,600 metres.

The Minister approved the 1,200 metre runway proposal, however refused the staged increase to 1,600 metres. Due to this refusal and changes to legislation during this period, Council was no longer able to pursue the existing Development Application.

In the years following 2010, Council shifted its focus towards a more intensive economic development strategy to stimulate growth in the Wyong Shire. This included the purchase and investigation of the Kiar Ridge site as a potential location for a regional airport. In line with this, Council endorsed a revised map indicating the strategic location for a type 3 airport, known as the Central Coast Airport. This proposal, along with a draft of the Local Environmental Plan (LEP) 2012, was placed on public exhibition from 9 January 2013 to 20 February 2013, accompanied by a community survey regarding the Kiar Ridge proposal. During 2013 and 2014, Council conducted due diligence studies to assess the feasibility of establishing a regional airport at the Kiar Ridge site.



# History of the Airport

In 2015, Council regained control of the local airport and granted a license to the Central Coast Aero Club. Additionally, Council applied to the Minister to have the WAR Act repealed.

In June of that year, Council authorised urgent maintenance works on the airport land, with the Warnervale Airstrip Maintenance Progress Report subsequently endorsed in August 2015. However, during these works, a breach of environmental regulations occurred, triggering the provisions of the WAR Act. As a result, Council was fined for the environmental breach. Resolutions from Council indicate that immediate steps were taken to ensure compliance, and the matter was reviewed as part of the ongoing assessment related to the repeal of the WAR Act.

Council also reviewed the draft Central Coast Aviation Hub Master Plan and proposed public consultation, in 2017. A series of resolutions were passed regarding ongoing compliance with the WAR Act. These resolutions included a commitment not to approve any development at the Warnervale Airport that was inconsistent with the WAR Act, as well as a decision to refrain from extending, removing, or altering the current 1193-metre runway. Additionally, Council suspended all works, land acquisitions, and expenditures related to the airport.

Council resolved to maintain the current zoning of the site, rejecting any proposal for rezoning to Special Purpose Zoning (SP2). It also committed to permanently protecting the Porters Creek Wetland south of the runway.



Central Coast Aviation Hub  
STAGE SEVEN DEVELOPMENT ZONE (2037)

2017 Aviation Hub Design (1,800mtr runway)

## Masterplan Stages



### Core Precinct

- Stage 1:
1. Vegetation control and power pole removal (underway)
  2. Site grading and perimeter road construction
  3. ARO / Facilities management relocation (future location TBC)
  4. Runway End Safety Area (RESA)
  5. Code 2B runway upgrade including full-length parallel taxiway upgrade (widened to be 23 metres, with a runway length remaining at 1200 metres)

- Stage 1:
6. Existing Central Coast Aero club (CCAC)
  7. Automated Weather Station (AWS) safeguarding
  8. Relocated CCAC
- Stage 2:
9. Instrument procedure design and installation
  10. Apron expansion for Patient Transfer Facilities



### Investigation Areas

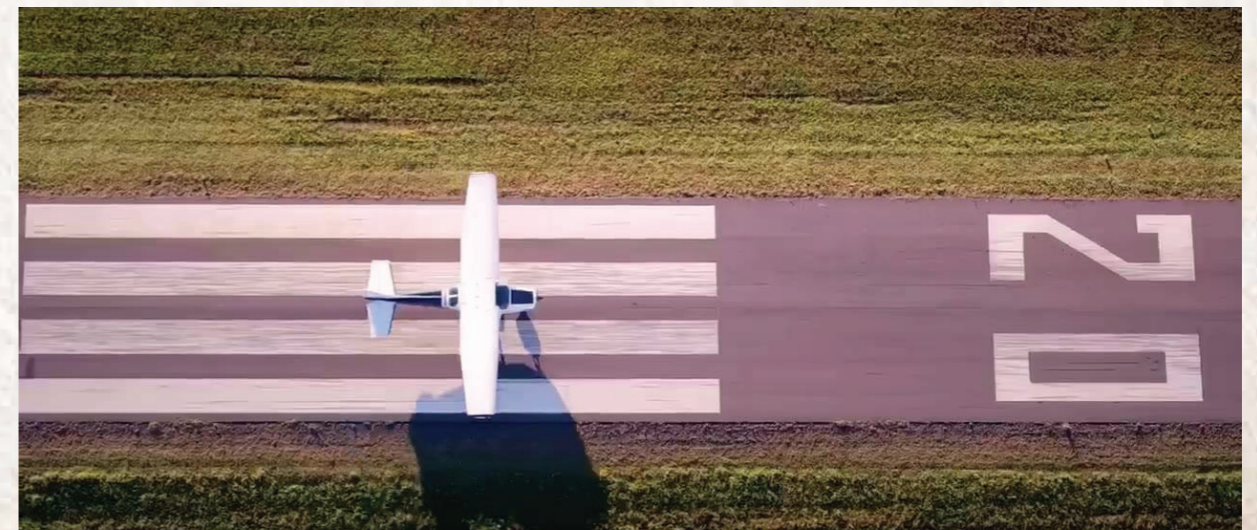
- Stage 3:
1. Areas shown in blue identified for future investigation and potential expansion areas



Exhibited Central Coast Airport Draft Master Plan 2023 - February 2024.

In 2019, the Member for Terrigal announced a second review into the repeal of the WAR Act, addressing growing uncertainty among the community and stakeholders following the 2017 Aviation Hub Master Plan. This led to the NSW Parliament voting to repeal the WAR Act on 16 February 2021.

Following the repeal, in April 2021, Council resolved to proceed with the development of a 1,200-metre runway at the airport. The Draft Master Plan for the airport was subsequently exhibited between December 2023 and February 2024, inviting further feedback and input from the community and stakeholders.



# Central Coast Airport

Central Coast Airport is a aircraft landing area (ALA) owned and operated by Central Coast Council. It is located on Jack Grant Avenue, Warnervale and is approximately 90 minutes' drive north of Sydney and 45 minutes south of Newcastle.

The total site area comprises 160.0ha owned by Central Coast Council. A detailed map is provided in Airport Development Plan Section.

## Precinct Facility Details

Coordinates -

<b>Location</b>	World Aeronautical Chart: 3456 Lat: 33 14.45' A Long: 151° 25.84' E
<b>Elevation</b>	25'

## Building Details

ARO Building - Office Space

## Airport Details

- 02/20 Runway (spray sealed) 1193m x 10m

## Airport Operations

- 30,644 annual movements (GA, Charter and Training)
- Code YWVA
- Aircraft Landing Area

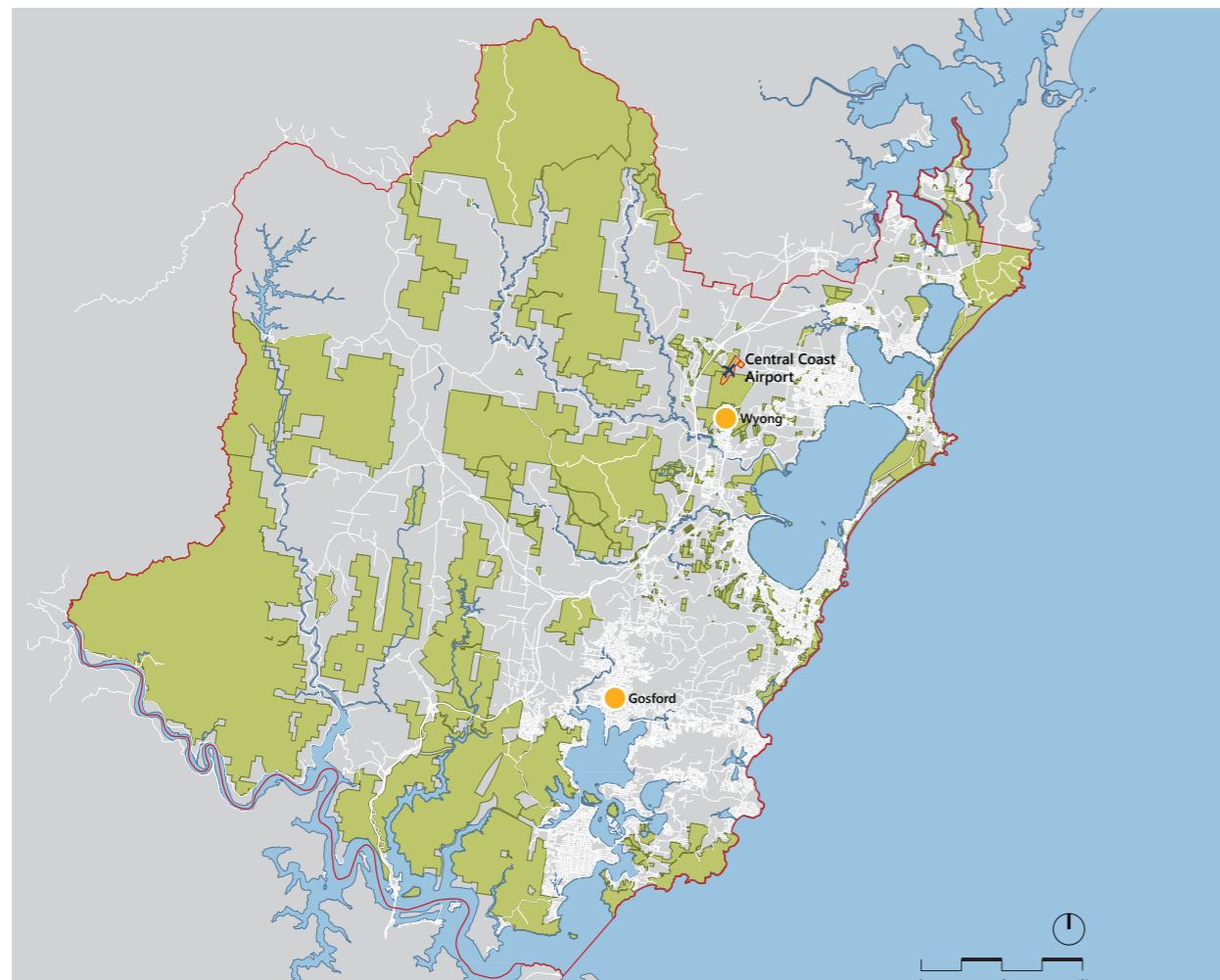
## Airspace

**Class G:** This airspace is uncontrolled. Both instrument flight rules (IFR) and visual flight rules (VFR) aircraft are permitted and neither require air traffic control (ATC) clearance. The flying operations at the ALA currently operate in Class G Airspace (NON-CONTROLLED).

A note on airspace:

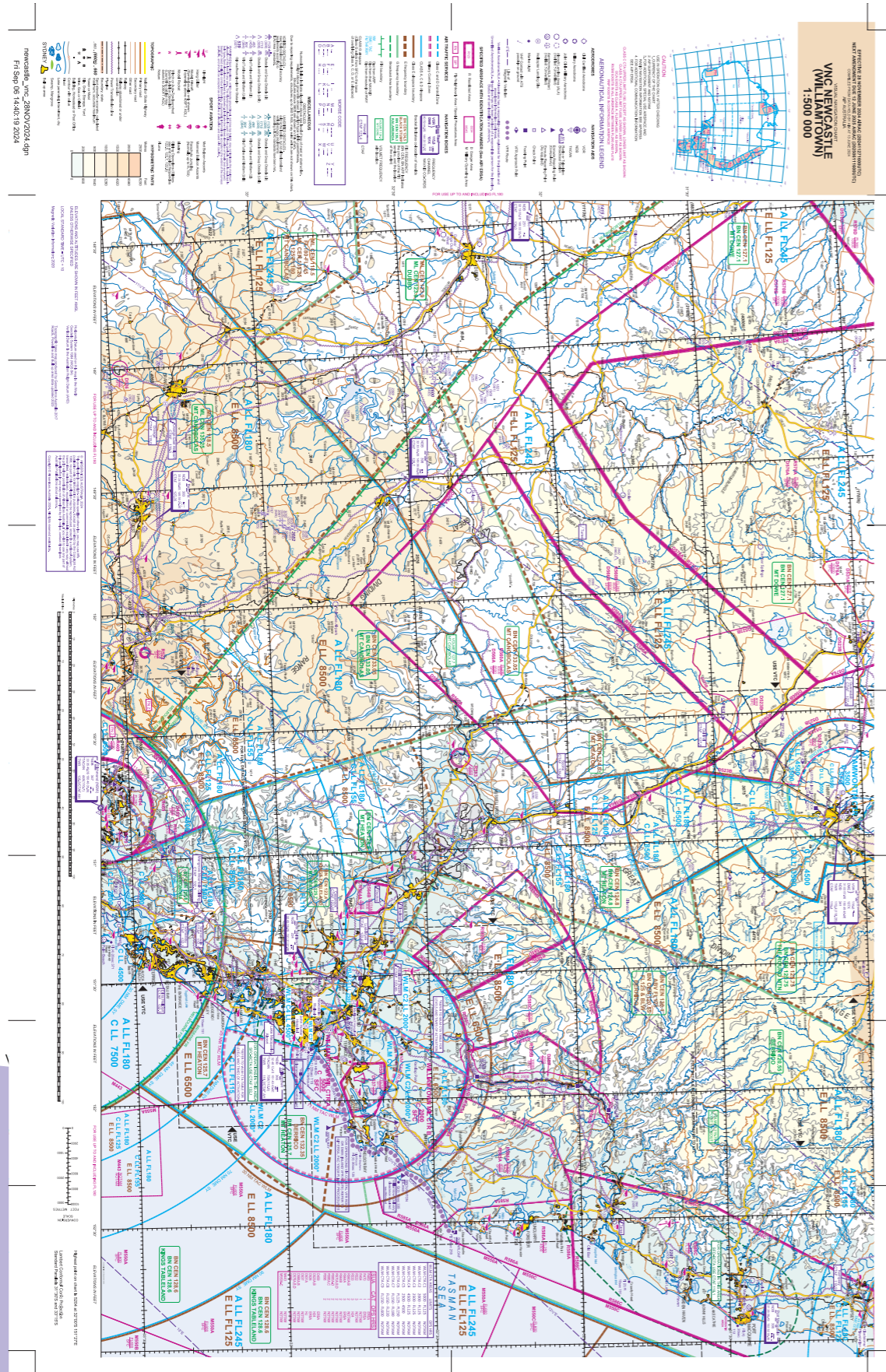
Australian airspace is divided into controlled and uncontrolled airspace, with each having specific regulations and procedures. Additionally, airspace is categorised into different classes, with internationally agreed rules governing both visual flight and instrument flying.

Uncontrolled airspace differs from controlled airspace in that it is not actively supervised by ATC. Consequently, no clearance is required for aircraft to operate within uncontrolled airspace. Most light aircraft and helicopters typically operate outside or beneath controlled airspace, such as those flying at low altitudes over areas like Sydney Harbour.



Map of the Central Coast LGA, with Central Coast Airport shown





Left: VNC Airspace Map Sydney - Airservices Australia

While aircraft in uncontrolled airspace are not under direct ATC supervision, pilots must still adhere to visual flight rules (VFR) or instrument flight rules (IFR) depending on their conditions. Although air traffic controllers in uncontrolled airspace do not provide separation between aircraft, they offer a Flight Information Service (FIS) to IFR aircraft and a

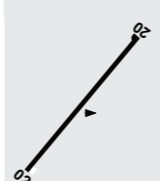
Traffic Information Service (TIS) to both IFR and VFR aircraft upon request. These services help to ensure situational awareness and safe operation within

From <https://www.airservicesaustralia.com/about-us/our-services/how-air-traffic-control-works/how-airspace-is-managed/>

AIP Australia 28 NOV 2024 FAC YWVA - 1

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**WARNERVALE**



NSW  
331425S  
AD OPR Central Coast Council, PO Box 20, Wyong, NSW, 2259. PH 02 4350 5555. ARO 02 4392 4741. Website: www.centralcoast.nsw.gov.au.

**REMARKS**

- AD charges all ACFT. Refer Central Coast Council website.
- Curfew applies: no movements permitted BTN 2200-0630 Local.

**HANDLING SERVICES AND FACILITIES**  
Warnervale Air Pty Ltd: 0730-1600 Local DLY. Phone 02 4392 5174.  
Aero Refuellers: H24 AVGAS bowser. Accepts Aero Refuellers cards, V and MC. PH 0413 003 808.

**PASSENGER FACILITIES**  
LG/RF/WC

**AERODROME OBSTACLES**  
Tall trees 55FT AGL 278M S of DTHR RWY 02.

**PHYSICAL CHARACTERISTICS**  
02/20 39a 5700/ Unrated. Sealed. RWY LEN 1,193M. WID 10 RWS 50  
RWY 02 DTHR 242M. RWY 20 DTHR 210M.

**ATS AND AERODROME COMMUNICATION FACILITIES**  
FIA SYDNEY CENTRE 125.8 Circuit Area

**LOCAL TRAFFIC REGULATIONS**

- Preferred RWY 20 with LV wind or direct crosswind.
- Back tracking on the RWY not permitted (except for line-up RWY 02) and pilots should vacate the RWY as soon as practicable after landing.
- Carriage and use of radio is required by the AD OPR.
- Broadcast with intentions turning base is required.
- Pilots should limit radio transmissions in the circuit to those necessary to provide traffic information and separation.
- Straight-in approaches are not permitted.

CTAF 132.1

**NOISE ABATEMENT PROCEDURES**  
Pilots are requested, where possible to avoid a noise sensitive areas (Watanobbi) to the SSE of AD.

**ADDITIONAL INFORMATION**

- Flight training by RA and GA aircraft.
- Kangaroo and bird hazard exists.
- Caution: standing water or soft movement areas after rain.

**CHARTS RELATED TO THE AERODROME**  
WAC 3456.

**ELEV 25**

**FULL NOTAM SERVICE NOT AVBL**

UTC +10 YWVA  
VAR 12 DEG E UNCR

Warnervale (YWVA) En Route Supplement Australia (ERSA) <https://www.airservicesaustralia.com/aip/aip.asp?pg=40&vdate=8>

Current ERSA



ERSA

The airport currently functions as a landing and take-off area for aircraft with a Maximum Take-Off Weight (MTOW) of up to 5,700 kgs. Due to this weight restriction and the current physical dimensions of the runway, larger turbo-prop and jet aircraft are unable to use the facility. At present, the airport does not host any non-aviation activities.

A review of the existing airport infrastructure, including the runway, taxiway, and line markings, was conducted to assess safety, operational efficiency, and the ability to meet future demand. In collaboration with L+R Airport Consulting and JJRyan, Council undertook a comprehensive evaluation of the infrastructure to identify any nonconformities and assess the adequacy of these assets in relation to aviation standards and regulations.

Runway

The runway is in fair condition, exhibiting moderate cracking severity in the middle section.

Currently, the runway operates with a displaced threshold due to obstacles at both the northern and southern runway alignments. Tree obstacles reduce the effective length of the runway by 210 metres to the north and 242 metres to the south.



Taxiways

The taxiways generally have a width of 4.5 metres and are in fair to good condition. However, the unsealed taxiways present significant issues, as loose gravel poses a risk of propeller damage to aircraft, leading to potential damage and a decrease in overall airport safety.

Additionally, the current taxiway width is insufficient to accommodate medical aviation aircraft, due to the 4.5m width.

Line Markings

The runway markings are currently non-compliant and require correction to meet Part 139 of the Manual of Standards (MOS - Aerodromes). These markings are essential for effectively communicating runway visual aids to guide pilots and Air Traffic Control during take-offs and landings. Proper markings are critical to ensuring safe and efficient airport operations, as they help prevent accidents and facilitate the orderly movement of aircraft and vehicles on the ground.



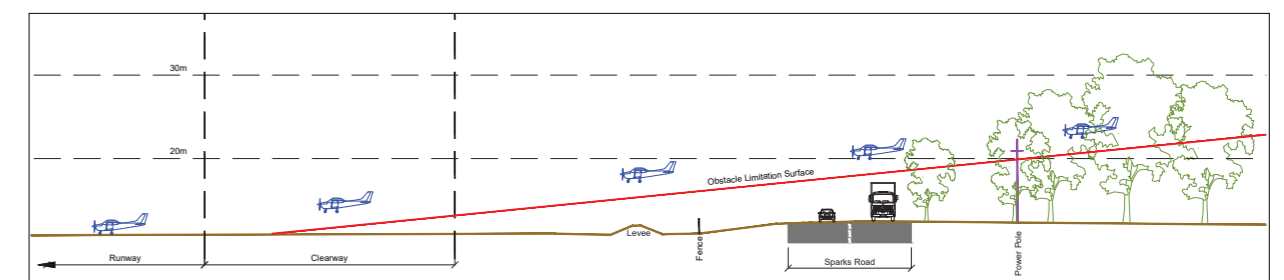
Obstacle Limitation Surface (OLS)

An Obstacle Limitation Surface (OLS) is designed to protect aircraft operating under visual flight conditions. It consists of a series of imaginary surfaces around a runway, which define the height limits for objects in and around the airport. The OLS identifies the lower limits of an airport's airspace, ensuring that it remains free of obstacles that could pose a danger to aircraft during take-off, landing preparations, and landings.

Structures, trees, or other objects that intrude into these surfaces present potential hazards to aircraft and must be controlled to ensure safety.

Currently, the airport is affected by intrusions into both the northern and southern OLS due to trees encroaching into the airspace.

A displaced threshold has been used to mitigate these intrusions; however, this approach is inadequate for ensuring long-term safe operations at the airport. In accordance with the recommendations of the WAR Act Repeal, the High Voltage Power Poles are scheduled to be undergrounded by the first quarter of 2025.





Central Coast Airport operates in accordance with Commonwealth legislation governing airspace and pilot operations. In Australia, this is regulated through the Civil Aviation Act 1988 and its associated regulations, which are administered by the Civil Aviation Safety Authority (CASA). The Master Plan has been developed to ensure consistency with the obligations outlined in the relevant airport legislation applicable to an Airport Landing Area (ALA). Any identified deficiencies or necessary changes to policies and controls have been incorporated into the Master Plan and are included

as actions within the implementation plan. Regarding aviation operational activities, CASA defines airport types. As an ALA, Central Coast is classified as an uncertified aerodrome, and certification is governed by Part 139 of the Civil Aviation Safety Regulations (CASR), which came into effect on 22 August 2020.

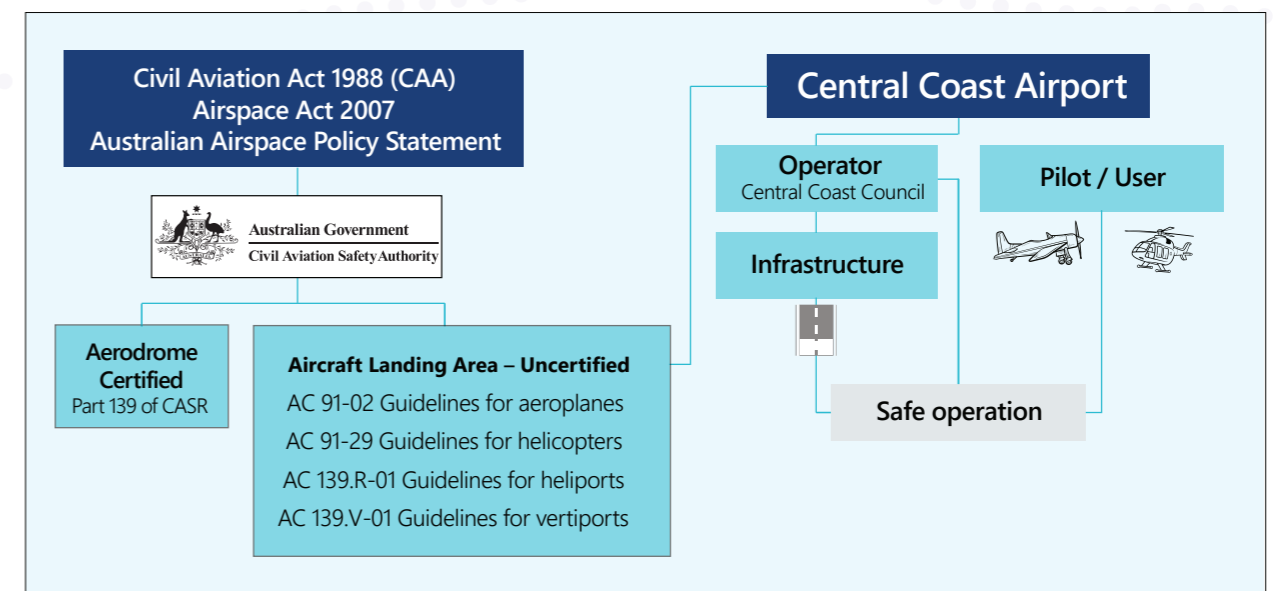
This legislation establishes the criteria and requirements for when an aerodrome must be certified. The provisions for certification as outlined in CASR Part 139 are illustrated in the diagram below:

An 'Airport' is a civil aerodrome designed for the take-off and landing of passenger-carrying aircraft for the general public and/or cargo aircraft.

Central Coast Airport does not have terminal instrument flight procedures, nor does the runway's maximum load rating accommodate flights with more than 30 passengers. As such, the Airport will remain classified as an uncertified aerodrome or Aircraft Landing Area (ALA). An ALA is subject to lower prescribed operating standards than a Certified or Regulated Aerodrome. ALAs are limited in the type of operations

they can support and place a high level of operational responsibility on the pilot.

As an ALA, Central Coast Airport operates with CASA-designated specific legislation for operations. This includes AC 91-02 Guidelines for aeroplanes with a Maximum Take-Off Weight (MTOW) not exceeding 5,700 kg – suitable places to take off and land, AC 91-29 Guidelines for helicopters – suitable places to take off and land, AC 139.R-01 Guidelines for heliports – design and operation, and AC 139.V-01 Guidance for vertiport design.



Although not a legislated standard, design and operation of the ALA in accordance with Part 139 MOS 2019, notably chapters 6, 7 and 8 is also important so that the Airport achieves compliant-level facilities, despite not being a certified aerodrome, thereby improving usability and safety. These guidelines and instruments define the obligations for airspace and on-site aviation operations for both the airport operator, Council, and the users of the ALA, namely the pilots.

Central Coast Council, as the Aerodrome Operator, holds specific rights of control regarding operations at the Aircraft Landing Area (ALA). These include operational aspects such as curfews, restrictions on the types of aircraft operations,

and the implementation of 'Fly Neighbourly' agreements, as outlined in the 'Aeronautical Information Publication – En-route Supplement Australia' (ERSA).

However, this control does not extend to the airspace above the Aerodrome, which is regulated and managed by the Federal agency, CASA, as well as Airservices Australia (AA), which oversees airspace management.

Additionally, while aerodrome technical inspections are not mandatory, they are encouraged to ensure the ongoing safety and operational integrity of the site.

**Requirements for an airport Master Plan - Repeal of the Warnervale Airport (Restrictions) Act 1996 (WAR Act 1996)**

On 16 February 2021, the NSW Parliament voted to repeal the WAR Act 1996 restrictions. The review of the WAR Act 1996 recommended the Master Plan is required to:

- Clarify Governance of who oversees aviation safety and operations in relation to planning, amenity and environmental matters (pg 22,23)
- Clarify the process required for any change of use and development application (pg 47)
- Clarify legislative hierarchy of statutory protections (pg 22,23)
- Council to clarify its position (pg 30)

The Central Coast Master Plan has been prepared in accordance with these recommendations.

**What was the Warnervale Airport (Restrictions) Act 1996?**

- Commenced 1 June 1997
- Limited airport movements – max. 88 per day with limitations on type of aircrafts (No Regular Passenger Take-offs (RPT) Commercial Charter flights), with a curfew between 10pm and 6.30am
- Restrictions on aircraft movements, including curfew only applied to a new runway (if constructed) and not the existing runway
- Limited runway strip length to a maximum of 1200 metres, unless approved by the Minister.
- Independent review required for environmental impact study
- A noise study required to be undertaken based on forecasting

**Master Plan Process**

On August 10, 2020, Council resolved to note the recommendations of the WAR Act Repeal (Resolutions 836/20 and 837/20), and on April 13, 2021, at the Council meeting, it was resolved (Resolution 103/21) to approve the development of a Master Plan.

Council initiated the development of the Master Plan with the support of professional consultants with expertise in various fields.

The Draft Central Coast Airport Master Plan was made available for public exhibition for a period of 60 days, from December 14, 2023, to February 13, 2024.

As part of the Master Plan's development, Council engaged

with a wide range of stakeholders, including aviation businesses, government agencies, the neighbouring community, airport tenants, and state agencies.

During the consultation period, a total of 118 written submissions were received. Of these, 76 submissions were supportive of the Master Plan, 33 were opposed, and 9 were neutral. Additionally, a random telephone survey of 294 Central Coast residents was conducted between March 14 and March 20, 2024. Of those surveyed, 83% indicated that they were at least somewhat supportive of the Master Plan.

Following the public exhibition period, the Draft Central Coast Airport Master Plan was revised, where necessary, this version was prepared for consideration by Council.



Australia has a broad and diverse airport network, encompassing major city airports and regional community facilities. These airports deliver significant benefits to their communities, far beyond the widely recognised roles of passenger and freight transport. As a secondary airport, Central Coast Airport complements and enhances the services of existing major international and regional airports by offering additional facilities and infrastructure. Notably, it plays a key role in supporting the General Aviation (GA) sector, which includes all flying activities by Australian-registered aircraft, excluding commercial air transport. The primary categories within GA are aerial work, business flying, instructional flying, personal and pleasure flying, and other flying activities. The sport aviation segment also contributes, covering operations by ultralight aircraft, gliders, hang gliders, and gyrocopters.<sup>1</sup>

**“Far beyond their economic impact, airports soar as vital hubs, supporting local communities by facilitating a diverse spectrum of aviation services.”<sup>2</sup>**

The Australian aviation industry is projected to grow by 10.5% by 2026, driven by increased travel post-COVID and continued investment in airport infrastructure. However, this growth is currently constrained by a significant shortage of skilled workers, including pilots, flight instructors, and aviation maintenance engineers. The sector was severely impacted by the COVID-19 pandemic, with 38.5% of the workforce lost by 2020 due to early retirements or transitions to more secure employment. By 2023, skill shortages were especially acute for aeroplane pilots and flying instructors—critical roles in the training

pipeline—resulting in sustained high demand for these positions.

Automation is not seen as a viable short-term solution to these workforce shortages and is expected to face considerable barriers. The lack of qualified pilots has disproportionately impacted general aviation businesses, particularly smaller regional airlines. As global competition for aviation talent intensifies, Australia's aviation sector will face additional challenges in maintaining a sufficient workforce. [Jobs and Skills Australia]

The general aviation sector will also face increased competition for airspace with the opening of Western Sydney International Airport (WSI) in 2026. The resulting changes to airspace, flight paths, and regulations will affect operations within the Sydney Aviation Basin. Airports like Bankstown and Camden will experience longer flight durations to reach new training areas, leading to extended schedules and higher operational costs, including increased flying times, fuel consumption, and maintenance expenses. These changes are estimated to cost around \$15 million by 2026, with costs rising at about 1% annually. Airspace congestion is also likely to reduce student numbers by 20% at Bankstown Airport and decrease general aviation activity across the Sydney Basin.

The Central Coast Airport Master Plan aims to address these challenges by expanding flight training opportunities, emergency response services, and industry support. As a secondary airport, Central Coast Airport will play a crucial role in addressing the pilot shortage and delivering essential training for emergency services. Small airports are integral to providing the infrastructure required for small aircraft operations, and Central Coast Airport will be key in supporting this need. The Master Plan also envisions partnerships with the University of Newcastle, TAFE NSW, and the local Aero Club to offer a Bachelor of Aviation and a Diploma of Aviation, creating a new educational pathway for over 90 students, per year. This initiative will help alleviate the current skills shortage in the aviation industry.



<sup>1</sup>[https://www.bitre.gov.au/statistics/aviation/general\\_aviation#anc\\_summary](https://www.bitre.gov.au/statistics/aviation/general_aviation#anc_summary)

<sup>2</sup>Taking Flight: The economic and social contribution of Australia's airports, Deloitte Access Economics, November 2023

<sup>3</sup>chrome extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.wsiflightpaths.gov.au/pdf-documents/eis-documents/WSI\_EIS\_Part\_C\_-\_EIA\_Chapters\_10\_to\_23.pdf

In addition the Central Coast Airport will provide critical community and social support. The Master Plan includes provisions for relocating essential services, such as medical evacuations, firefighting, and disaster relief operations, to the airport. Its strategic location will enable rapid responses to emergencies, benefiting the wider community.

With the population of Greater Warrnervale expected to reach 64,044 by 2041, Central Coast Airport will help support the government's roadmap for a dynamic and inclusive labour market, creating local jobs. The airport will also stimulate business opportunities by offering ground leases for previously underutilised industrial-zoned land, catering to both aviation and non-aviation sectors. This will foster job creation, boost tourism, and attract investment, contributing to the local economy.

Beyond aviation-related services, the Master Plan also emphasises sustainable development by ensuring the permanent protection of environmentally sensitive land, including Porters Creek Wetland, under a Biodiversity Stewardship Agreement (BSA).

This agreement, the largest of its kind ever undertaken by Council on Council-owned sites, will cover a proposed 900 hectares. Porters Creek Wetland is the largest coastal wetland in the region, making up 12% of the total wetland area, and serves as critical habitat for various species.

Long-term legal protection of this area will provide substantial benefits to the community and Council, safeguarding valuable public assets for future generations and achieving funding for their ongoing management and maintenance.



## The Role of the Airport in the Region

### Policy Framework

The following key documents have been identified as relevant regional, district, and local policies that will guide the future development opportunities at Central Coast Airport.

### Central Coast Regional Plan 2041

The Central Coast Regional Plan identifies the Warnervale area as a regionally significant growth area, with Central Coast Airport recognised as an important asset for the district. The Airport serves multiple purposes, including aviation training, student education, and emergency services.

### Warnervale Employment South Precinct

This precinct emphasises the alignment of the Airport Master Plan with the recommendations from the Review of the Warnervale Airport (Restrictions) Act 1996 and the requirements following the repeal of the act. Additionally, the strategy advocates for the expansion of aviation activities at the Airport, alongside efforts to protect Porters Creek Wetlands.

### Greater Warnervale Structure Plan

The Greater Warnervale Structure Plan outlines several opportunities and considerations for the Airport Master Plan, including the impacts of noise, environmental factors, and safety concerns. It also highlights the potential to explore economic development, tourism, and job growth, aiming to enhance employment offerings in the Greater Warnervale area.

### Central Coast Council Biodiversity Strategy

The Central Coast Council Biodiversity Strategy provides a framework to support the protection and management of biodiversity within the Local Government Area (LGA).

The strategy highlights Porters Creek Wetland as a crucial natural buffer to Wyong Creek and a habitat for unique species, such as the wallum froglet.

### Central Coast Strategy 2023 – Greater Cities Commission

The Central Coast Strategy 2023, developed by the Greater Cities Commission, outlined key priorities for fostering economic growth within the Local Government Area (LGA). The airport, located within the Warnervale Employment Precinct, was identified as a critical asset in unlocking and accelerating the development of employment precincts designed to generate jobs, particularly those linked to the aviation sector.

The strategy highlighted the potential for adjoining areas to be developed for new businesses, including aircraft manufacturing and maintenance, as well as for subdivision aimed at advanced manufacturing activities.

However, this development is subject to considerations such as land servicing, traffic management at Sparks Road, and potential biodiversity constraints that may need to be addressed to ensure sustainable growth in the region.







Our vision is to transform the airport into a leading general aviation hub by overcoming past challenges and driving progress. This transformation will be fueled by fostering business growth, expanding educational opportunities, and creating local employment. We are committed to strategically relocating and enhancing essential and emergency services to improve the well-being and connectivity of our community. Additionally, we are dedicated to protecting the environment and addressing historical misalignments that have limited our full potential.

## Central Coast Airport has a rich history, which has sparked a range of perspectives within the community.

financial viability and success of airport-related businesses,

The Central Coast Airport Master Plan is designed to stimulate economic growth and generate local job opportunities in this rapidly developing region.

By integrating aviation, aerospace technologies, manufacturing, and education, the plan will promote sustainable long-term development while ensuring the financial viability and success of airport-related businesses, contributing to the region's prosperity.

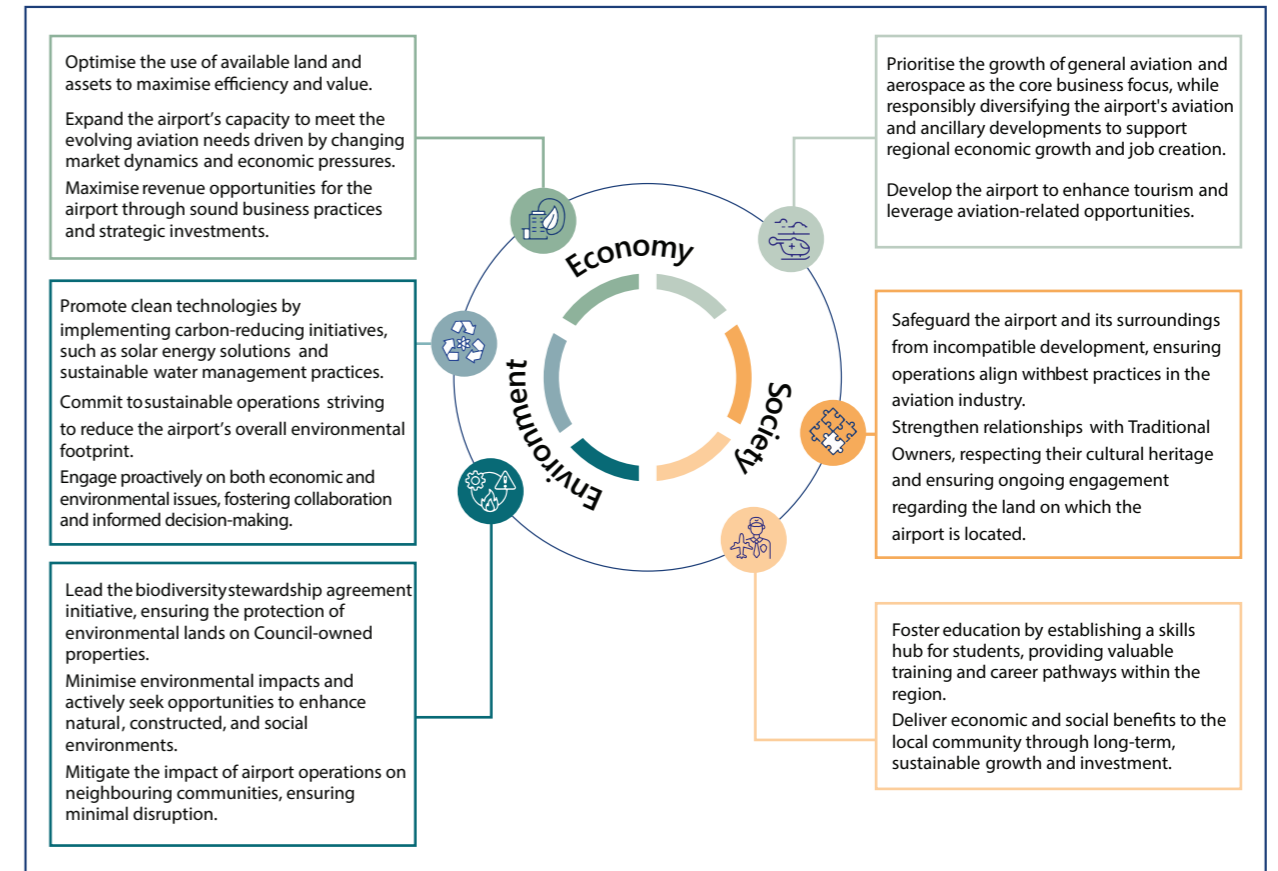
The Master Plan also prioritises the protection of environmentally sensitive lands through responsible land-use practices. This includes enhancing biodiversity, safeguarding natural habitats, and implementing a land-use strategy that limits development in critical areas.

Additionally, the plan focuses on preserving water quality through sustainable drainage systems and protecting wildlife corridors, ensuring that future growth is carefully balanced with ecological conservation.

### A shared vision for economic growth, in balance with the environment.

Importantly, the Central Coast Airport Master Plan strikes a balance between community well-being and fiscal responsibility in the following ways:

- **Protection of Porters Creek Wetland** through a Biodiversity Stewardship Agreement and subdivision, with Environmental/Conservation zonings of important habitat areas to ensure future conservation, while clearly defining land uses.
- **Support for community-led initiatives**, with the establishment of the University, TAFE, and relocation of Rural Fire Service, alongside the Emergency Operations Control Centre, all given priority to enhance local services.
- **Ground leases** that minimises risk for Council, enabling the unlocking of previously constrained land, empowering local businesses to create new employment opportunities and drive economic growth.



Central Coast Airport's extended contribution to the regional economy.

Currently, the Airport is open to both the Aero Club and itinerant pilots for various aviation activities, including landings, take-offs, and aircraft parking. The Aero Club (CCAC) operates from a freehold site at the Airport, holding a license agreement that grants the Club rights to use the Airport for certain aviation-related activities until June 30, 2027. The Aero Club employs 25 full-time staff, along with 5 seasonal staff, and is engaged in flight training and recreational aviation activities.

To assess the potential of Central Coast Airport as a relocation option for aviation businesses, Colliers conducted a market sounding process. The findings from this process suggested that the Airport could generate an estimated 184 new aviation-related jobs, with a potential total investment value of \$33.7 million from all respondents. Many of the organisations involved in the market sounding expressed the ability to relocate to the Airport within a short-term timeframe, ranging from 9 months to 3 years.

The market sounding also revealed significant opportunities to address the limitations of existing aviation facilities in the region. Several potential tenants currently operate at congested airports, such as Bankstown, Cessnock, and Maitland, where they face challenges like limited hangar space and operational restrictions. The anticipated opening of Western Sydney Airport (WSI) in 2026 is expected to exacerbate these concerns, as businesses foresee a surge in aviation activity that will strain existing resources.

The development of a Bachelor of Aviation program presents an opportunity to create a new education pathway, accommodating up to 90 students, with practical flight training requirements to be carried out at the Airport.

Additionally, the relocation of the Rural Fire Service (RFS) will facilitate the construction of a new, multi-million-dollar Emergency Control Centre. This facility will better serve the community, with all care flights, RFS operations, and POLAIR landing and take-offs occurring at the upgraded Airport. The relocation will potentially cater for 21 full-time equivalent (FTE) positions, 3 - 4 hybrid staff with head office responsibilities, and 8 - 10 mitigation crew, a fit for purpose Fire Control Centre may also open up future opportunities for remote work.

The establishment of the Biodiversity Stewardship Agreement for Porters Creek Wetland and the surrounding ecologically sensitive land with an estimated total fund deposit of \$19 million will potentially create employment opportunities for 4 research students, 1.5 full time Council roles, 3 full time professional consultants and 16.5 seasonal contractor roles for bush regeneration and biodiversity management.

The Master Plan outlines a development plan for infrastructure improvements at the Airport, with associated capital investment expected to stimulate economic activity, create construction jobs, and support services. Moreover, Central Coast Airport supports indirect employment through supply chain industries that provide goods and services to businesses operating at the site.

## Wider Economic Benefits and Impacts for the region

Wider economic benefits are the potential economic outcomes from the development at the Airport. The Airport can stimulate new economic development, increase the density of businesses and workers in the area. This can boost innovation and productivity through knowledge transfer and greater specialisation, among other mechanisms.

The following impacts for the region may be seen based on the proposed Airport Master Plan:



**Additional Investment of around \$64 million over 10 years**



**Addition of 200 jobs for the region at the Airport by 2035, a 15% increase on the current number of local jobs**



**Additional wages and salaries of around \$10 million per annum by around 2035**



**Growth in tourism, flight training and emergency services operations**



**Impacts will feed through to increased economic activity for the region**

The Airport Development Plan outlines Council's strategy to accommodate growth and foster new business opportunities, aligning with our strategic vision and objectives. The plan details the necessary improvements to the airfield, aviation facilities, and infrastructure to support ancillary development and increased general aviation activity. It also identifies commercial property opportunities within the landside areas of the airport that complement aviation operations, provide flexibility and contribute to economic growth in the local area.

Furthermore, the Master Plan ensures compliance with all relevant laws, including environmental regulations, development planning requirements, and building codes applicable to airports.

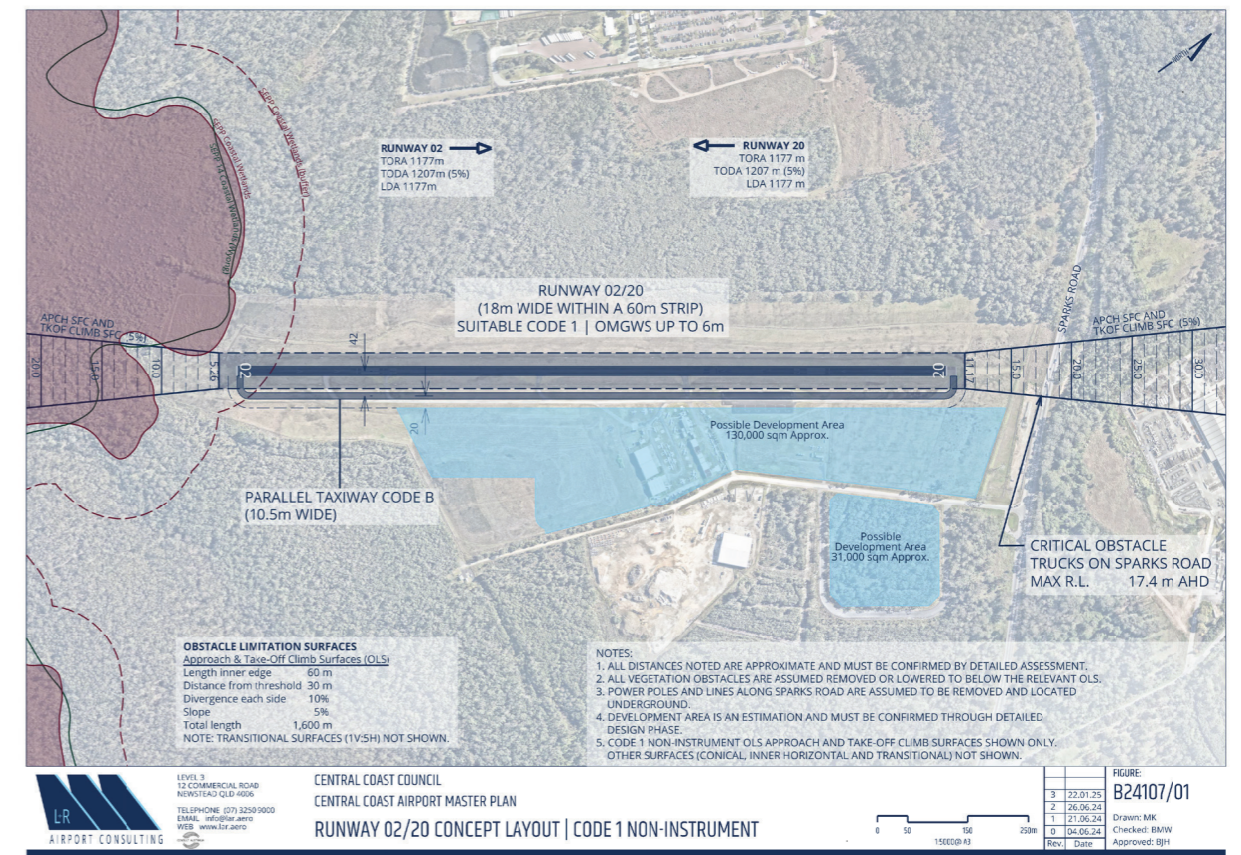
## Development Plan Key Considerations

The key considerations for the development of Central Coast Airport revolve around several critical factors that will enable the successful growth of the airport while addressing

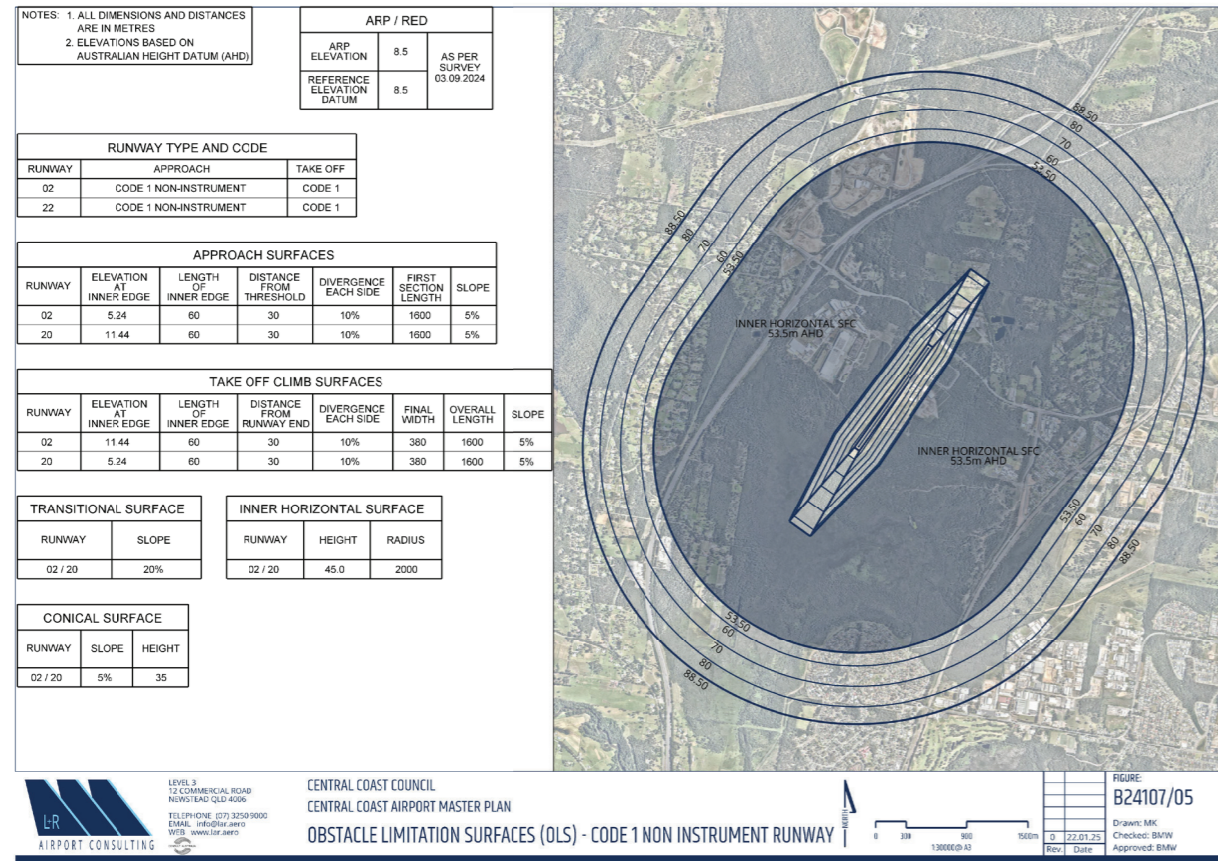
environmental, regulatory, and operational challenges. By addressing these key considerations—rezoning and subdividing land for mixed-use purposes, and providing comprehensive environmental protection—Council can overcome the obstacles that currently hinder the airport's full development potential. This approach will enable the airport to expand its capacity, attract new businesses, create jobs, and contribute to the region's economic growth while maintaining a responsible and sustainable approach to environmental stewardship. To facilitate this, the following actions are necessary:

## Upgrade Runway Infrastructure Code 1B, safeguarding for Code 2B

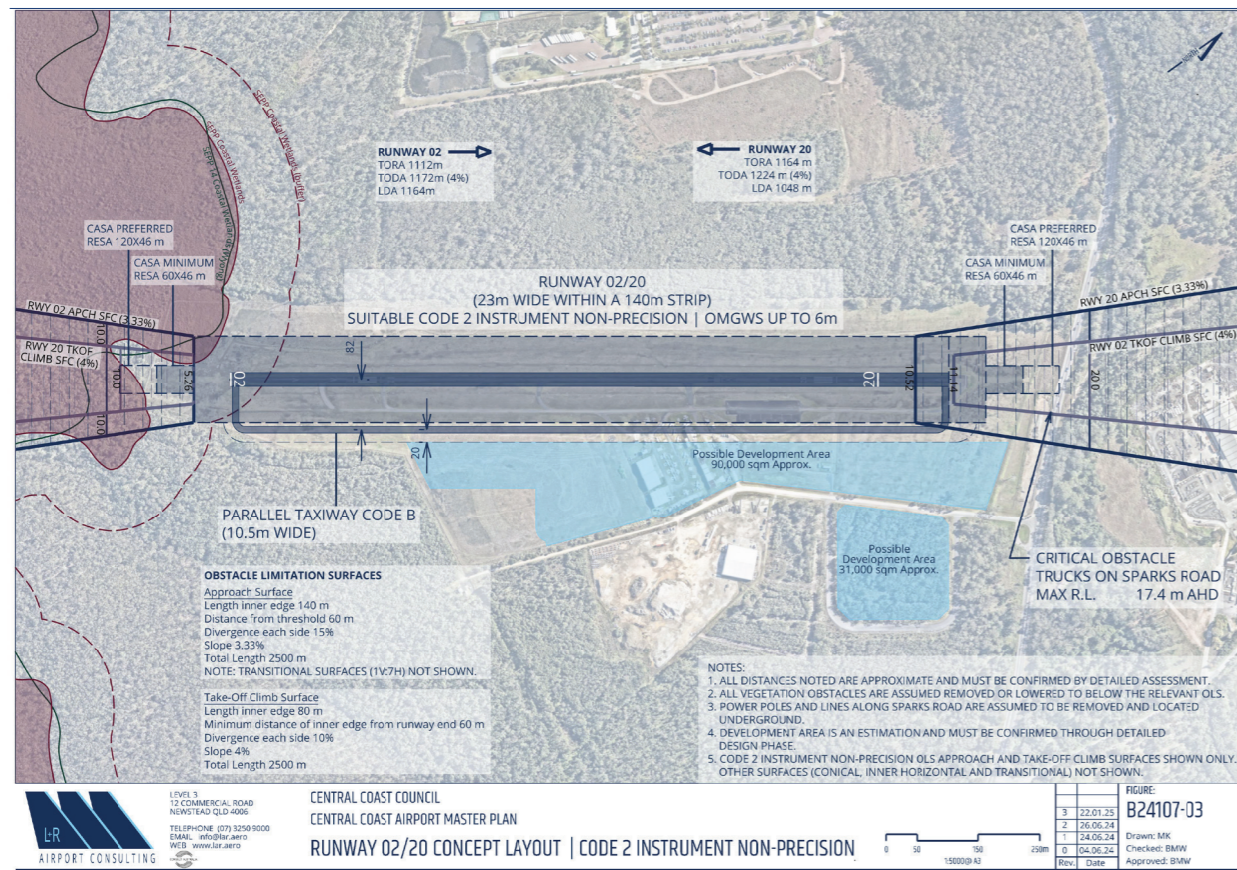
Central Coast Airport is currently not a certified aerodrome under the Civil Aviation Safety Regulations (CASRs) Part 139 (Aerodromes) Manual of Standards 2019 (Part 139 MOS 2019) and is classified as an Aircraft Landing Area (ALA). Operators



Code 1B - Non-instrument landing General Arrangement and required setout dimensions shown over the Airport Site



Obstacle Limitation Surface (OLS) - Code 1 Non Instrument Runway - Operating OLS



Code 2B, Instrument Non Precision landing General Arrangement and required setout dimensions shown over the Airport Site

of ALAs are not required, under the CASRs, to ensure that the aerodrome facilities, such as the runways, taxiways and associated airspace, meet any particular standards. Instead, CASA provides guidance, in the form of Advisory Circulars, to pilots to help them assess whether an ALA is a suitable place for them to take-off and land, considering their particular operational and safety requirements.

If Central Coast Airport were to become certified under the Part 139 MOS 2019, it would require the aerodrome operator (currently Council) to ensure that the relevant standards in the MOS are provided for. In the interim, good practice suggests that, even for an ALA, the specifications for aerodrome facilities physical characteristics as set out the Part 139 MOS 2019 should be adhered to as closely as practicable. The MOS adopts the current international aerodrome reference code (ARC) system, which comprises three elements – a code number relating to aircraft take-off distance requirements, a code letter based on the aircraft wingspan, and an element determined by the aircraft undercarriage width.

The closest standards for runway facilities to the current runway arrangement commensurate with the Part 139 MOS 2019 are those for a Code 1 non-instrument runway for daytime use only. These require a minimum runway width of 18m, which must be set within a runway strip (graded grassed area) 60m wide and extending 30m beyond each end of the runway. In order to meet requirements for night-time operations, the runway strip would need to be 80m wide. To accommodate regular Code 2 aircraft the runway strip would also need to be 80m wide (and to extend 60m beyond each end of the runway).

An instrument approach to the runway, whether as Code 1 or Code 2, would require a significantly wider obstacle free runway strip of 140m wide and is not considered a viable option by Council, as it would significantly limit the available development area on airport land, as well as have increased construction and operational impacts to the southern part of the site, in proximity to Porters Creek Wetlands. Publication of an instrument approach also requires the aerodrome to be certified by CASA, thus needing to meet all current Part 139 MOS 2019 requirements in full, which is likely to be unrealistic to achieve economically.

The Master Plan has been developed to accommodate a runway and runway strip suitable for Code 1 daytime operations. The inclusion of Code 1B standards enables the facility to support both medical and rural fire aircraft.

Looking ahead, should the need arise, the runway strip could be expanded to a width of 80 metres. Achieving this would necessitate a slight realignment of the runway, shifting it approximately 10 metres west of its current centreline. The potential for widening the runway strip and adjusting the runway's position will be assessed by Council during subsequent stages of the Master Plan implementation, ensuring that any construction work is carried out efficiently and without unnecessary costs.



## Rezoning Rationalisation and Development Approval Pathways

The airport and its surrounding land are currently zoned a mixture of E4 General Industrial, C2 Environmental Conservation, SP2 Infrastructure, and SP4 Enterprise zones. In order to assess the limitations of the existing zoning and provide guidance on land use, a specialist, ADW Johnson, was engaged to conduct a thorough review. This included an analysis of the airport's key characteristics, surrounding land, relevant legislation and review of the draft Master Plan for the site.

Under the Central Coast Local Environmental Plan 2022, *airports* as a land use are permissible with consent in the E4 General Industrial zone as an innominate use, but are prohibited in the C2 zone.

Although the use is prohibited in the C2 zone, given that the airport has been in operation since 1972 which is prior to the commencement of the *Environmental and Planning Assessment Act 1979*,

the site benefits from existing use rights over the C2 zoned land. However, to give effect to the Master Plan for the site, rezoning of the airport and surrounding council-owned land is proposed.

This rezoning will enable rationalisation of land uses, ensuring the airport can grow in line with the Master Plan, future demands and remain a safe operational environment.

The Master Plan proposes a unified approach to the southern Warnervale Employment Lands and surrounding ecologically sensitive areas.

Specifically, the airport runway precinct and the associated airspace operation area, including a portion of the obstacle limitation surface (OLS), are proposed to be rezoned to SP2 Infrastructure.

The use of the SP2 zone will provide Council, as the airport owner, with the ability to undertake certain infrastructure works under a Part 5 Approval

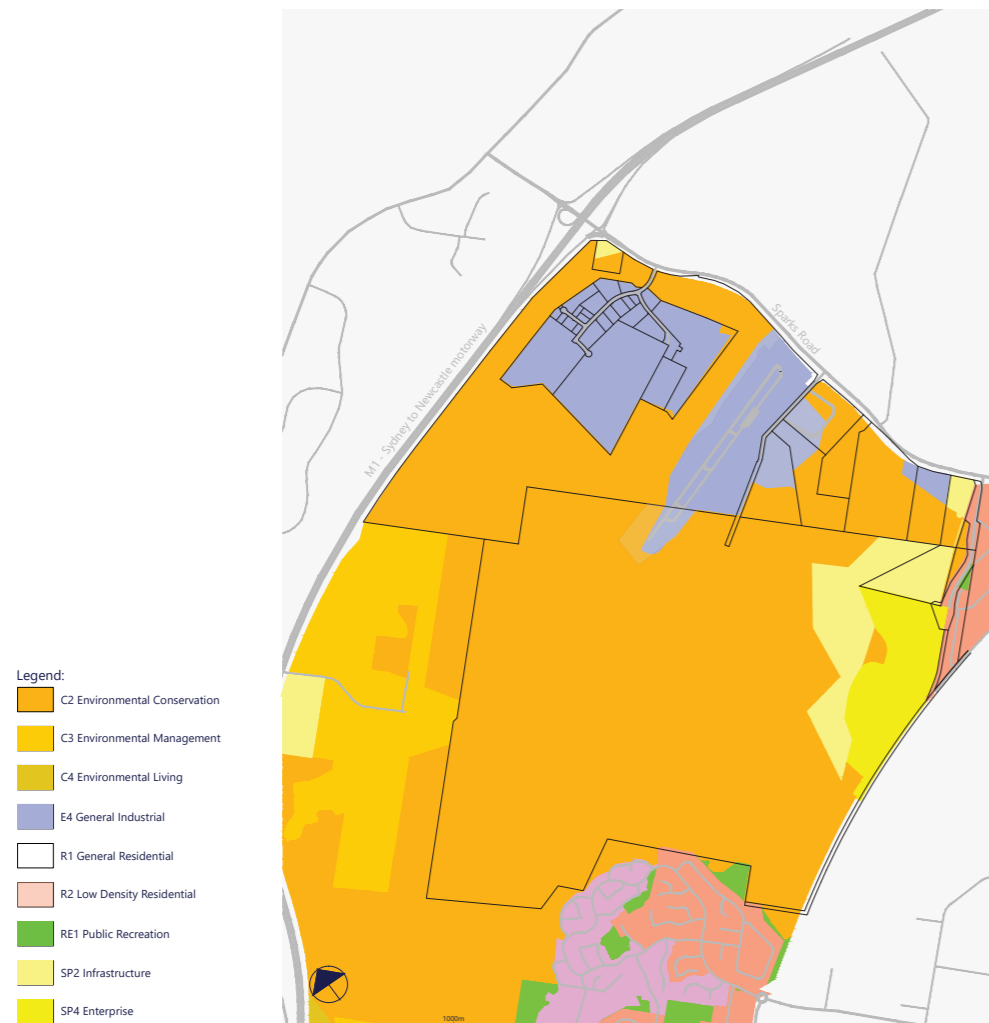
Pathway. Part 5 of the *Environmental Planning and Assessment Act 1979* permits certain types of works to have their environmental impacts assessed and approved outside of the development application process. To allow flexibility for landside development, the airside land to the east will remain zoned E4 General Industrial. Future tenants and leaseholders will be required to follow the Part 4 approval process through Development Applications (DA), or potentially as Complying Development pursuant to *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

In addition, 4 and 10 Warren Road Warnervale are proposed to be rezoned to C2 Environmental Conservation for biodiversity offsetting purposes, ensuring their protection in perpetuity. The SP2 Infrastructure zoned land near Warnervale train station is also suggested to have a section rezoned to RE1 Public Recreation to offer community use and environmental protection, while the Business Park area will be retained as SP4 Enterprise to allow for

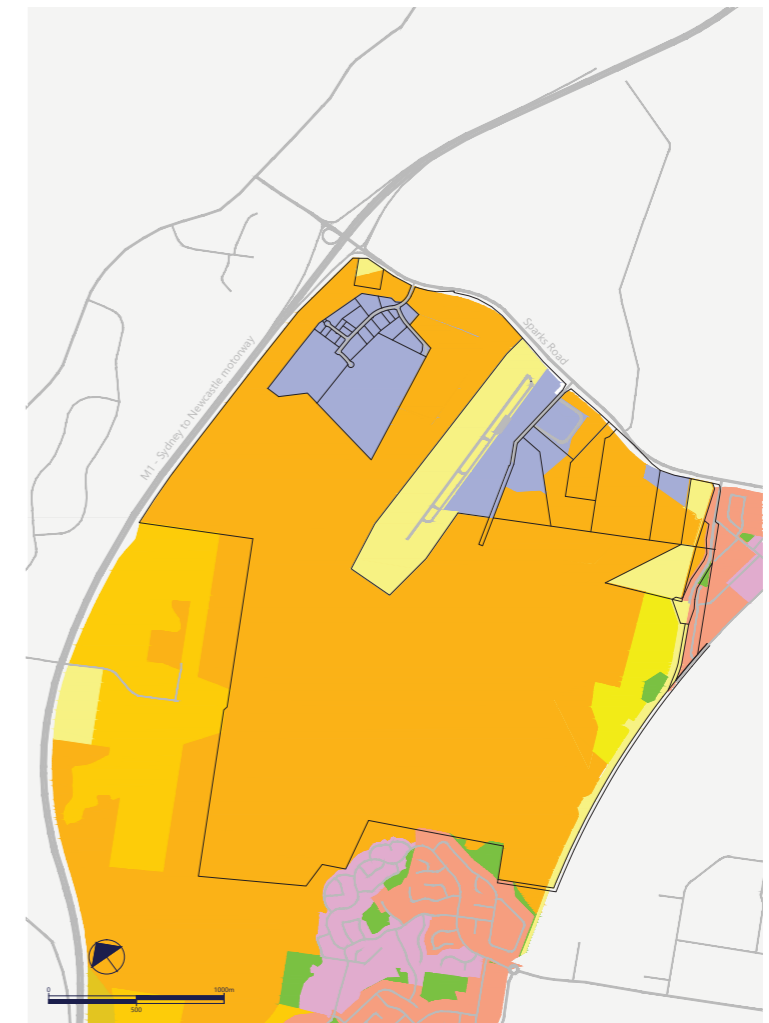
appropriate land uses. The future Warnervale Link Road, which is not currently identified in the Central Coast Local Environmental Plan 2022, is proposed to be rezoned to SP2 to preserve it for future infrastructure works.

A Planning Proposal will be required to amend existing zones to give effect to the Airport Master Plan.

The planning proposal process also requires the assessment and issuing of a 'Gateway determination' by the Department of Planning, Housing and Infrastructure (the Department). A Gateway determination provides initial agreement from the Department that a planning proposal has strategic and site-specific merit to proceed. Further specialist advice will be sought to refine the details before submission of any planning proposal. By undertaking this rezoning process, the Master Plan aims to streamline land use, protect critical environmental areas, and support the airport's continued growth and development.



Current Central Coast LEP 2022 Mapping



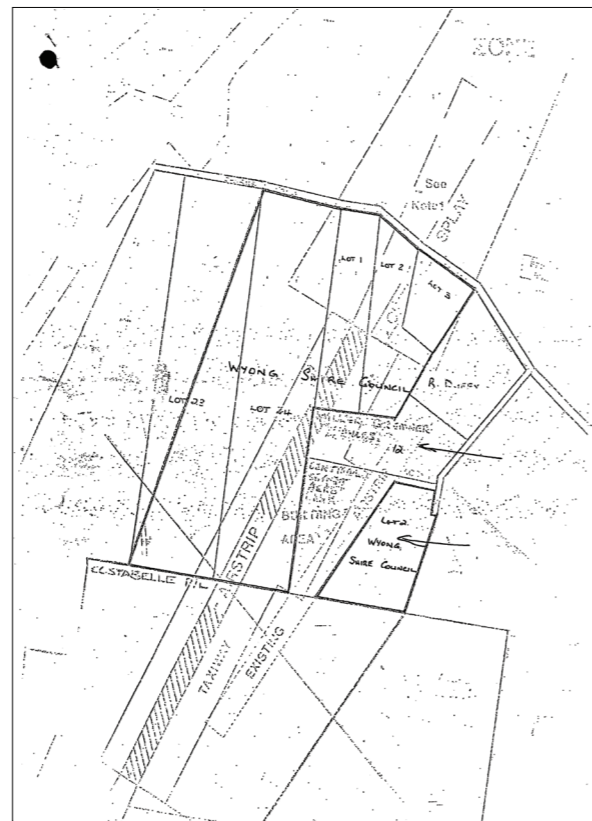
Proposed Planning Proposal intended re-zoning areas

## Subdivision Intent Plan

Since 1972, the runway at the Airport has encroached across multiple lots. To address the historical runway encroachment across multiple lot boundaries, Council acquired the lots in the 1970s, now known as Porters Creek Wetlands and the Airport lands. These properties were subsequently consolidated and subdivided under Council ownership into what is now identified as Lot 3 DP 1230740 and Lot 2 DP 1234942. However, some lot boundaries remain undefined, and the runway encroachment was not resolved through lot realignment or the creation of easements during these processes.

The Master Plan aims to resolve this encroachment issue by ensuring that the current airport lands are fully contained within a single, clearly defined parcel. This will provide operational clarity for the airport, facilitating more efficient management, and will also enhance the protection of ecologically sensitive areas within the airport's vicinity. The proposed intent plan outlines the new lot boundaries for the Airport, which will streamline land management and future development opportunities.

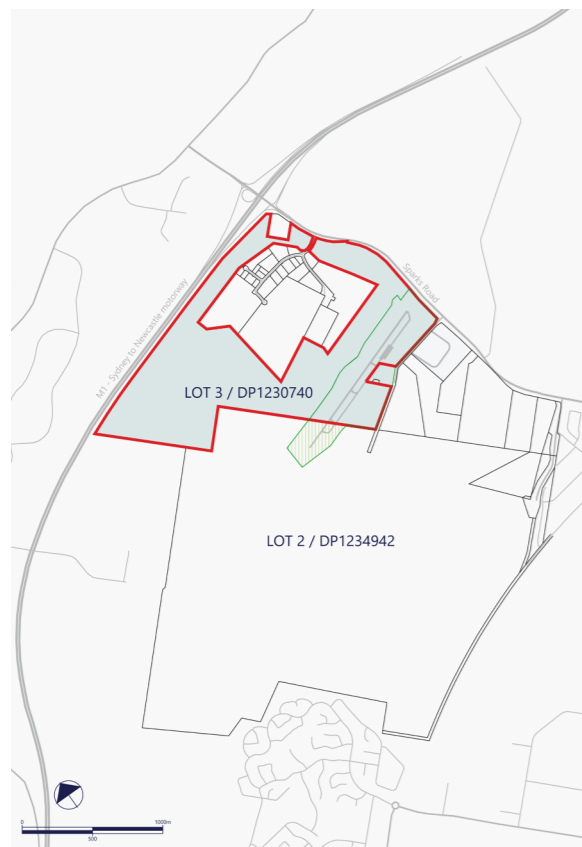
The final subdivision and boundary realignment, including the proposed lot boundaries, will be subject to a formal approval process with Land Registry Services, as well as further specialist advice to ensure compliance with all legal and planning requirements. This process will ultimately ensure that the airport's operations are more clearly defined, while safeguarding the integrity of environmentally sensitive lands and promoting future growth.



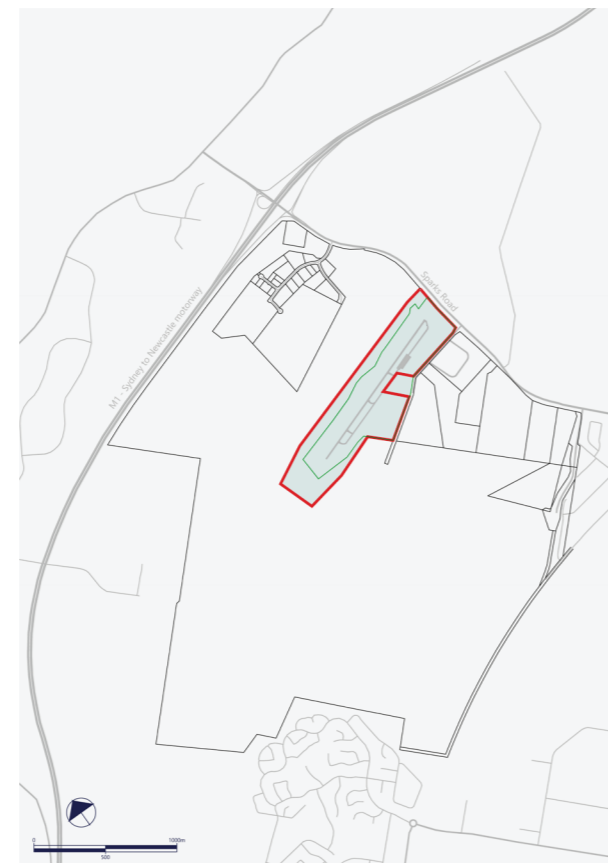
1970s Drawing prepared showing multiple lot ownerships for the existing runway and the 1977 proposed runway.



Aerial Photograph of the Central Coast Airport - 2024



Airport Existing Lot Boundaries



Airport Proposed Lot Boundaries

- LEGEND:
- EXISTING AIRPORT LOT BOUNDARY
  - EXISTING BOUNDARY ENCROACHMENT
  - EXISTING AIRPORT FENCE



## Protection of Porters Creek Wetland and surrounding sensitive ecological land

The protection of Porters Creek Wetland and the surrounding ecologically sensitive land is a key priority in the Master Plan. To achieve this, a comprehensive approach has been undertaken, which includes the establishment of a Biodiversity Stewardship Agreement under the Biodiversity Conservation Act 2016. In addition to this Agreement, which affords the land with the highest level of protection and long-term conservation commitment currently available in NSW, the land will also be zoned Environmental Conservation (C2). This combination of legal agreements on the land title and planning instruments will not only help to conserve the unique biodiversity of Porters Creek Wetland, but also contribute to Council's broader regional conservation goals by maintaining ecological connectivity and promoting habitat restoration efforts.

The implementation of the Biodiversity Stewardship Agreement Management Action Plan will provide ongoing management and monitoring of the area, enhancing the quality of important habitat for threatened species. This commitment is an essential part of the overall Master Plan, helping to balance the need for airport growth with the imperative to protect and conserve sensitive ecological areas. Through these initiatives, Council will ensure that the environmental integrity of Porters Creek Wetland is maintained, while also providing clarity regarding land use and fostering sustainable development within the broader airport precinct.



Proposed Stewardship Area

Legend

- Biodiversity Stewardship Agreement Site
- OLS Management Area (Tree Canopy and grass height management)



The preliminary ecological studies conducted to date indicate an approval pathway that avoids direct impacts on known threatened species. Unavoidable impacts to potential threatened species habitat and Threatened Ecological Communities will be offset under the NSW Government Biodiversity Offset Scheme. It is anticipated that most of the biodiversity credits required to be offset will be generated by the Porters Creek Wetland Biodiversity Stewardship Agreement. Should the Airport Master Plan be adopted, a final assessment will be conducted, allowing for targeted surveys to address any potential shortfalls in credit requirements. Any additional credits generated by the Stewardship Agreement will be available for future offsetting purposes or to sell.

The table below outlines the potential credit obligations required for the Airport development, and the estimated area of the proposed Stewardship Site.

Biodiversity Credits – Ecosystem Credits required to support Airport Development Plan		
Plant Community Type	Offset Trading Group	Estimated Ecosystem Credit Requirement
3998 - Lower North Creekflat Mahogany Swamp Forest	Coastal Swamp Forests - ≥ 50% - < 70% cleared group	24
4013 - Wyong Paperbark-Woollybutt Swamp Forest	Swamp Sclerophyll Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South-East Corner Bioregions	112
4020 - Coastal Creekflat Layered Grass-Sedge Swamp Forest	Swamp Sclerophyll Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South-East Corner Bioregions	55
4039 - Hunter Range Creekflat Apple-Red Gum Forest	River-Flat Eucalypt Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South-East Corner Bioregions	76
Biodiversity Credits – Species Credits required to support Airport Development Plan		
Species	Scientific name	Estimated Species Credit Requirement
Wallum froglet	<i>Crinia tinnula</i>	<200
Squirrel glider	<i>Petaurus norfolcensis</i>	<100
Southern myotis	<i>Myotis macropus</i>	25
Eastern cave bat	<i>Vespadelus troughtoni</i>	<400
Variable Midge Orchid	<i>Genoplesium insigne</i>	>100
Wyong Midge Orchid	<i>Corunastylis</i> sp. Charmhaven ( <i>Genoplesium branwhiteorum</i> )	>100
Wyong Sun Orchid	<i>Thelymitra adorata</i>	>100
Biconvex paperbark	<i>Melaleuca biconvexa</i>	<50
Biodiversity Stewardship Offset		Indicative Area Ha
Stewardship Site		900

The Master Plan outlines a strategic vision for the development of the Airport, identifying distinct precincts designed to diversify and enhance the economic activity within the site. Each of these precincts is tailored to support specific functions and uses, ensuring that the land is utilised efficiently and that each area complements the others. By clustering related uses together, the Master Plan aims to create a cohesive and integrated development that benefits both airport users and the surrounding community.

The staged development approach allows for the gradual and flexible growth of the Airport, with each precinct serving as a building block for the broader vision. This approach not only ensures that development occurs in a logical and sustainable manner but also fosters economic synergies between the different precincts. These synergies will enable businesses to collaborate and share resources, enhancing the overall economic performance of the Airport while improving accessibility for all users.

Through careful planning and strategic zoning, the precincts will provide opportunities for a range of aviation-related activities, as well as complementary uses such as commercial and industrial developments. This diverse mix of land uses will create a dynamic environment that drives economic growth, attracts investment, and generates new employment opportunities for the region. Ultimately, the Master Plan provides a clear and actionable roadmap for the Airport's future, ensuring it is well-positioned to serve as a key economic hub for the Central Coast.

## Central Coast Airport Development Plan Sectors

### Airfield Sector

The Airfield Sector is primarily defined by the main runway 20/02, with associated taxiways and their entries and exits. Over the next 10 years, airfield improvements will focus on stormwater management, as well as runway and taxiway upgrades. This includes the realignment of taxiways to meet Code 1B separation requirements, enabling access for medical and rural fire service aircraft. New temporary lighting will also be installed to facilitate safe night-time landings for emergency services.

Vegetation within the Obstacle Limitation Surface (OLS) of the Airfield Sector will be managed in accordance with the Biodiversity Stewardship agreement, which includes the ongoing maintenance and protection of tree species.

### North Sector

The North Sector encompasses the area to the north of the airport site and to the east of the main runway. Key infrastructure in this sector includes the Airport Reporting Office (ARO), apron hardstand, and car park. Short-term development plans include the relocation of the ARO, upgrades to services, the creation of new lease areas, and the development of access roads and taxiways.

### Aero Club Sector

The Aero Club Sector, which is home to the Central Coast Aero Club (CCAC), is a freehold site with a license for the use of the main runway and taxiways. As a freehold area, any future development will be governed by the Aero Club. Development in this site will need to be consistent with the Master Plan intent and allow for the continued and future operations at the Airport to occur safely.

### South Sector

Located to the south of the airport site and east of the main runway, the South Sector is currently vacant. Planned developments will include upgrades to services, facilitating new leases for aviation, commercial, and ancillary developments for future tenants.

### Emergency Services Sector

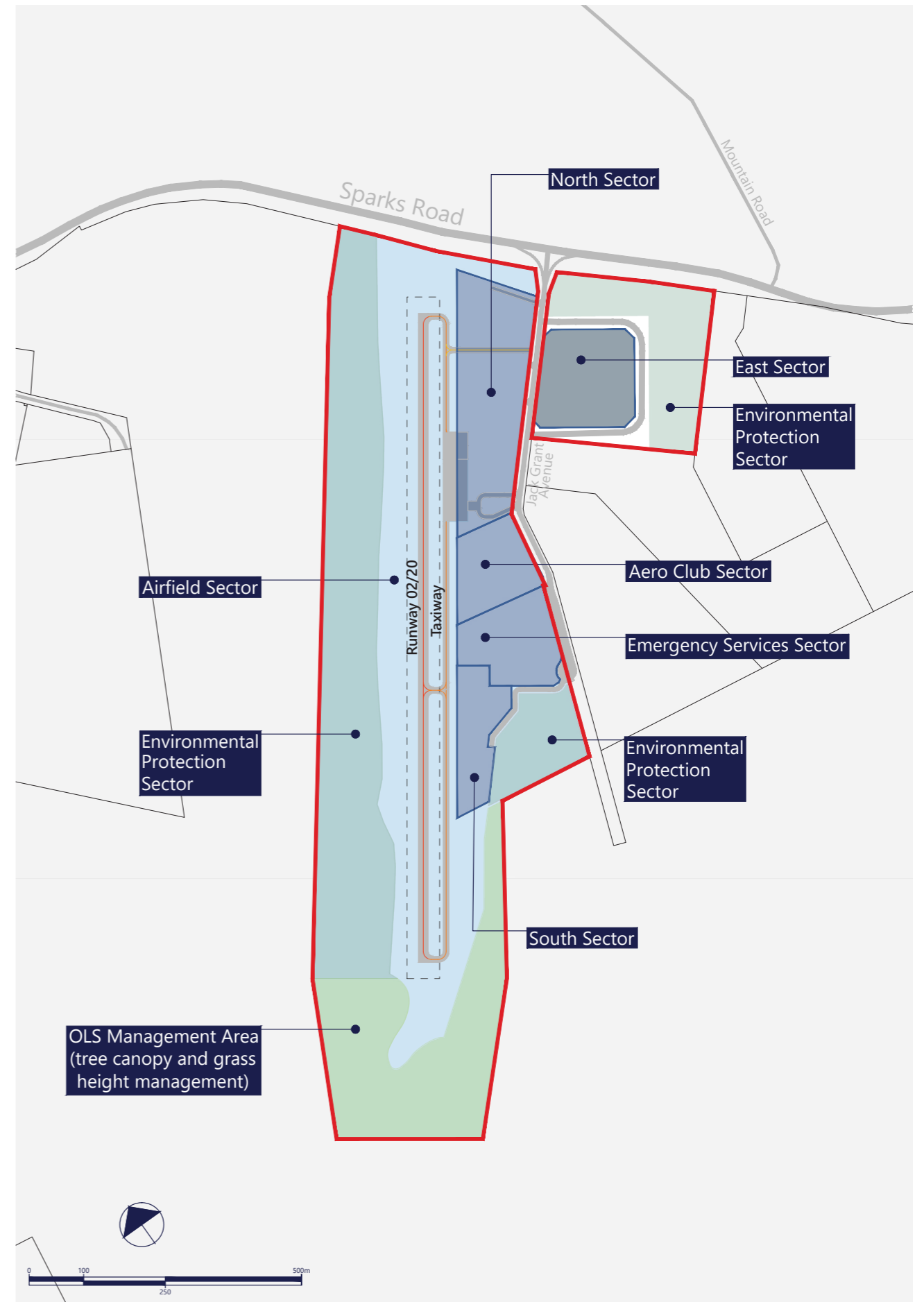
The Emergency Services Sector is designated for the relocation of critical services, including the Rural Fire Service, Emergency Control Centre, and providing priority access for medical, fire, and POLAIR aircraft. This area is currently undeveloped but is an essential part of safeguarding the southern portion of the airport site for future use by Emergency Services.

### East Sector

The East Sector, located across from Jack Grant Avenue and to the east of the main airfield, is largely undeveloped and consists of vegetated land. While the majority of the airport site will be allocated for aviation activities, the East Sector will provide space for business activity, commercial development, industrial uses, future leases related to the aviation industry, as well as interim land uses, utilities, and environmental conservation.

### Environmental Protection Sectors

Three sensitive ecological areas have been identified for protection from development. These sectors, located to the east of the South and East Sectors and west of the Runway, are designated for environmental conservation and will form a key part of the Airport's environmental offsetting strategy. These areas will be safeguarded in perpetuity to preserve their ecological value.





Perspective of potential developed Central Coast Airport

### 10-Year Airport Development Plan Summary

The airport's physical facilities and infrastructure development over the next 10 years will be structured around the outcomes of short-term, medium-term, and long-term goals.

Throughout these phases, Council will adhere to all relevant Commonwealth aviation safety standards, including the National Airports Safeguarding Framework

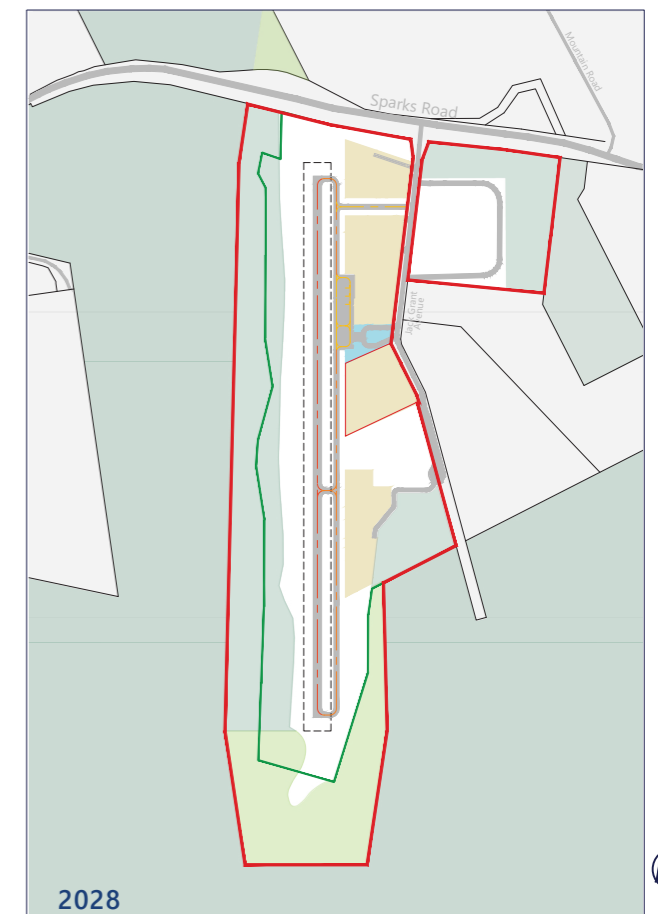
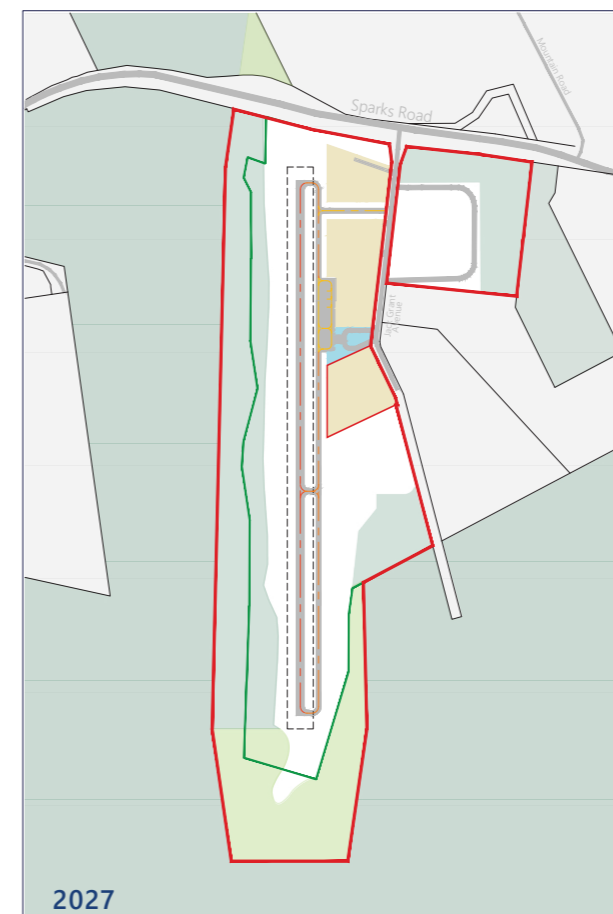
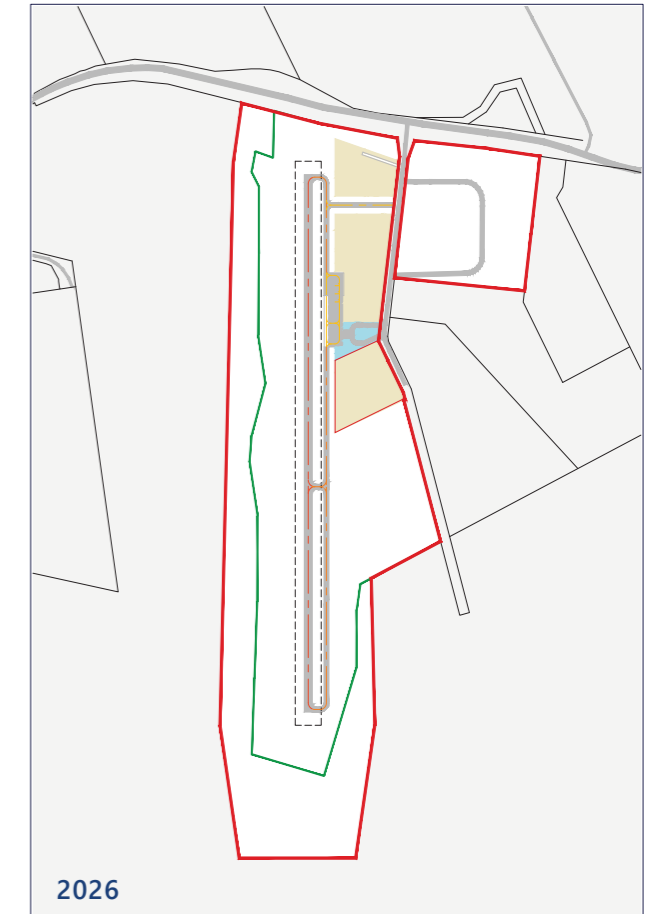
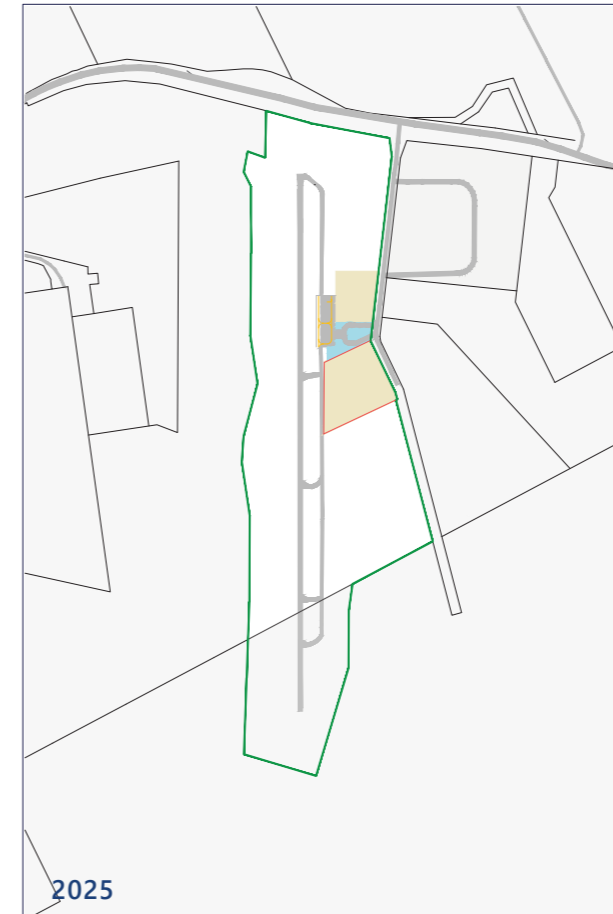
(NASF), ensuring compliance during both construction and operational phases.

Additionally, the necessary approvals will be secured before any work begins.

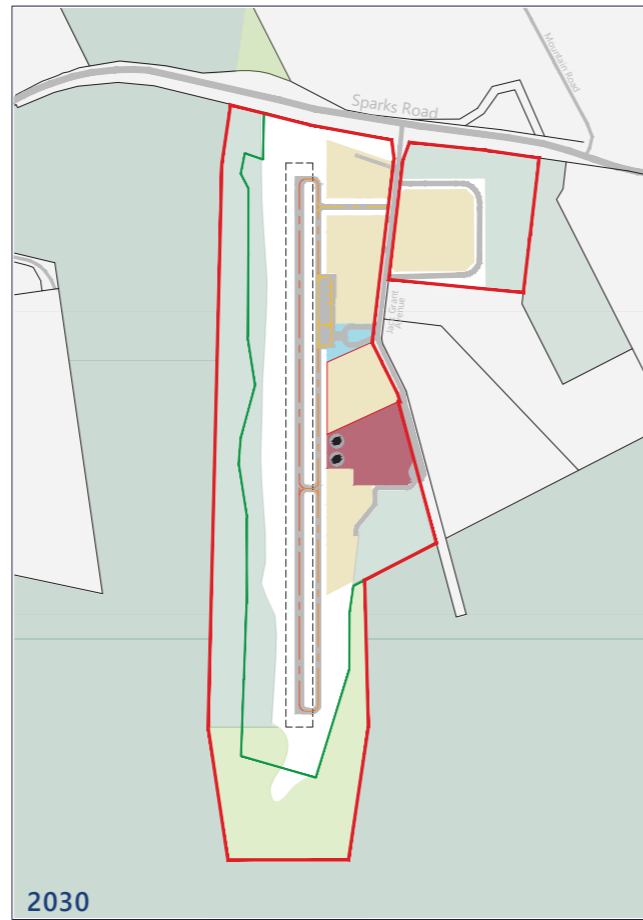
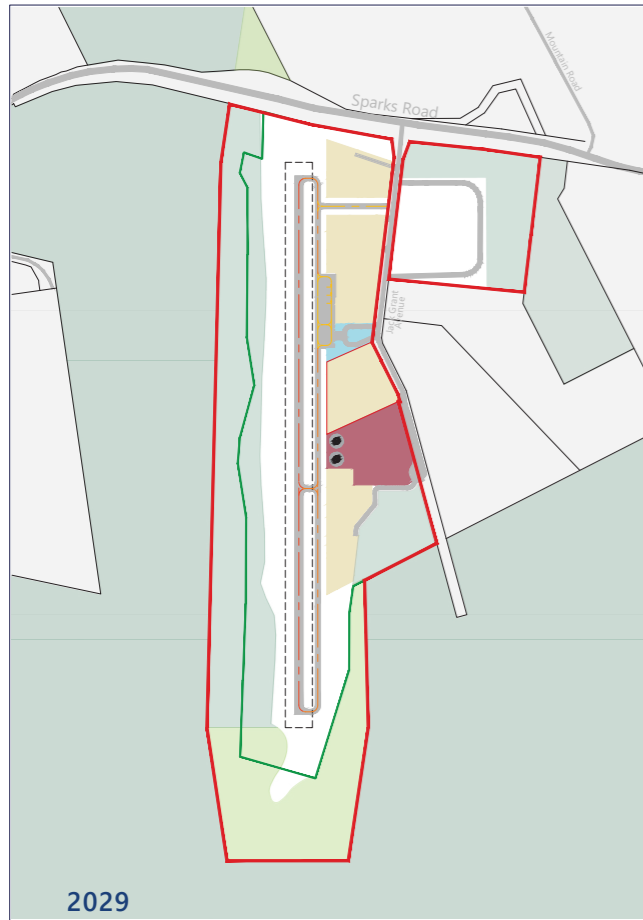
This phased approach ensures the airport's continued growth while maintaining safety, environmental stewardship, and responsiveness to future needs.



### 5 Year Development Plan Diagrams 2025 - 2030







- Legend:**
- Airport Boundary
  - Biodiversity Stewardship Agreement Site
  - Biodiversity Stewardship Site (Tree Height Safety Management Area)
  - Taxiway
  - Runway
  - Apron/Taxilane
  - Existing Airport Fence
  - Water Management
  - Aviation Use
  - Aviation Use - Community Purpose (Emergency Services)
  - Aviation Support / Ancillary Use

### Short-Term Development (2025-2027)

The short-term development horizon will focus on the following key initiatives:

- Upgrading the main runway 20/02
- Upgrading taxiways, apron and north taxilane
- Installing temporary lighting to support emergency service operations
- Long-term leasing of available land in the North Sector
- Upgrading essential lead in services (Stage 1)

### Medium-Term Development (2027-2029)

The medium-term development phase will focus on the following:

- Upgrading the apron and infrastructure to facilitate easier refuelling access
- Upgrading essential lead in services (Stage 2)
- Long-term leasing of available land in the South Sector
- Flood mitigation works
- Safeguard for emergency services relocation

### Long-Term Development (2030 and Beyond)

The long-term development phase will include, but is not limited to:

- Upgrading lead-in services (Stage 3)
- Developing commercial land, with necessary enabling works in the East Sector
- Upgrade Road Infrastructure
- Upgrade ARO

Beyond the 2030 planning period, the Master Plan will continue to evolve to meet the growing demands of the region and its airport users. A review of the plan is scheduled for 2035, at which time the direction of the airport's development will be reassessed, and priorities for the next phase of growth will be determined.

### On-Airport Development Approval Plan

The development of Airport-owned land is governed by relevant State Environmental Planning Policies (SEPPs) and the Central Coast Local Environmental Plan (LEP) and Development Control Plan (DCP).

To ensure that future development of the Airport is sustainable and minimises environmental impacts, the table above outlines the process to be followed based on the zoning regulations. The zoning ensures that each precinct within the airport is developed in a way that aligns with regional planning objectives and environmental considerations, while supporting the broader function of the airport.

The table below outlines the zoning and relevant planning instrument to undertake works at the Airport:

Location	Relevant Environmental Planning Instrument	Zoning	Use
Airfield Sector	State Environmental Planning Policy (Transport and Infrastructure) 2021	SP2 (proposed)	For taxiways, aircraft movements, landings, take-offs, and touch-and-go operations
All Other Sectors	Central Coast Council LEP	E4 (current)	Air transport and ancillary aviation uses, including industrial, logistics, and support services
Environmental Protection Sectors	Central Coast Council LEP	C2 / E4 (current)	Protection of environmentally sensitive lands

### Aircraft Demand Forecast

To70 Aviation Australia (To70) previously provided aircraft movement forecasts to Council, which were included in the exhibited Master Plan. These forecasts covered various growth scenarios, categorised into three broad sectors that align with the growth opportunities for Central Coast Airport:

- Sport and Pleasure Flying
- Instructional Flying
- Aerial Work

The forecasts also accounted for overall aircraft movements in these sectors.

Additionally, Council, as the Airport Operator, has provided aircraft movement records from the Aimm airport movement monitoring system, covering the period from May 2, 2018, to January 31, 2023. Following the development of the To70 forecasts, Council has also conducted market sounding to assess potential aviation business development opportunities at the airport. This process has helped shape possible land development and staging scenarios for the airport's future growth.

The revised forecast of potential long term aircraft movements, recalculated by aviation consultant L+R Airport Consulting, is summarised in the following table.

This includes 47,120 fixed-wing movements and 8,236 helicopter movements, totalling 55,356 annual aircraft movements. Approximately 49% of these movements are expected to be circuit/Touch-and-Go (TGO) operations.

Table: Forecast Aircraft Movements

Aircraft Type	Forecast Movements
Fixed-Wing	47,120
Helicopters	8,236
<b>Total Annual Movements</b>	<b>55,356</b>

This forecast provides a clearer understanding of the anticipated growth and operational needs of the airport, which will help guide ongoing development planning and capacity management. According to the Airport Development Plan, Runway 02/20 at Central Coast Airport is planned to feature a full-length parallel taxiway, optimising runway capacity to accommodate the forecasted 55,356 movements annually by 2042.

### Runway Usage

Runway usage follows the local traffic regulations as specified in the AIP-ERSA (Aeronautical Information Publication – Enroute Supplement Australia). Runway 20 is the preferred direction when winds are light, variable, or when a direct crosswind is present. As a result, it is projected that Runway 20 will handle 78% of the total traffic, while Runway 02 will manage the remaining 22%.

This forecast and associated runway usage strategy will ensure that the airport is well-positioned to meet future demand. By maximising runway capacity and aligning operations with expected traffic patterns, the airport can effectively accommodate the anticipated growth in aircraft movements while maintaining efficient and safe operations.

## Australian Noise Exposure Forecast (ANEF)

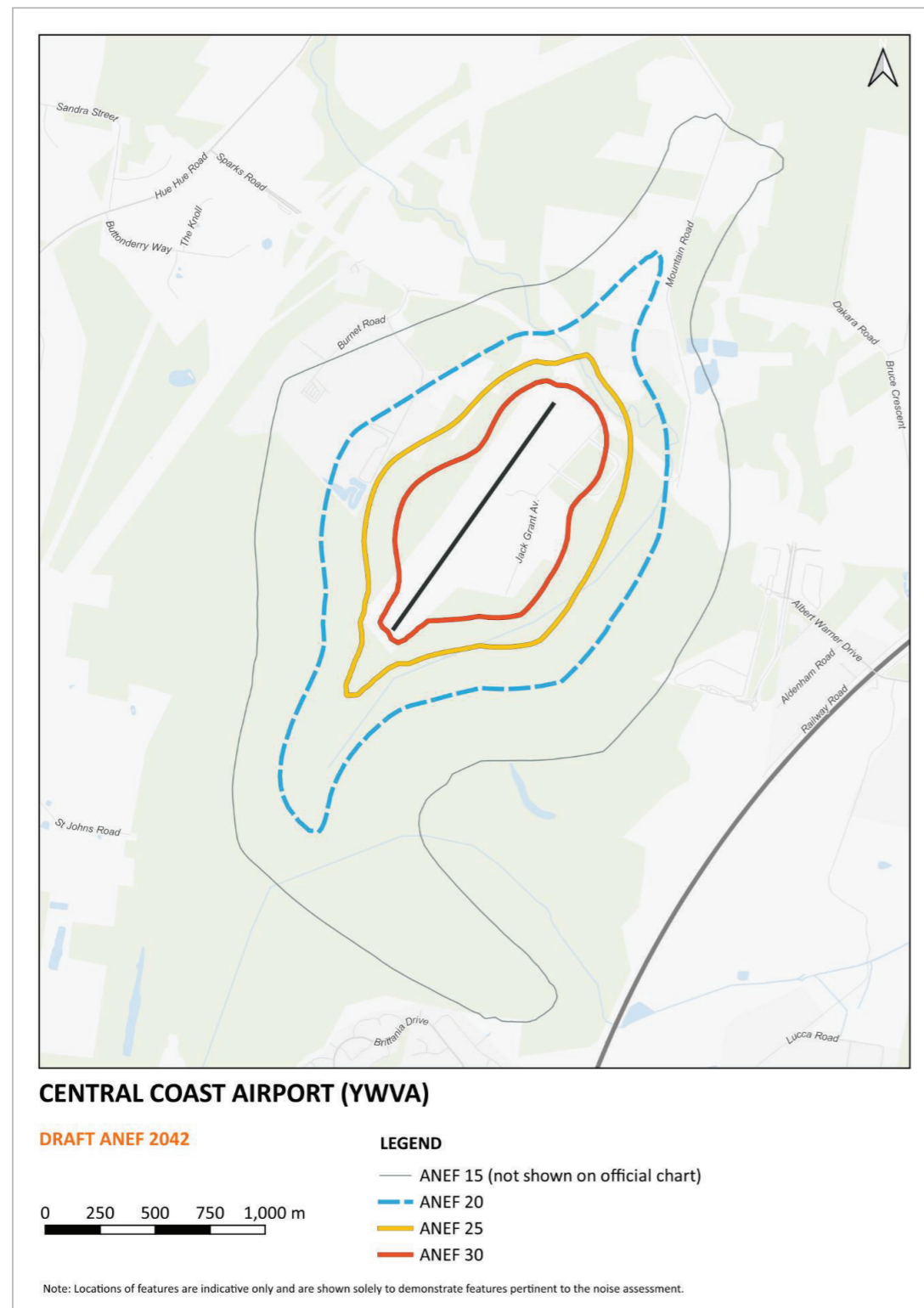
For land-use planning in Australia, the accepted measure of aircraft noise exposure is the Australian Noise Exposure Forecast (ANEF). This forecasts future aircraft noise exposure based on the:

- expected aircraft movement numbers;
- types (and therefore characteristics) of aircraft;

- distribution of arrivals and departures by time period;
- configuration of the runways; and
- arrival and departure flight paths flown.

Based on the Forecast data, a Noise Exposure Forecast - ANEF - has been developed to assess the impact of the aircraft movements, land-use planning restrictions are generally applied within ANEF 20 or greater.

Figure 3-1 Draft ANEF



ANEF contours do not refer to normal decibel levels. Instead, they are calculated from the Effective Perceived Noise level in decibels (EPNdB) for each operation at an airport. The EPNdB accounts for characteristics which affect the subjective noise of aircraft. ANEF contours also consider the cumulative nature of noise exposure in addition to weighting night-time operations to account for people's increased sensitivity to noise at night.

The ANEF unit was developed on the basis of social survey data and is relatively well correlated with the proportion of people who would describe themselves as 'seriously affected' by the noise. However, the ANEF was developed from a study of reactions in areas with long-established aircraft noise. Previous assessments of aircraft noise in Australia (e.g., Sydney Airport Third Runway) have demonstrated that the ANEF, and the response function that is associated with it, do not adequately describe people's reactions to a change in aircraft noise, such as that associated with a new runway or airspace design.

The ANEF definition is complex, and as a single-number index, it does not provide the level of information generally sought by interested members of the public. For these reasons, the ANEF is limited in its applicability to an assessment of changing aircraft noise levels and is therefore used primarily for the purposes of the land-use planning.

Guidance on an area's acceptability for various types of development regarding its ANEF level is given Australian Standard 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction (AS 2021 Standards Australia Limited, 2015). For example, residential development is considered 'acceptable' in areas with ANEF lower than 20; 'conditionally acceptable' in areas with ANEF between 20 and 25; and 'unacceptable' in areas with ANEF greater than 25. In 'conditionally acceptable' areas, AS 2021 recommends new buildings should incorporate acoustic treatment to achieve specified internal noise levels.

Contours that have been calculated in the same way as ANEF contours, but not formally endorsed by Airservices, are known

as Australian Noise Exposure Concept (ANEC) contours.

Another way to describe aircraft noise impacts is by the number of noise events that exceed a certain level. These metrics are referred to as 'N-above' (as in number above) contour levels. For example, an N70 contour level shows the number of events above 70 dBA.

The most commonly used 'N-above' level is N70, which is the number of aircraft noise events per day that exceed 70 dBA. With a noise level of 70 dBA outside a building, the noise inside will be approximately 60 dBA with the windows open. This is enough to disturb conversation because someone speaking would generally have to raise their voice to be heard. Similarly, someone watching television might not hear all the dialogue.

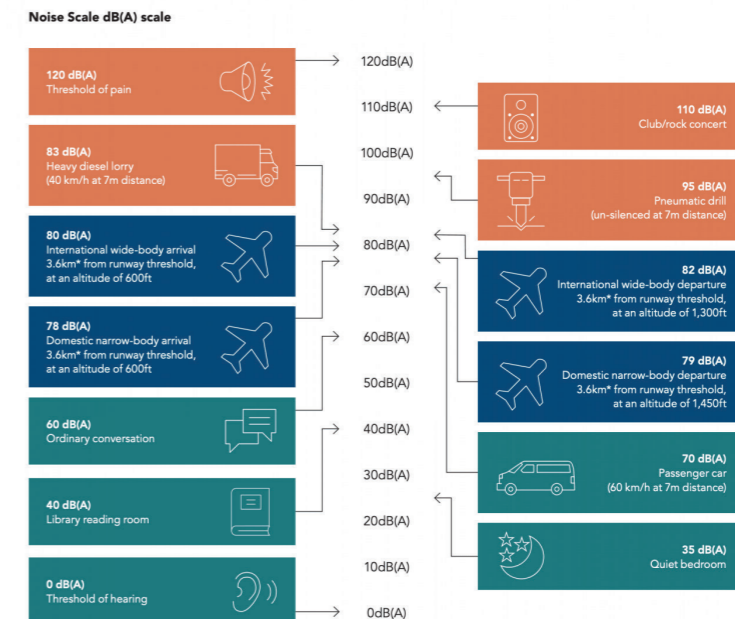
With windows closed and less noise coming in, the same outside noise level of 70 dBA would result in an internal noise level of approximately 50 dBA.

For night-time, it is appropriate to consider lower noise levels. N60 values are most often used and would typically result in an indoor maximum noise level of 50 dBA with windows open and 40 dBA with them closed. The 50 dBA maximum noise level is considered close to the point at which someone sleeping may wake up. At 50 dBA<sub>L<sub>max</sub></sub> or an equivalent noise level in an alternate metric, approximately 3 per cent of aircraft noise events have been found to cause awakenings in field trials (Bullen, Hede & Williams, 1996) (Federal Interagency Committee on Aviation Noise (FICAN), 1997). Therefore, N60 calculated for night-time is considered to reasonably describe the number of events which may, in some circumstances, cause awakening.

N-above contours can be calculated for different periods, indicating the average number of events experienced in that time.

The figure below shows indicative A-weighted decibel (dBA) noise levels for a range of common situations. It also shows the distance from the source where this is relevant, such as a jet aircraft arrival.



Noise Levels for a Range of Common Situations Source: APAM and NASF Guideline A: Attachment 1



Source: APAM and NASF Guideline A: Attachment 1  
\*3.6km is approximately the distance from Runway 34R threshold to the Calder Freeway Aircraft noise values are based on modelling used in the MRR MDP

## Aircraft types based on forecast

The following Aircraft are the most likely to use the Airport for aerial activities, this information was derived from the aircraft type records in the Aimm historical data as described in the previous report sections.

Aircraft Types		Movement Type
	Cessna 150 Series	Instructional Flying, Aerial Work
	Cessna 172	Instructional Flying, Aerial Work
	Ultralight	Sports and Pleasure
	CT-4	Sports and Pleasure
	Piper PA-28	Sports and Pleasure, Aerial Work
	Robinson R44	Aerial Work
	AS350 Squirrel	Aerial Work

The Airport Development Plan is designed to accommodate a diverse range of aviation-related industries alongside broader airport infrastructure developments, maximising the airport’s capacity to meet future demand. By fostering strategic partnerships with aviation businesses and community services, the plan ensures the seamless integration of vital services, such as General Aviation, emergency operations, and educational initiatives, supporting increased demand while fostering long-term sustainability and success across all sectors.

### General Aviation

The Airport Master Plan highlights the continued expansion of General Aviation, a vital component of the airport’s operations. This includes dedicated areas for recreational flying, instructional flying, and aerial work. The forecasted aircraft movements – particularly a significant proportion of circuit and Touch-and-Go (TGO) operations – align with the growing demand for General Aviation activities. With the planned full-length parallel taxiway and upgraded runway infrastructure, the airport will efficiently manage the expected increase in General Aviation movements, ensuring the airport can support both current and future aviation needs.

### Rural Fire Service (RFS) and Emergency Operations

The Master Plan also accommodates the relocation of the Rural Fire Service (RFS) and other emergency services from their current base at Charmhaven to a strategically located

area within the Airport. This relocation will improve response times for critical services, such as firefighting and medical operations, ensuring that the airport remains a key asset during emergencies. Planned infrastructure upgrades, including a dedicated rapid-response helipad, will enhance the integration of these services, providing the airport with the capacity to effectively support urgent operations in times of crisis.

### Education

The Master Plan identifies significant opportunities for education-focused tenants, particularly within the aviation training sector. By creating space for educational institutions offering flight training, aviation management programs, and other industry-specific courses, the airport will support the growth of aviation-related educational pathways. These initiatives will help develop the next generation of aviation professionals and contribute to the long-term goal of establishing Central Coast Airport as a comprehensive aviation hub. Additionally, runway upgrades and infrastructure improvements will provide the necessary support for these educational opportunities, aligning with the projected growth in aircraft movements.



Many airports worldwide have already implemented programs to reduce carbon emissions, with 357 airports now holding carbon accreditation. As a smaller airport, Central Coast Airport can benefit from using tools and resources to measure and reduce its carbon emissions, promote environmental sustainability, and optimise operational efficiency. By focusing on sustainability, effective waste management, and resilience to climate change, the Airport can become an environmentally responsible and forward-thinking facility, contributing positively to local sustainability efforts.

**Sustainability**

Sustainability at the airport can be achieved through two main strategies: first, by incorporating circular design principles, and second, by tracking and reducing Grade 1 emissions. In addition to these strategies, the following key drivers are vital to achieving sustainability at the airport:

- **Improvements for Future Generations:** Ensuring responsible resource use today to safeguard the environment and resources for future generations.
- **Cost Reduction:** Minimising the consumption of water, electricity, and materials through resource-efficient design, which leads to reduced operational costs and improved long-term financial sustainability.
- **Enhanced Asset Value:** Utilising innovative technologies and flexible designs that increase the longevity and adaptability of airport assets, boosting their overall value.
- **Future-Proof Planning:** Ensuring designs and operations are adaptable to emerging trends, technologies, and potential climate challenges, allowing the airport to remain relevant and resilient.
- **Meeting Stakeholder Expectations:** Integrating social, environmental, and economic sustainability into all elements of the airport's operations, ensuring alignment with stakeholder values and fostering long-term support for sustainable initiatives.

The integration of sustainable practices will be realised through the proposed runway and taxiway upgrades. A key sustainability measure involves recycling materials rather than importing new ones.

Reusing existing materials not only helps preserve natural resources but also reduces waste sent to local landfills. Additionally, this approach provides significant cost savings by eliminating haulage and waste disposal expenses associated with the upgrades.

The proposed runway lighting will utilise energy-efficient LED lighting systems to improve visibility while reducing both energy consumption and maintenance costs. Compared to traditional fluorescent and incandescent bulbs, LED lights use significantly less electricity, converting a higher percentage of energy into light rather than heat. This results in a reduction in overall energy usage. Additionally, LEDs have a longer lifespan than conventional bulbs, which means fewer replacements are needed, reducing both maintenance efforts and waste over time. This upgrade not only enhances operational efficiency but also contributes to the airport's sustainability goals by lowering energy consumption and minimising environmental impact.

To effectively reduce emissions, an airport must first understand its annual carbon output and identify the activities and operations that contribute to it.

This process begins with measuring the carbon footprint. The first step in understanding the Airport's carbon footprint has been completed by Council, with a preliminary Level 1 carbon mapping quantification. This report will be submitted to the Airport Carbon Accreditation (ACA) for further evaluation.

To achieve certification at one of the seven levels of the ACA program, airports must have their carbon footprints independently verified in accordance with ISO 14064 (Greenhouse Gas Accounting) standards by an accredited verifier. This verification process is a critical component for the airport to gain formal recognition for its carbon reduction efforts. As outlined in the Master Plan, Council has identified this as a key action to support the airport's ongoing commitment to sustainability and emissions reduction.

**Waste Management at the Airport**

While Council's operations at the airport currently generate minimal waste, plans are in place to manage waste effectively as the airport expands. Tenants and developers will be required to adhere to Council's waste management policies.

**Construction Waste Management**

During construction, waste will be managed in accordance with a project-specific Construction and Environmental Management Plan (CEMP), aligning with the broader Council Construction Environmental Management Framework. Waste management plans for individual construction projects will be developed to minimise the environmental impact from the construction process.

**Operational Waste Management**

Once the airport development is complete, tenants will be required to submit an Operational Waste Management Plan (OWMP) before occupation. This plan will ensure that each lease area is equipped with adequate infrastructure for waste sorting, storage, and collection. Waste management will be aligned with the Airport's broader sustainability initiatives.

**Resilience and Adaption**

Ensuring that the development at the Airport is adaptable and responsive to climate change is essential to protect people, livelihoods, and ecosystems. This can be achieved through resilient and sustainable design. The airport is situated in an area classified as both flood-prone and at risk of bushfire hazards. To address these climate-related risks, mitigation measures will be incorporated into the airport's development and planning process. These measures will be integrated into the design and construction phases to ensure that the airport remains functional and resilient during extreme weather events, safeguarding both airport operations and the surrounding communities.

**Bushfire**

A high level Bushfire Assessment was undertaken by BEMC, to reduce Bushfire risk for the Master Plan and future developable sectors, a Bushfire Attack Level Buffer has been applied. The developable area of the Airport meets the regulatory requirements for fire separation in the event of a Bushfire. Accordingly, a series of bushfire asset protection measures will be need to be assessed and implemented for future tenants based on individual development applications.

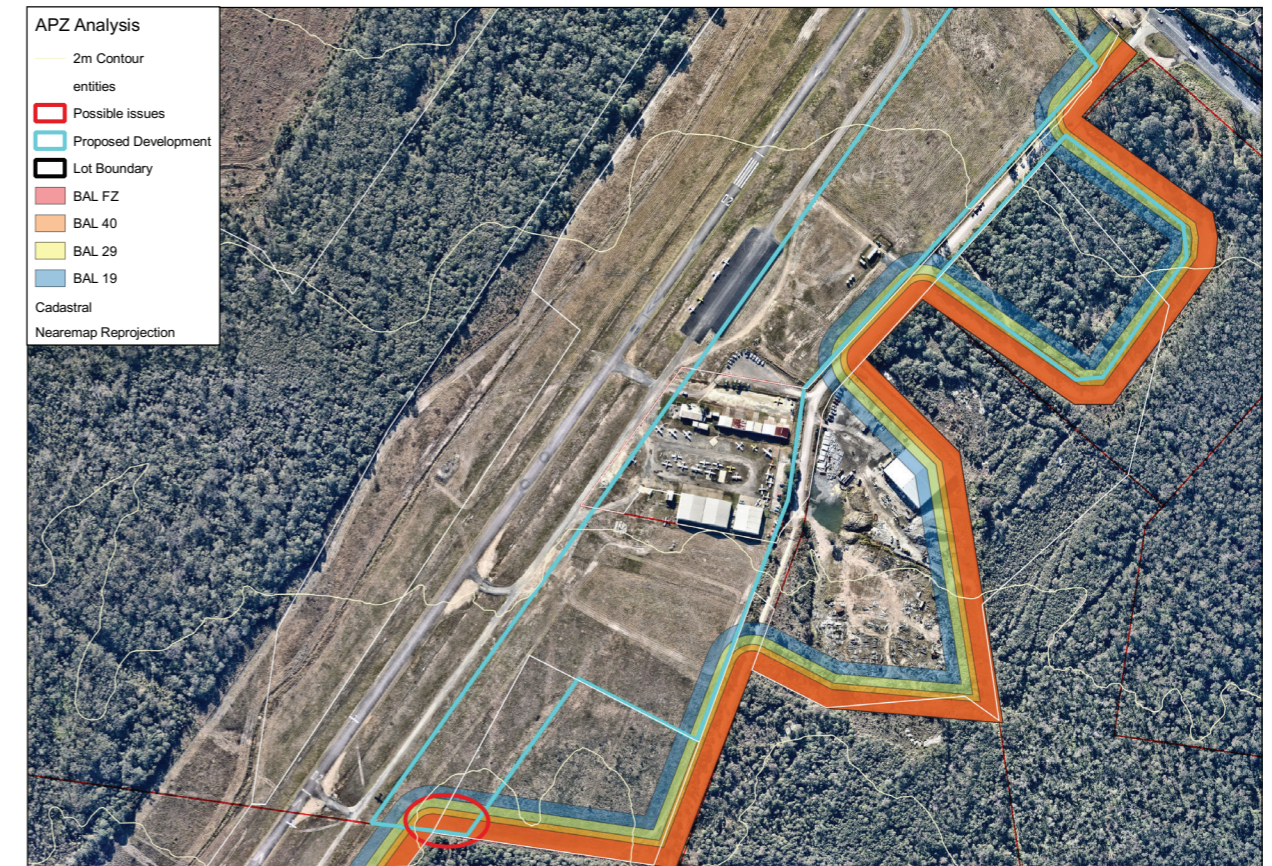


**Level 1: Mapping**

**Footprint measurement**

Determine emissions sources within the operational boundary of the airport company. Calculate the annual carbon emissions. Compile a carbon footprint report.

[Read more](#)



Bushfire Attack Level Buffer Diagram Plan

**Stormwater, flooding and hydrology**

Based on flood modelling undertaken by a Stantec's Flooding Engineers, it is noted that most of the airport site is H1 hazard in a PMF event.

Buttonderry Creek overtops Sparks Road at several locations in the Probable Maximum Flood level (PMF) causing the flows through the site. Additionally, the existing levee along the north-east boundary may not have sufficient capacity to protect the airport in the PMF with potentially some overtopping and flows bypassing the levee on its north side.

The following mitigations to remove PMF flooding from the airport have been identified and will be further investigated by the flooding engineer:

- Slightly raise the existing berm on the northern end of the airport
- Increase culvert capacity under Jack Grant Ave to be able to convey the PMF event
- Create a new berm or channel along the north of Sparks road, the extent to be determined following consultation with Transport for New South Wales - TFNSW

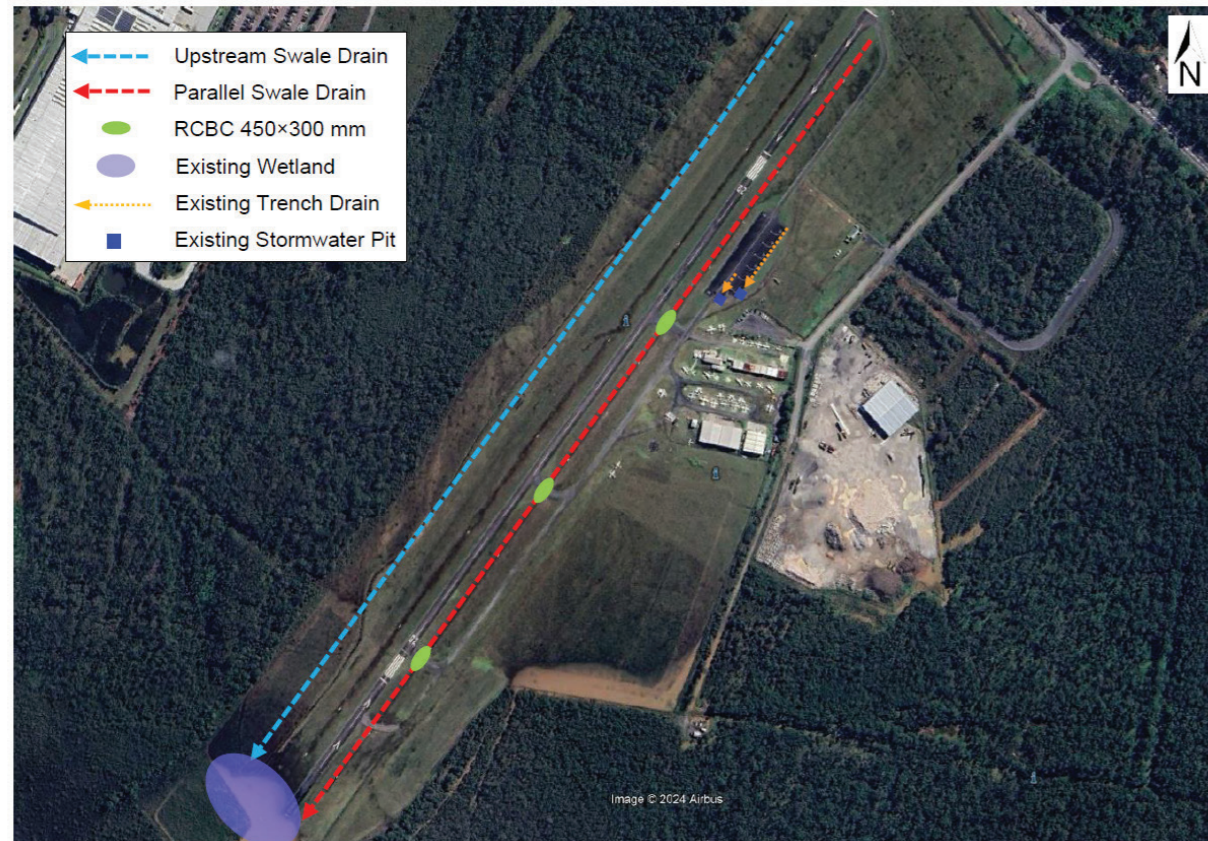
**Improvements to stormwater and capture and collection**

The drainage system for the existing runway and parallel taxiway is managed by a swale drain running parallel to the runway, located between the runway and the parallel taxiway. Surface run-off is directed through reinforced concrete box culverts (RCBC) beneath the stub taxiways, channelling water from the swale drain to the southwestern side of the airport.

The effectiveness of existing site stormwater infrastructure is inadequate and requires additional work to ensure on-site flooding is managed efficiently.

The following mitigations are required to improve the effectiveness of the existing stormwater infrastructure:

- Raising the runway and taxiway levels by 100mm to create a steeper slope into existing swales.
- Straightening and aligning the invert of the swale at a fixed distance from the runway centreline.
- Replacing all reinforced concrete box culverts (RCBC) including the addition of a new culvert at the southern stub taxiway.
- Extending all RCBC's beyond the taxiway graded strip to ensure compliance with Part 139 MOS and enhance aircraft safety.
- Ameliorate existing stormwater detention areas including effective measures to restrict and treat flow into Porters Creek Wetland.



High Level over-view of the existing stormwater design at the Airport

**Geology and Site Contamination**

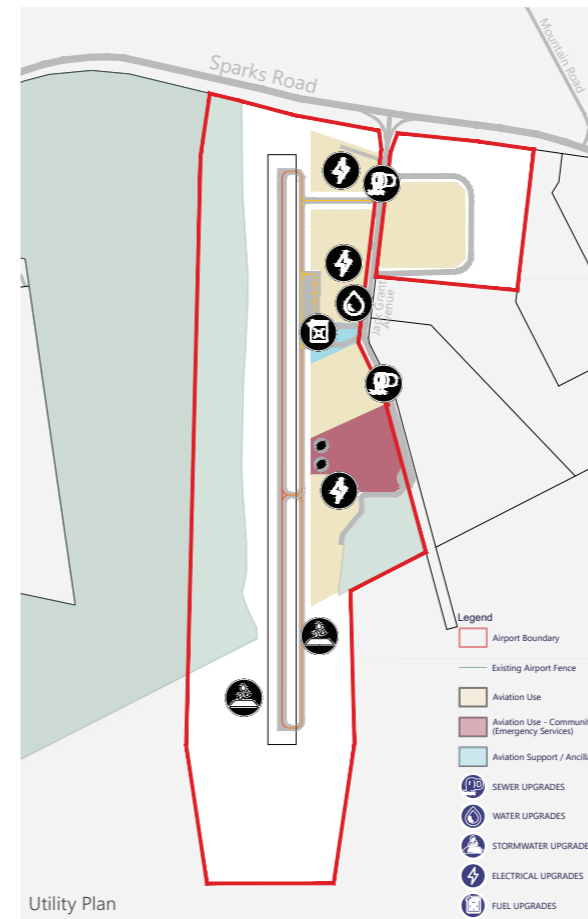
Several geotechnical reports, both historical and current, have been conducted around the airport site.

There is no known site contamination on Council-owned properties at the airport. The site has not been historically used for activities that could lead to potential Per- and polyfluoroalkyl substances (PFAS) contamination in the surface or sub-surface environment. As a result, the risk of PFAS contamination is considered negligible and can be effectively managed through the Unexpected Finds Protocol. Any storage of fuels, chemicals, or hazardous materials required for construction or operation will be governed by project-specific management plans and assessed through the building approval process.

**Utilities**

An Infrastructure Report was conducted by Marline Newcastle, in collaboration with Performance Electrics, to assess the following key factors:

- Identify potential opportunities and site constraints.
- Determine the location, size, and capacity of existing services within the vicinity of the proposed site.
- Confirm utility availability for the subject site.
- Explore options to service the site to support the proposed development.



Utility Plan

• The report identified several key findings:

- **Electrical Infrastructure** : The current electrical infrastructure is undersized for future leases in both the north and south sectors and will require upgrading to meet future demand.
- **Sewer Connections** : There is insufficient sewer infrastructure, and on-site sewer management will be necessary until a gravity sewer is installed.
- **Water Infrastructure** : The existing water infrastructure is sufficient to support the site.

It is important to note that the development will be subject to regulatory approvals from various authorities, including but not limited to Central Coast Council, Fire Rescue NSW, electricity supply authorities, and NBN. These authorities are likely to specify additional requirements that will impact the spatial design during the detailed design phase.

Additionally, opportunities will be explored to implement airport-wide initiatives for energy, water, and waste management. These initiatives will aim to maximise the use of shared infrastructure, such as embedded electricity networks and water capture and reuse strategies, further enhancing sustainability across the development.

**Heritage**

As part of the due diligence process, Council conducted an Aboriginal Heritage Information Management System (AHIMS) search to assess the presence of any First Nations heritage on the subject site. The search revealed no recorded Indigenous heritage sites in the vicinity of the proposed works. Additionally, no European heritage items of State significance were identified within the airport site.

Given the management practices that will be implemented through the proposed construction processes, any potential impacts from the development are expected to be negligible. These impacts will be effectively managed through the Unexpected Finds Protocol, ensuring that any previously unanticipated heritage items are appropriately handled during construction.



The National Airports Safeguarding Framework (NASF) is a national land use planning framework that aims to:

- Improve community amenity by minimising aircraft noise-sensitive developments near airports including through the use of additional noise metrics and improved noise-disclosure mechanisms; and
- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety related issues.

The National Airports Safeguarding Advisory Group (NASAG), comprising of Commonwealth, State and Territory Government planning and transport officials, the Australia Government Department of Defence, the Civil Aviation Safety Authority (CASA), Airservices Australia and the Australian Local Government Association (ALGA), has developed the National Airports Safeguarding Framework.

Commonwealth, State and Territory Ministers considered NASF at the Standing Council on Transport and Infrastructure meeting on 18 May 2012. Ministers agreed to the NASF, noting reservations from New South Wales on the format of Guideline A on measures for managing impacts of aircraft noise. The agreement represents a collective commitment from Governments to ensure that an appropriate balance is maintained between the social, economic and environmental needs of the community and the effective use of airport sites.<sup>[1]</sup>

The NASF consists of a set of guiding principles with nine guidelines, relating to aircraft noise, windshear and turbulence, wildlife strikes, wind turbines, lighting distractions, protected airspace, communication equipment, helicopter landing sites and public safety areas at the end of runways. The NASF principles and Guidelines can be found at [www.infrastructure.gov.au](http://www.infrastructure.gov.au).

The NASF applies to all airports in Australia and affects planning and development around airports, including development activity that might penetrate operational airspace or otherwise affect the safety of aircraft operations and/or the compatibility of land uses in the vicinity of airports.

Inclusions of the NASF guidelines will be further reviewed and the requirements of the NASF guidelines are noted as part of the implementation actions to be included as part of the Planning Proposal work.

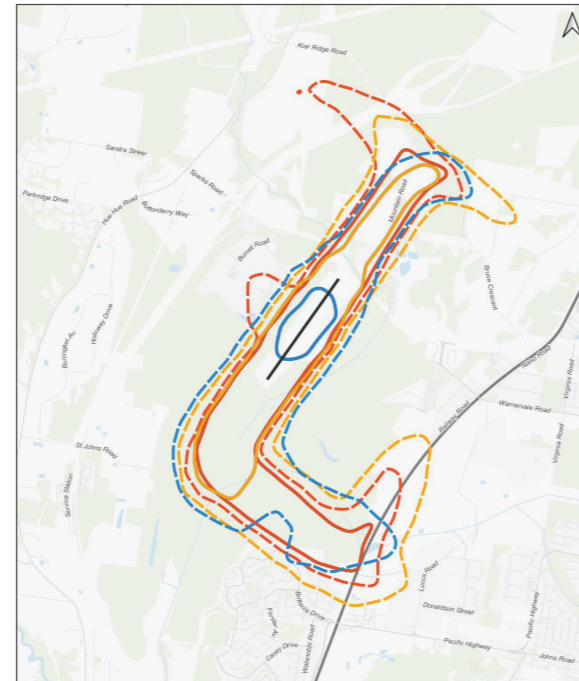
The application of each relevant NASF guideline to the Central Coast Airport is outlined below.

## Guideline A: Measures for Managing Impacts of Aircraft Noise

The Figure below presents the draft N-above noise contours promulgated by NASF Guideline A. NASF Guideline A recommends rezoning greenfield areas to permit noise-sensitive development should be avoided within:

- N70 equals 20 or more;
- N65 equals 50 or more; or
- N60 equals 100 or more.

In addition to these N-above thresholds, the figure below also presents lower thresholds (N70=10, N65=20 and N60=50) for context. Though land-use planning restrictions are typically not applied to these areas, they can be thought of as being regularly exposed to aircraft noise at levels that are likely to be noticeable and may cause annoyance to some residents



## Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports

The purpose of this Guideline is to assist land use planners and airport operators in their planning and development processes to reduce the risk of building generated windshear and turbulence at airports near runways.

Building-induced windshear and turbulence may adversely impact on aircraft operations where structures are situated close to airport runways. NASF Guideline B presents a layered risk approach to the siting and design of buildings near airport runways to reduce these risks

Applicability of Guideline B is initially determined by the location of a building within the assessment trigger area around the runway, that is:

- 1200 m or closer perpendicular to the runway centreline;
- 900 m or closer in front of the runway threshold; and
- 500 m or closer from the runway threshold along the runway.

The assessment trigger areas are shown for Central Coast Airport on Figure (a)



Figure (a) Windshear Assessment

For buildings within this assessment trigger area, Guideline B refers to the mitigation of risk by use of a 'height multiplier' (that is, the 1:35 rule) determining that buildings meeting this rule and remain below a height equal to 35 times their height above the runway are not expected to create unsafe wind effects.

For buildings that penetrate the 1:35 surface, NASF Guideline B recommends further assessment of windshear and turbulence effects and the building proponent must satisfy the approval authority/decision maker that the building will not create an unacceptable risk to aircraft operations.

## Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports

Guideline C pertains to the way in which existing land use is managed in the vicinity of airports with respect to the attraction of wildlife, particularly birds. Guideline C establishes wildlife management areas of 3 km (Area A), 8 km (Area B) and 13 km (Area C) radius from an airport.

These wildlife management areas are shown on Figure (b).

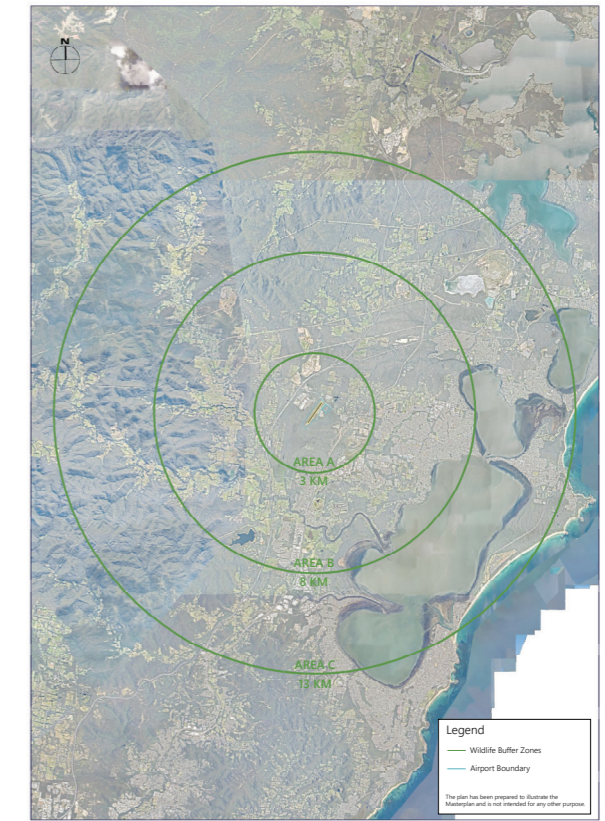


Figure (b) Wildlife Strikes

Wildlife attraction risks and required actions by land use for existing and proposed developments are included on Attachment 1 to Guideline C, which identifies those land uses which are incompatible with airport operations, and those which require mitigation and/or monitoring

Only one bird strike has been listed as occurring at the Airport on the 14.05.21, with the species unknown.

## Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation

Guideline D provides guidance to State/Territory and local government decision makers, airport operators and developers of wind farms to jointly address the risk to civil aviation arising from development, presence and use of wind farms and wind monitoring towers.

Wind farms can be hazardous to aviation as they are tall structure with the potential to come into conflict with low flying aircraft.

The proponent should notify the Civil Aviation Safety Authority and Airservices Australia when wind turbines are

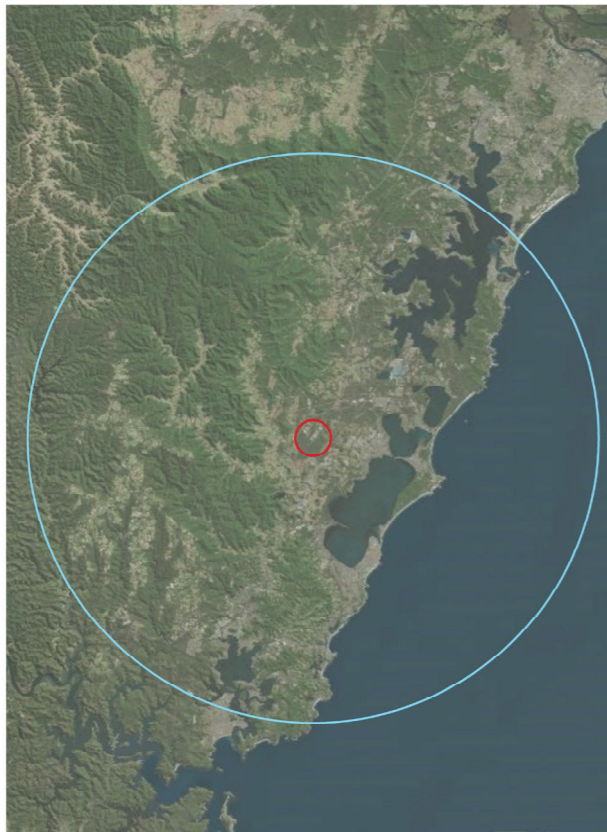


Figure (c)

to be built within 30 km of an aerodrome. Guideline D sets out the guidelines for land use planners and developers to manage the risk to aviation safety from wind turbine installations (wind farms) and wind monitoring towers.

The 30 km radius for the Central Coast Airport is shown on Figure (c)



Figure (d) light intensity zones

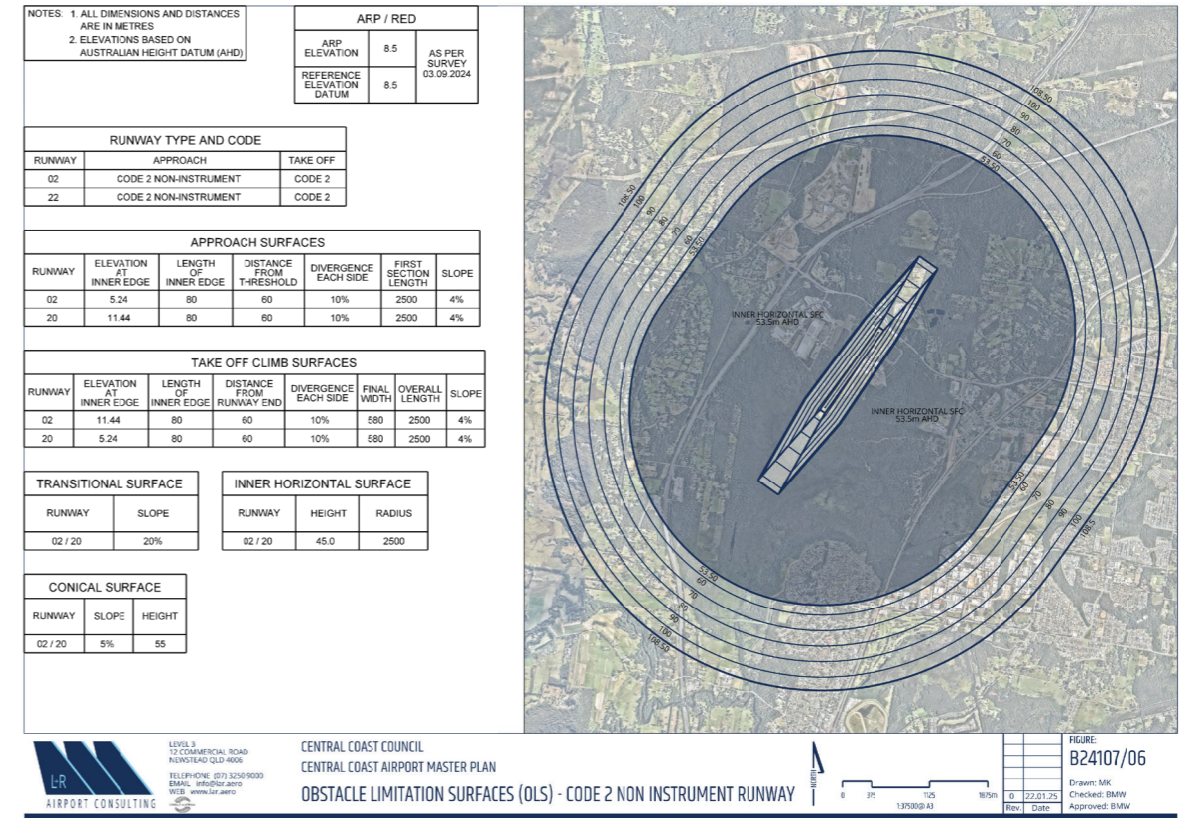
**Guideline E: Managing the Risk of Distraction to Pilots from Lighting in the Vicinity of Airports**

NASF Guideline E provides guidance on the risk of distractions to pilots of aircraft from lighting and light fixture near airports. Advice for the guidance of designers and installation contractors is provided for situations where lights are to be installed within a 6 km radius (applied from the centre point of each runway) of a known aerodrome.

The CASA Part 139 (Aerodromes) Manual of Standards 2019 Section 9.144:Lights – requirements for zones sets out the restrictions and degree of interference ground lights can cause as a pilot approaches and provides advice to lighting suppliers on the general requirements. The primary area is divided into four light control zones: A, B, C and D. These zones reflect the degree of interference ground lights can cause pilots as they approach.

Although Central Coast Airport does not currently have permanent runway lighting installed, portable lighting is available for emergency use. Permanent lighting may be installed in the future, and so CCC considers NASF Guideline E to be applicable.

The 6 km radius and the primary light control zones are shown on Figure (d).



The Airport is intended to operate as a Code 1B. The NASF OLS is to be safeguarded for a Code 2 non instrument, in the LEP for development planning purposes, only.

**Guideline F: Managing the Risk of Intrusions into the Protected Operational Airspace of Airports**

Guideline F is intended to address the issue of intrusions into the operational airspace of airports by tall structures, such as buildings, cranes or activities that could cause air turbulence affecting aircraft in flight.

The operational airspace of Central Coast Airport is protected under the Central Coast Local Environmental Plan 2022, clause 7.4 Airspace Operations. The associated Obstacle Limitation Surface Map can be accessed through Council's Online Mapping Tool.

**Guideline G: Protecting Aviation Facilities – Communication, Navigation and Surveillance (CNS)**

The purpose of Guideline G is to formalise the protection of CNS facilities in land use planning decisions. Central Coast Airport does not have any CNS facilities, nor are any planned to be provided in future. Guideline G is therefore not relevant to the Central Coast Airport Master Plan.

**Guideline H: Protecting Strategically Important Helicopter Landing Sites**

Guideline H provides guidance to State/Territory and local government decision makers as well as the owners/operators of identified strategically important Helicopter Landing Sites (SHLS) for the ongoing operations and to ensure SHLS are not compromised by any propose development. For the purposes of this Guideline, an SHLS is an area not located on an aerodrome.

Helicopter operations at Central Coast Airport are protected by the obstacle limitation surfaces for the runway and on-airport development layouts. Guideline H is therefore not relevant to the Central Coast Airport Master Plan.

**I: Managing the Risk in Public Safety Zones at the Ends of Runways**

Guideline I provides guidance on approaches for the application of Public Safety Areas (PSA) planning framework in Australian jurisdictions. The Guideline is intended to ensure there is no increase in risk from new development and assist land-use planners to better consider public safety



Figure (e) Public Safety Areas when assessing development proposals, rezoning and the development of strategic land use plans. A PSA is a designated area of land at the end of an airport runway within which development may be restricted in order to control the number of people on the ground around runway ends. The size and shape of a PSA typically depend on

the statistical chance of an accident occurring at a particular location. The risk is related to the number and type of aircraft movements and the distance from the critical take-off and landing points.

Guideline I provides two examples of most relevance to Australia (the UK and Queensland approaches) to developing PSA extents. The UK mode is the most formalised approach to defining a PSA and has been applied at a number of international and Australian airports. The Queensland PSA template was determined with reference to the UK methodology for determining third party risk and is an appropriate template in the absence of existing policy.

The Queensland PSA template, as per Attachment 2 of Guideline I, forms a shape of an isosceles trapezoid that is 1,000 metres long, 350 metres wide closest to the runway end tapering to a width of 250 metres furthest from the runway. It lies beneath the approach or take-off path where the aircraft is closest to the ground at the end of the runway. This template has also been applied at a number of Australian airports, including Bankstown and Camden airports in NSW.

The Queensland PSA extents are shown in relation to the Central Coast Airport runway ends in Figure (e).

In accordance with Guideline I, there are potential safety benefits from preventing any new or replacement development, or change of land use, within PSAs which would result in:

- a significant increase in the numbers of people living, working or congregating within the PSA; or
- in the bulk storage of hazardous materials (eg. fuel depots, service stations).

[1] [https://www.transportinfrastructurecouncil.gov.au/sites/default/files/SCOTI\\_2nd\\_Communique\\_FINAL.pdf](https://www.transportinfrastructurecouncil.gov.au/sites/default/files/SCOTI_2nd_Communique_FINAL.pdf)



Council's approach to the development of Central Coast Airport is both flexible and adaptable, designed to respond to the evolving demands of the aviation and business sectors. The strategic vision for the Airport outlined in the Master Plan aims to accommodate growth while considering future changes and challenges within these sectors.

To bring this vision to life, a comprehensive 10-year works program has been established, detailing the phased development of the Central Coast Airport. This program ensures that projects are delivered in a structured and coordinated manner, aligning with both short and long-term goals.

The staging of the Master Plan is carefully planned, with certain actions and projects prioritised to ensure that foundational works are completed before progressing to more complex initiatives. Several factors influence the prioritisation of these actions, including the ease of delivery, cost considerations, funding availability, dependencies between projects, and their potential public benefits.

Given that funding for some of the planned works is still to be secured, the approval processes are ongoing, and fluctuations in the construction market are anticipated, the staging plan is subject to re-prioritisation. The Master Plan's flexible framework allows for adjustments to the timeline as necessary, enabling Council to adapt to unforeseen circumstances and ensure the optimal delivery of projects.

The indicative timeline for the delivery of the Master Plan is as follows:

- **Short Term (0 - 2 years):** Immediate actions and foundational works
- **Medium Term (2 - 5 years):** Further development and key infrastructure projects

- **Long Term (5 - 10 years):** Further development developments and long-term projects
- **Ongoing:** Continuous progress, operational management, and monitoring of development

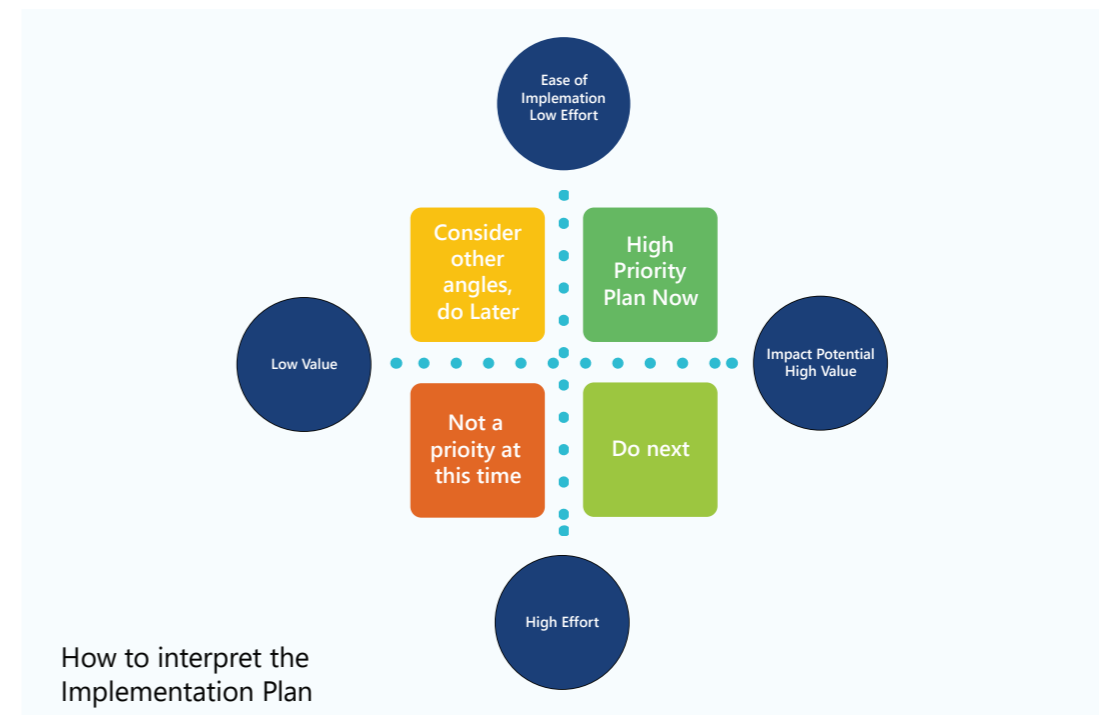
This timeline provides a roadmap for the phased development of the Airport, ensuring that each stage of the Master Plan is delivered efficiently. Throughout the planning process, Council has engaged a team of experts, including aviation specialists and environmental consultants, to conduct thorough due diligence and to identify constraints and opportunities for the site.

The environmental study, which has highlighted the need for ecological offsetting, has played a significant role in shaping the priority actions for the project.

The implementation plan includes Project 'Gateway' Points. The purpose of these actions is to ensure the project is tracking according to the Business Case and provide accountability to deliver the Airport Master Plan in the specified time frames.

These Project Gateways also allow additional decisions to be brought back before the elected Councillors to ensure Council delivers the Airport inline with community expectations.

In conclusion, the Central Coast Airport Master Plan outlines a clear and dynamic pathway for the Airport's development, with built-in flexibility to address the needs and challenges of a rapidly changing sector. The planned 10-year timeline ensures that the Airport will continue to evolve in alignment with both the aviation industry and the Business Case's economic outputs.





## Implementation Plan

Implementation Table						
Action Number	Action	Key Dependency	Benefit Sought	Indicative Timeframe	Indicative Costs (\$m)	Priority
1	Release of Final Master Plan		Council adoption of Master Plan to initiate next steps	Immediately upon adoption by Council	nil	
2	Establish a Project Control Group	1	Provide good governance and accountability of project deliverables	Within the next month	nil	
3	Seek co-funded commitment from Government	1	Provide financial support to accelerate delivery of infrastructure	Within the next month	nil	
4	Submit the Biodiversity Certification Assessment Report (BCAR) to the State Government for approval	1	Unlock under-utilised land for employment and commercial activities	Within the next month	0.05	
5	Submit airport's Australian Noise Exposure Forecast to Airservices	1	Minimise the impact of Airport Operations on neighbouring communities	Within the next month	nil	
6	Prepare and lodge a Subdivision Plan for the Airport lands and surrounding future Biodiversity Stewardship Areas	1	Rationalise land parcels based on land use, removal of historic encroachments, protection of environmentally sensitive land	Within the next 6 months	0.025	
7	Prepare and lodge a Planning Proposal for the Re-zoning of the Airport Lands and surrounding Porters Creek Wetlands, including Warnervale Business Park and Warnervale Link Road, with amendments to the Local Environmental Plan to include provisions for National Airport Safeguarding Framework, supported by a new Development Control Plan	1	Protect environmentally sensitive lands and support the ongoing operations of the Airport	Within the next 6 months	0.08	

Implementation Table						
Action Number	Action	Key Dependency	Benefit Sought	Indicative Timeframe	Indicative Costs (\$m)	Priority
8	Prepare and implement Operational Management Plan, including 'Fly Neighbourly Policy'	1	Provide clarity to the community regarding the Airport Functions	Within the next 12 – 18 months	0.05	
9	Update En Route Supplement Australia (ERSA)	1	Provide clarity and greater safety to airport users regarding the Airport facilities	Within the next 12 months	nil	
10	Update Property Certificates for affected properties	8	Provide clarity to the community regarding the Airport Functions	Within the next 12 months	nil	
11	Undertake detailed Construction Program with allowances for hold points based off Business Case Sensitivity Testing		Mitigate project and financial risks with responsible management of project delivery program	Within the next 12 months	nil	
12	Complete and submit Biodiversity Stewardship Site Assessment Report (BSSAR)		Protect ecologically sensitive land with good management strategies	Short Term	0.0	
13	Undertake vegetation maintenance at the Airport	7	Increase safety and usability of the runway and Airport for users	Short Term	0.43	
14	Finalise Business Case based on final adopted Airport Master Plan	1	Provide clear financial outcomes based on scenario testing	Short Term	0.02	
Project Gateway 1	Evaluate potential options not limited to: Option 1 – Engaged the market via an EOI for lease or sale for Airport and/or, Option 2 – Council receives co funded commitment contribution from Government and/or,	1-14	Report back to Council with recommendations for endorsement.  Provides clarity and accountability for Council.	Short Term	Total cost of Actions 1-14 0.655	



Left: Aerial Perspective of potential developed Central Coast Airport

Implementation Table						
Action Number	Action	Key Dependency	Benefit Sought	Indicative Timeframe	Indicative Costs (\$m)	Priority
15	Construct runway, apron, taxiway, taxi-lane renewal and widening to Code 1B	5	Improve safety of the Airport and improve operational capacity to support education and community use	Short Term	5.7	High
16	Undertake renewal works to onsite stormwater collection and reuse	3	Improve the stormwater capture and collect quality protecting the surrounding environment from run off	Short Term	1.2	High
17	Undertake infrastructure Upgrades to North Sector	10	Allow for economic use of land to stimulate job growth	Short Term	1.35	Medium
18	Install temporary solar runway precision approach path indicator (PAPI) lighting for emergency services		Improve safety of the Airport and improve operational capacity to support education and community use	Short Term	0.55	Medium
19	Engage External Contractor to lease available North Sector parcels	11	Allow for economic use of land to stimulate job growth	Short Term	0.18	Medium
20	Prepare Subdivision Plan for lease area 1 and 2	13	Allow for economic use of land to stimulate job growth	Short Term	0.02	Medium
Project Gateway 2	Evaluate potential options not limited to: Option 1 - Third party lease and/or, Option 2 – Sell the airport land and/or, Option 3 – Continue with the completion of the works.	15-20	Report back to Council with recommendations for endorsement  Provides clarity and accountability for Council	Medium term	Total cost of actions 15-20 \$9	Medium
21	Construct Airport flood levee / berm		Reduce risk of flood events and improve the site's advantage for emergency services use in hazard events	Medium Term	2.0	Medium
22	Undertake preliminary site establishment works for South Sector		Allow for economic use of land to stimulate job growth	Medium Term	0.5	Medium

## Implementation Plan

Implementation Table						
Action Number	Action	Key Dependency	Benefit Sought	Indicative Timeframe	Indicative Costs (\$m)	Priority
23	Undertake infrastructure Upgrades for South Sector		Allow for economic use of land to stimulate job growth	Medium Term	0.35	High
24	Construct upgrades to Jack Grant Ave, including road extension to access South Sector		Allow for economic use of land to stimulate job growth	Medium Term	0.75	High
25	Prepare pre-commitment lease agreements EOI and lease available future land release area land parcels for South Sector	22 / 23	Allow for economic use of land to stimulate job growth	Medium Term	0.025	High
26	Prepare Subdivision Plan for lease areas in South Sector	25	Allow for economic use of land to stimulate job growth	Medium Term	0.02	High
27	Review Airport Masterplan		Ensure responsible fiscal outcomes	Medium Term	0.05	High
28	Construct new green star Aerodrome Reporting Office (ARO), public amenities Building and external parking in Area 1 of North Sector		Increase usability of the runway and safety of the Airport for users. Allow for economic use of land to stimulate job growth	Long Term	1.0	High
29	Construct road sealing renewal and extension to East Sector		Allow for economic use of land to stimulate job growth	Long Term	0.75	Medium
30	Undertake infrastructure Upgrades to East Sector		Allow for economic use of land to stimulate job growth	Long Term	0.45	Medium
31	Prepare pre-commitment lease agreements EOI and lease available East Sector	30	Allow for economic use of land to stimulate job growth	Long Term	0.025	Medium
32	Prepare Subdivision Plan for lease of East Sector	31	Allow for economic use of land to stimulate job growth	Long Term	0.02	Medium



High Effort

## Overview of Aircraft Noise

### Nature of Noise

Sound is a vibration that propagates as an acoustic wave through the air. It is transmitted to the human ear where such waves are received and processed by the brain as a sound or noise.

The loudness of a sound depends on its sound pressure level, which is expressed in decibels (dB). Most sounds we hear in our daily lives have sound pressure levels in the range of 30 dBA and 90 dBA, where (A) is an adjusted dB reading (A-weighted sound level) to account for the varying sensitivity of the human ear to different frequencies of sound. The daytime background indoor sound level in a typical home is about 40 dBA and the average noise level of conversation is about 60-65 dBA.

The minimum change in sound level perceived by most people is 3 dBA; and every 10 dBA increase in sound level is generally perceived as a doubling of loudness. However, individuals may perceive the same sound differently and be more, or less, affected by a particular sound. For example, experience shows that many factors can influence someone's response to aircraft noise. They include:

- The specific characteristics of the noise (e.g. the frequency, intensity and duration of noise events) and the time of day when noise events occur
- Their personal circumstances and expectations about the frequency, loudness and timing of noise events
- Their personal sensitivities and lifestyle (e.g. if they spend a lot of time outdoors or sleep with a window open)
- Their reaction to a new noise source (in the case of a new airport or new runway infrastructure) or to changed airport operational procedures
- Their understanding of whether the noise is avoidable and their notions of fairness
- Their attitudes towards the source of the noise (e.g. general views about aviation activities and airports).

Aircraft noise is the sound emitted through the operation of aircraft. Each of the various sources contribute to the total noise emitted by the aircraft at any time. However, particular sources can be thought of as dominating the noise emission during various phases of flight, namely:

- Take-off and climb-out: engines are the dominant source of noise as the aircraft accelerates on the runway and then proceeds to climb.
- Level flight: engines are the dominant noise source during flight; some level flight segments in arrival procedures may have significant airframe noise, particularly if the aircraft is decelerating and/or the landing gear are deployed.
- Descending: airframe noise generally dominates noise emissions whilst the aircraft is descending, though engine noise is still prominent and can be clearly heard during some phases of the descent and landing procedure.
- Decelerating after landing: significant noise can be emitted from the engines if reverse thrust is used to rapidly decelerate the aircraft once on the runway.

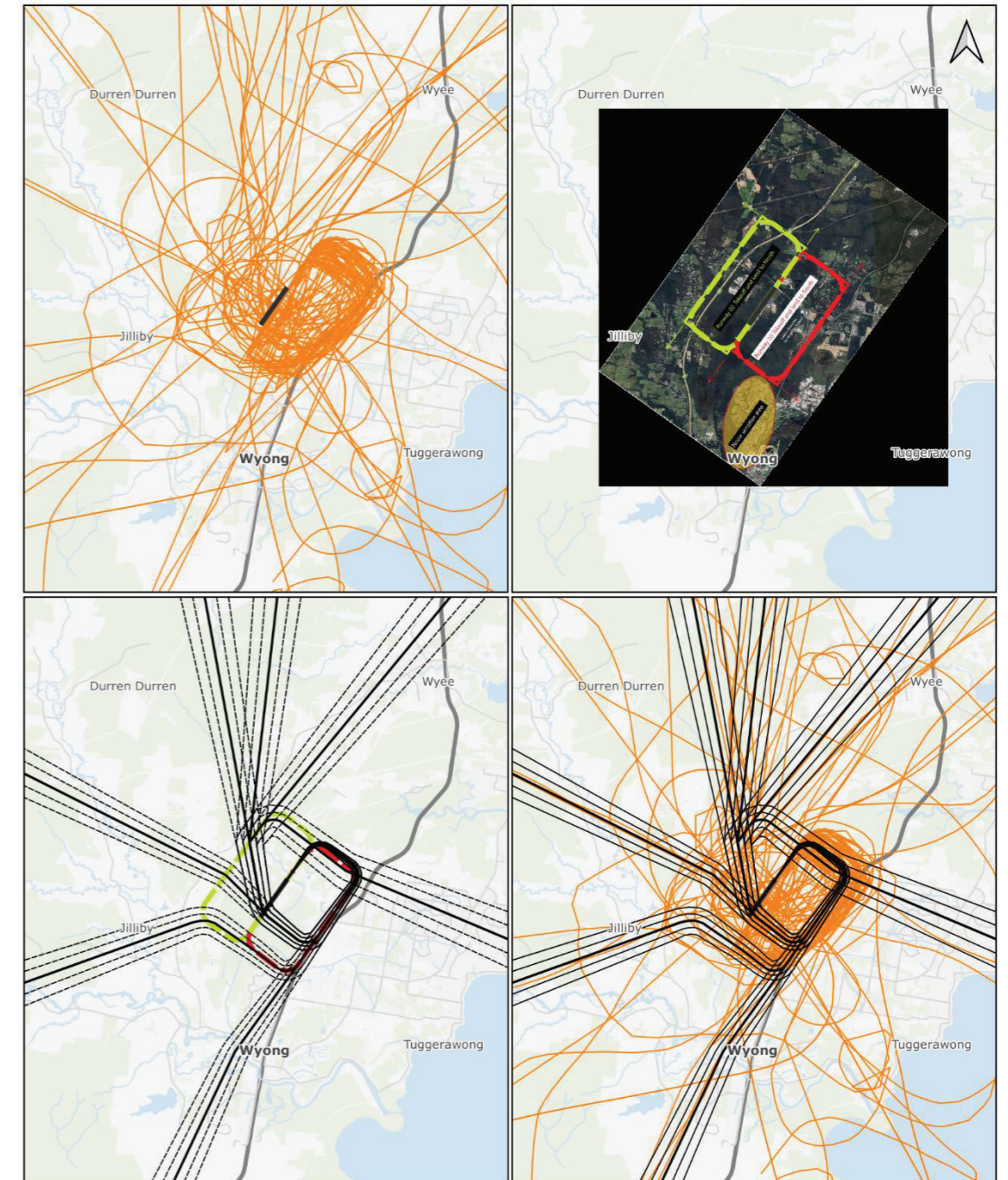
The level of noise heard from a plane during take-off, landing and during flight can vary. Aircraft noise is influenced by a range of factors, including:

- type and size of aircraft;
- the weather, including wind, cloud cover, and humidity;
- the height of an aircraft; and
- changes in engine thrust.

Generally, noise emitted by a departing aircraft is louder than from that of an arriving aircraft. The noise level that reaches a receiver on the ground, however, is affected by many factors, including the distance from the aircraft to the receiver.

## Flight Circuits

### Tracks Arrivals Runway 20



### CENTRAL COAST AIRPORT (YWVA)

#### ARRIVALS RUNWAY 20

0 2 4 6 8 km

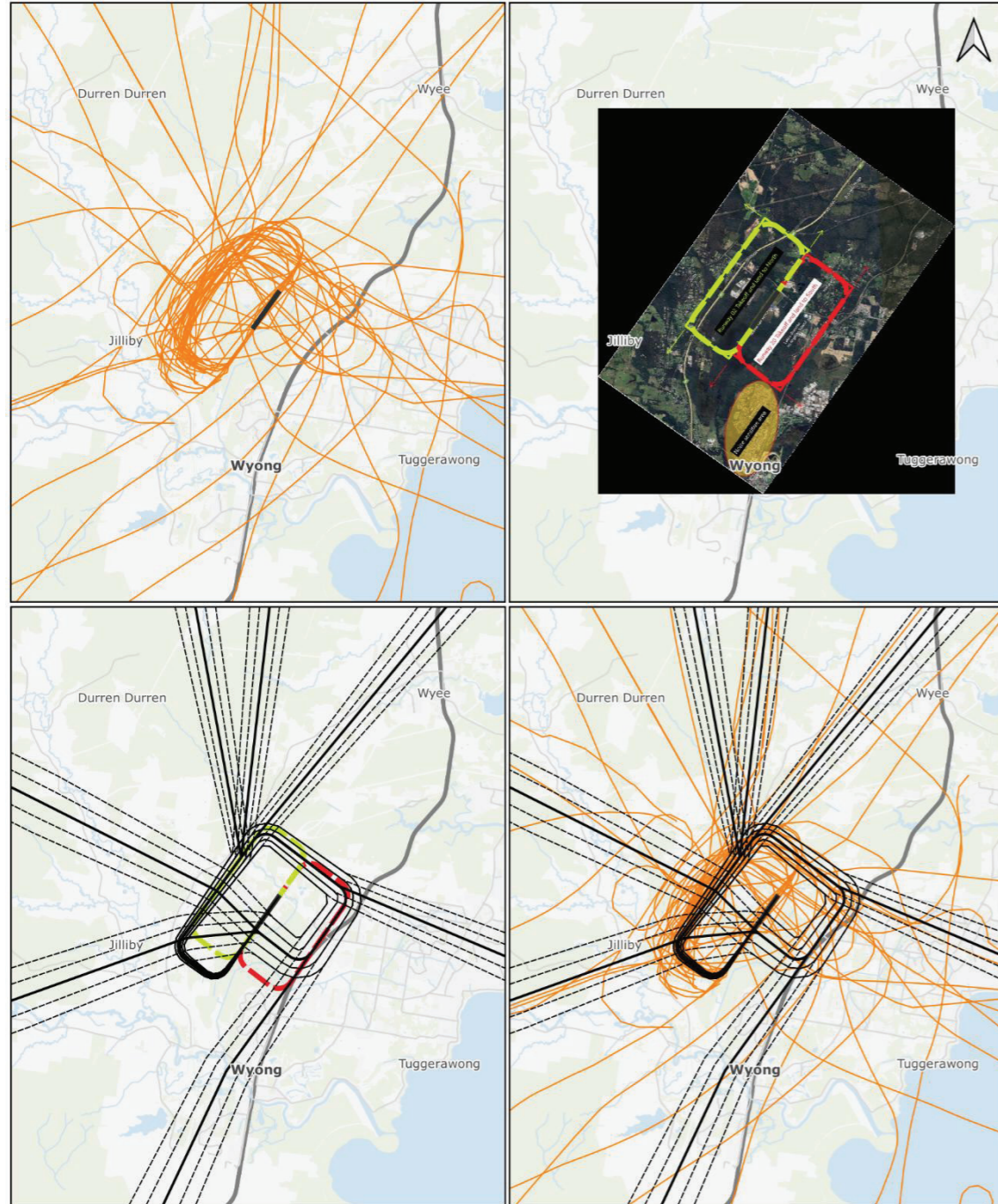
#### LEGEND

- ADS-B data
- Runway 02 circuit (supplied)
- Runway 20 circuit (supplied)
- Modelled median track
- Modelled subtracks (dispersion)

Note: Locations of features are indicative only and are shown solely to demonstrate features pertinent to the noise assessment.

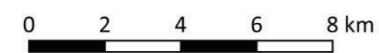
Flight Circuits

Tracks Arrivals Runway 02



CENTRAL COAST AIRPORT (YWVA)

ARRIVALS  
RUNWAY 02



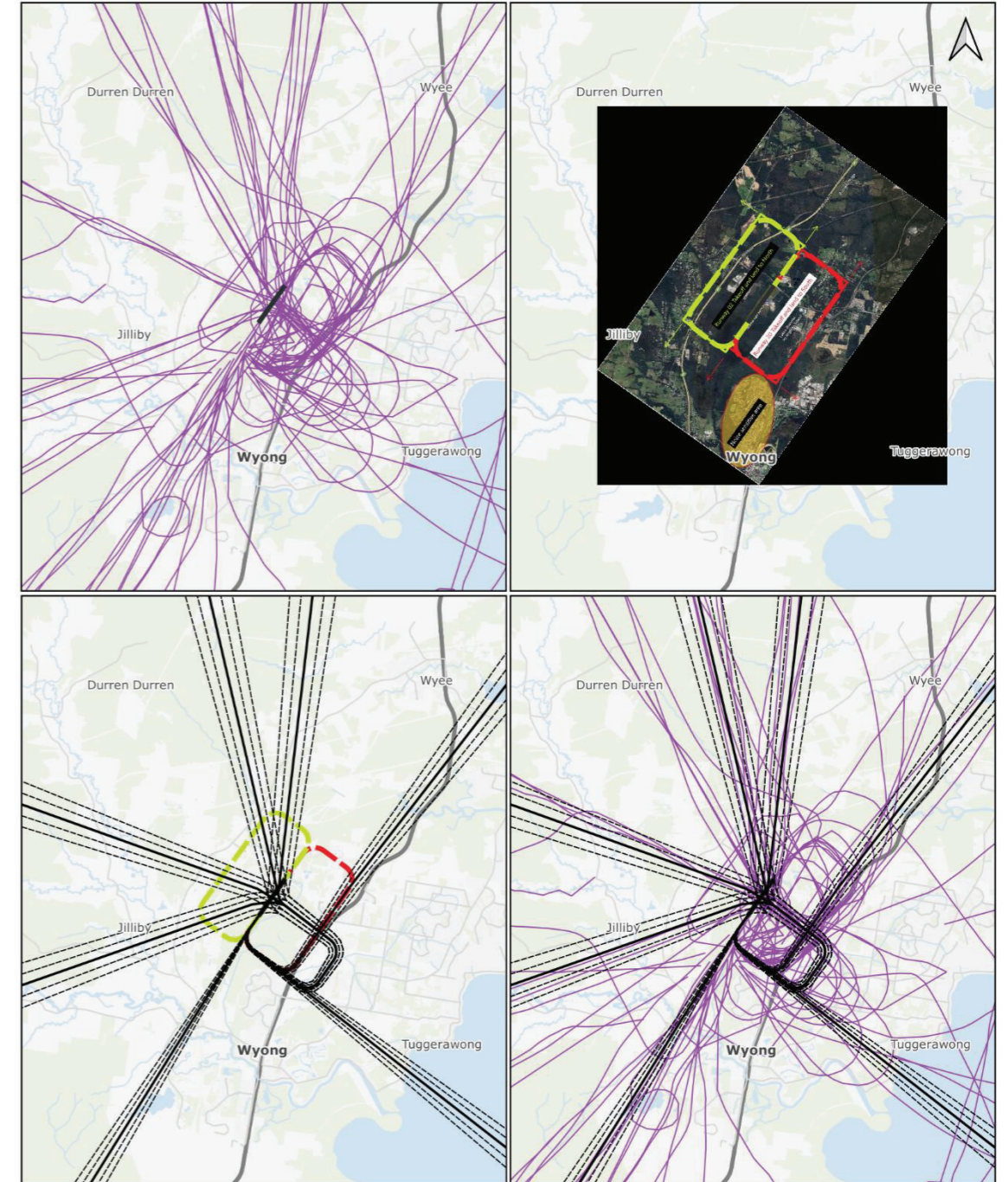
LEGEND

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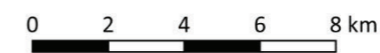
Flight Circuits

Tracks Departures Runway 20



CENTRAL COAST AIRPORT (YWVA)

DEPARTURES  
RUNWAY 20



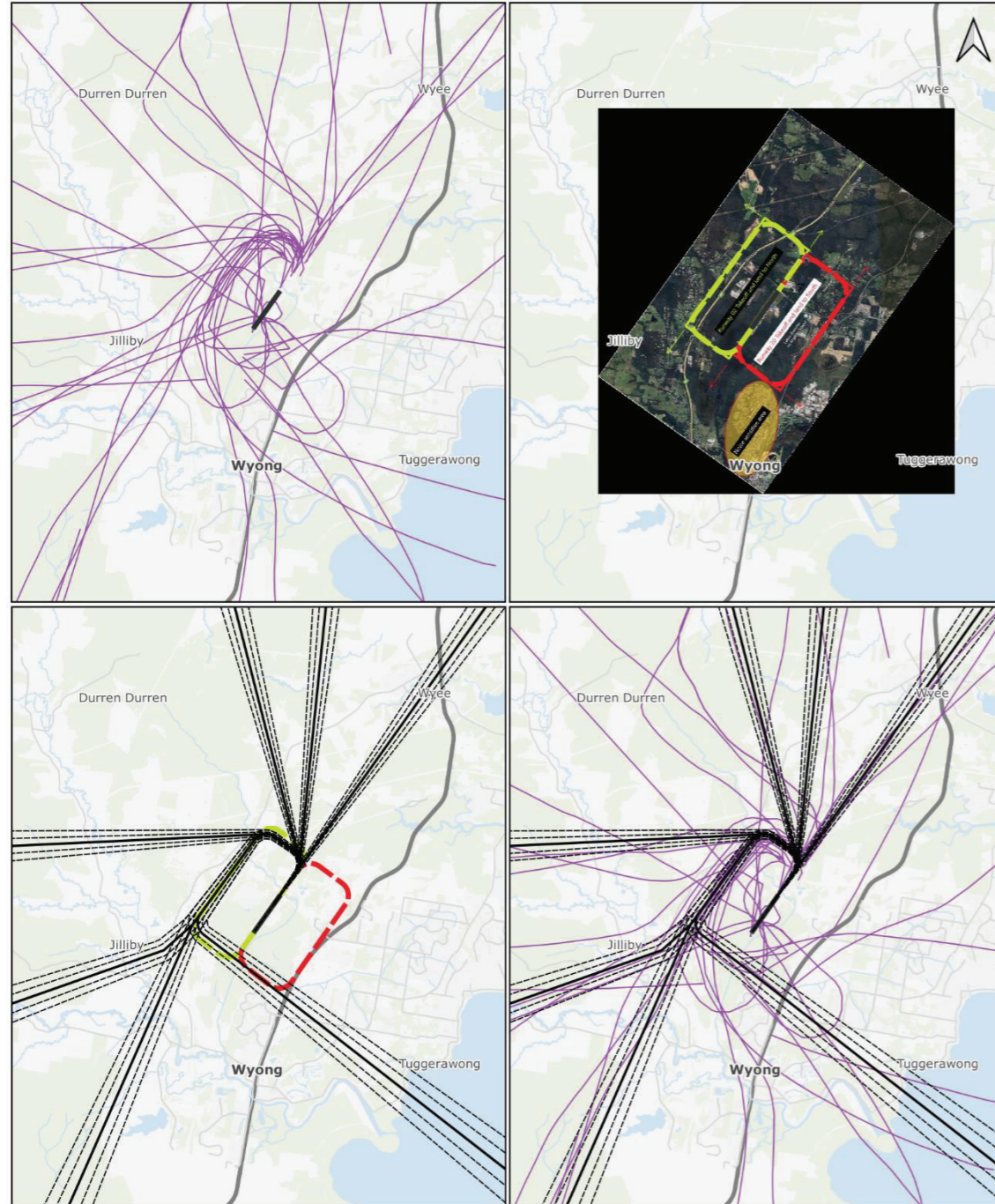
LEGEND

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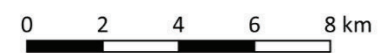
Flight Circuits

Tracks Departures Runway 02



**CENTRAL COAST AIRPORT (YWVA)**

**DEPARTURES  
RUNWAY 02**



**LEGEND**

- ADS-B data
- Runway 02 circuit (supplied)
- Runway 20 circuit (supplied)
- Modelled median track
- Modelled subtracks (dispersion)

Note: Locations of features are indicative only and are shown solely to demonstrate features pertinent to the noise assessment.