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**From:** Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox  
**Sent:** Friday, 28 February 2020 4:36 PM  
**To:** DPE PSVC Central Coast Mailbox  
**Subject:** 2020 03 11 Isaac, David Individual Warnervale Airport (Restrictions) Act 1996 Review

**Categories:** Reply Sent

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**From:** [noreply@feedback.planningportal.nsw.gov.au](mailto:noreply@feedback.planningportal.nsw.gov.au) <[noreply@feedback.planningportal.nsw.gov.au](mailto:noreply@feedback.planningportal.nsw.gov.au)>  
**Sent:** Friday, 28 February 2020 4:31 PM  
**To:** DPE PS ePlanning Exhibitions Mailbox <[eplanning.exhibitions@planning.nsw.gov.au](mailto:eplanning.exhibitions@planning.nsw.gov.au)>  
**Subject:** Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

Submitted on Fri, 28/02/2020 - 16:31

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: David

Last Name: Isaac

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Submission file: [webform\_submission:values:submission\_file]

Submission: Community amenity and commercial opportunity in the Central Coast Airport. I have lived on the Central Coast since 1988 and raised my four children here. I am acutely aware of the high youth unemployment levels on the Central Coast and the lack of opportunities in new industries on the Central Coast. Central Coast (Warnervale) airport adds significant intrinsic value and cross sectional balance to the community amenity of the Central Coast. It does so in much the same way as a significant sporting or boating facility does. We must NOT lose this amenity. It has a further benefit that other community amenities do not have; the potential of youth and other employment resulting from developing a light aviation hub on the Central Coast The Central Coast Aero Club who built the airport in 1972 on their own land and Council land is more than just a flight school. It is a club of local and adjacent locality residents as members. The only facility on the airfield land is owned by the Club and it is open to the public. The maintenance of an airport on the Central Coast is important infrastructure for both the amenity, emergency services of all types and the potential commercial and light aviation industry it will bring to the Central Coast if the owners (The Central Coast Council) will allow under current planning provisions. that developing the airport would bring. The Aero Club is a not-for-profit organisation. Any profit made is reinvested into the club to allow for fleet modernization, expansion of aircraft and buildings so that we can continue to run viable pilot training and community and charity events. I was president of the Aero Club in 1996 when the Warnervale airport Restrictions Private Members Bill was put to the State parliament by MLA Paul Crittenden. I and my aeroclub colleagues made written submissions to the Parliament opposing the Bill at the time. The Bill was rushed through the legislative assembly just prior to closure of the parliament for the year. Many emotive untruthful statements in support of the Bill were made to obtain support from both sides of the house. One such statement recorded in the Hansard with words to the effect "we must support this bill because the bulldozers are about to enter the sensitive Porters Creek wetlands ..." was completely untruthful and inflammatory; there was no construction contract let or even any survey marks placed at the time. The impact on the Porters Creek wetland at the time was minimal because the new runway was being realigned to avoid most of the wetlands and more importantly to avoid over flight of Wattanobby. I would argue the Warnervale Airport Restrictions Act is regressive, the wording is embarrassingly poor for any legislative writer and the reason and validity for the Act was not factually valid. Further the poor wording of the Act will restrict the Aero Club's current operations and severely reduce the amount of flying we can do. This will effectively shut the Aero Club down. I would like to see the Act rescinded as there are adequate State legislative controls in place to control any proposed development if of the airport. No such Act exists anywhere else in Australia. The airport must be able to be developed sufficiently to bring industry and employment to the area. Those complaining about the airport are in a majority those who purchased land after the airport was built and their

Section 149 certificates advised of the airport affectation. The airport must be permitted to be appropriately developed for the betterment of the whole Central Coast community.

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