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**From:** Anthony Tavela on behalf of DPE PS ePlanning Exhibitions Mailbox  
**Sent:** Friday, 28 February 2020 7:14 AM  
**To:** DPE PSVC Central Coast Mailbox  
**Subject:** 2020 03 10 Deves, James 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:** Wednesday, 26 February 2020 5:04 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 Wed, 26/02/2020 - 17:03  
Submitted by: Anonymous  
Submitted values are:  
Submission Type: I am making a personal submission  
First Name: James  
Last Name: Deves  
Name Withheld: No  
Email: [jimdeves@iprimus.com.au](mailto:jimdeves@iprimus.com.au)  
Suburb/Town & Postcode: Ourimbah 2258  
Submission file:  
[wva-airport\\_1.docx](#)

Submission: Please consider my attached submission re the Warnervale Airport (Restrictions) Act 1996 Dr J Deves

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

Dr James Deves MB BS, FRCSED, FRACS

355 Brush Rd.,

Ourimbah, NSW, 2258

26/02/2020

Submission re: Warnervale Airport Restriction Act 1996

Dear Ms. Goldberg and Mr Fiegehen,

I am making this submission as a long term resident of the Central Coast, a surgeon with an interest in aeromedical evacuation, a retired Wing Commander (RAAF SR), a holder of a Private Pilot Licence, and a member of the Central Coast Aero Club.

Warnervale Airport is a valuable and geographically irreplaceable asset of the Central Coast community. It provides the only remaining significant landing ground in the Central Coast area, and the only one in the 100 Km between the Newcastle area (which has Williamtown, Maitland, Lake Macquarie, Cessnock and at least four smaller airfields) and Sydney.

Over a 60 year period, other Central Coast airfields at Bateau Bay, Woy Woy, Chittaway and Narara have been closed, depriving overflying aircraft of landing grounds to be used in an emergency situation, areas from which both fixed and rotary wing aeromedical mercy flights could be undertaken, and places at which normal aviation activities could occur. A far sighted group of individuals addressed this situation by establishing Warnervale Airport in the early 1970s to give the Central Coast a suitable site for flying activities, particularly high quality flying training.

A vicious campaign against Warnervale Airport was commenced in the late 1980s following the sale of land for housing at Watanobbi, when landowners, having purchased land approximately a kilometer from the airport and in full knowledge of the established existence of the airport, lobbied local politicians to close the airport. This group and a small number of their supporters, though totally unrepresentative of the general population of the Central Coast, were eventually successful in having NSW State Parliament introduce the Warnervale Airport Restriction Act, which I believe is unique in Australia imposing politically motivated limitations upon an airport, over and above CASA's stringent and universal requirements.

The aviation activities at Warnervale Airport have always prioritized a "fly neighbourly" policy to minimize inconvenience to those who work and live in the vicinity of the airport. Given the limitations on the airport imposed by its geography, there is no prospect of extending the runway, and therefore the repeated claims that the airport was to become a major transport hub hosting large multiengine jet aircraft have been false accusations with the aim of finally closing down the airport.

The limitations imposed by the Airport Restriction Act have been conscientiously complied with by the operators and users of the airport. However, the proposal to apply even further restrictions to aviation activities there, will inevitably render the airport economically unviable, depriving a number of

people of employment and bringing to an end a valuable resource of flying training and access to aviation activities on the Central Coast.

This would leave a local population of over 350,000 people, as well as the population of northern Sydney, without an airport for access to aviation training and flying activities, and deprive the community of an irreplaceable safety asset. The small number of opponents of the airport would have achieved a selfish and ill-considered personal gain.

I therefore implore you when considering this ill-conceived Act of Parliament, to not recommend the further restrictions be placed on aviation at Warnervale, but rather recommend that the Act be repealed in the interests of the majority of the community.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'James Deves', is written over a light blue and red background. The signature is stylized and cursive.

James Deves