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**From:** Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox  
**Sent:** Monday, 2 March 2020 8:35 AM  
**To:** DPE PSVC Central Coast Mailbox  
**Subject:** 2020 03 11 Jones, Philip Individual Warnervale Airport (Restrictions) Act 1996 Review

**Categories:** Follow-up, 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 3:59 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 - 15:55  
Submitted by: Anonymous  
Submitted values are:  
Submission Type: I am making a personal submission  
First Name: Philip  
Last Name: Jones  
Name Withheld: No  
Email: [philip.jones@memjet.com](mailto:philip.jones@memjet.com)  
Suburb/Town & Postcode: Gordon 2072  
Submission file:  
[submission-for-review-of-the-warnervale.docx](#)

Submission: Please find attached my submission supporting the removal of the act as no longer relevant or necessary.

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

58 Rosedale Road

Gordon NSW 2072

28<sup>th</sup> February 2020

Submission for Review of the Warnervale (Restrictions) Act 1996.

Dear Sir,

I submit the act is no longer relevant and therefore not necessary for the following reasons:

- The imposition of flight movement restrictions was predicated on the availability of alternate airports to Warnervale when the act was imposed. Since the act was imposed viable alternate airports for citizens of the Northern parts of Sydney to the Central Coast, such as Hoxton Park and Cooronbong have ceased to exist, so the act is no longer relevant.
- The imposition of flight movement restrictions is inconsistent with statutory frameworks that apply to airports of a similar scale in both NSW and the rest of Australia.
- The runway length restriction was intended to exclude very large, commercial jet aircraft from using Warnervale airport. At no time has there been sufficient land at Warnervale to construct a runway suitable for operating very large, commercial jet aircraft. Since the act was imposed land surrounding Warnervale airport has been developed for numerous uses, further reducing the possibility of accommodating large jet aircraft so the act is no longer relevant.
- Expansion proposal triggers are no longer appropriate. Since the act was imposed there have been significant advances in aviation safety and the implementation of new safety systems, equipment and measures. There is no justification for impeding the implementation of safety systems, equipment or measures by the act.
- The expansion proposal review framework should be consistent with other NSW infrastructure expansion, such as the nearby (to Warnervale Airport) M1 upgrade and commercial developments such as the Woolworths Distribution Centre.
- Statutory frameworks for similar airports in both NSW and the rest of Australia have proved to be adequate and fit for purpose. The Warnervale (Restrictions) Act 1996 does not identify any feature of Warnervale Airport that is sufficiently different to airports in both NSW and the rest of Australia to warrant a unique act.

Yours faithfully,

Philip Jones.