

[REDACTED]

From: system@acelo.com on behalf of Paul Stokoe
[REDACTED]
Sent: Thursday, 18 October 2018 12:33 PM
To: [REDACTED]
Subject: Submission Details for Paul Stokoe (comments)
Attachments: 286374_Letter_ Paul Stokoe_ 05.10.18.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements:

Name: Paul Stokoe

[REDACTED] u
Address:
[REDACTED]
[REDACTED]
[REDACTED]

Content:
See attached.

IP Address: - 141.243.33.161

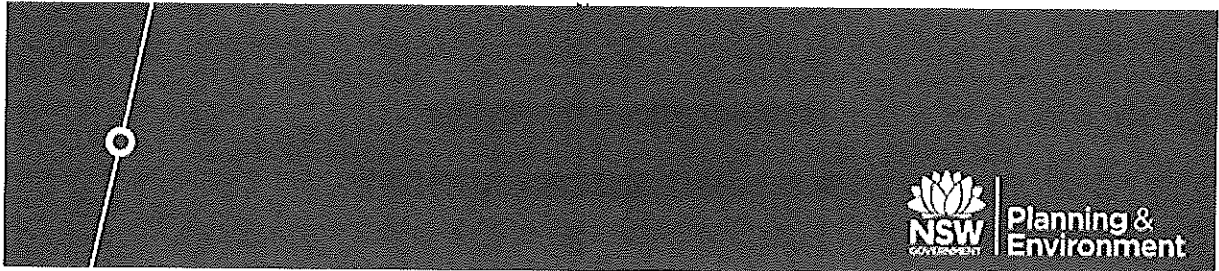
Submission: Online Submission from Paul Stokoe (comments)
https://majorprojects.acelo.com/?action=view_activity&id=286374

Submission for Job: #9552
https://majorprojects.acelo.com/?action=view_job&id=9552

Site: #0
https://majorprojects.acelo.com/?action=view_site&id=0

[REDACTED]
To: [REDACTED]
Subject: RE: Website contact form submission from [REDACTED]

From: [REDACTED]
Sent: Friday, 5 October 2018 2:27 PM
To: [REDACTED]
Subject: Website contact form submission from [REDACTED]



An email has been received from [REDACTED] from the Department of Planning & Environment website's Contact Us online form.

The contact form submission details are below:

Name: [REDACTED]

Email address: [REDACTED]

Phone number:

Post code: [REDACTED]

Type of enquiry: Enquiry

Your enquiry is about: Priority growth areas and precincts

Enquiry details:

What exactly is going to be allowed in a zone called Agribusiness which has been put forward for the land immediately west of the realigned The Northern Road at the WSA site? This needs to be clarified as there is a huge difference between land that is right on the airport boundary and it being described as "agriculture" to that near say Camden or Picton etc. Simply put isn't land that in effect runs immediately along the western edge of the realigned Northern Road better of being used as a function support area and or industrial so as to make use of the upgraded Northern Road and the Aerotropolis and other major developments that accompany the WSA? Simply using the Northern Road as a boundary and simply

say any land west of the Northern Road is to be kept to protect and encourage agricultural activity in the Sydney basin ignores the impact of the WSA and hinders best use options from being explored and or allowed. It may not be that black or white but that is how it is being presented and interpreted based on what is out there and what areas of Government are saying. Could you please clarify and explain the basis for the draft zoning having no leeway or buffer zone to allow the best use of land that is immediately west of but right on the WSA boundary noting that the planes still affect things west of the Northern Road. cheers

Newsletter subscription confirmation: [REDACTED]

[REDACTED]