

[REDACTED]

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**From:** system@acelo.com on behalf of Stephen Fortescue [REDACTED]  
**Sent:** Wednesday, 24 October 2018 5:40 PM  
**To:** [REDACTED]  
**Subject:** Submission Details for Stephen Fortescue (comments)  
**Attachments:** 289211\_Submission to aerotropolis stage1.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

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Content:

Submission regarding Western Sydney Aerotropolis. Stage 1

Submitted by Stephen Fortescue  
[REDACTED]

24 October 2018

### 1. Aerotropolis

Aerotropolis is an ugly word. Among other things it is almost impossible to spell. But since it describes an ugly concept, indeed a modern dystopia, it is sadly appropriate to the project described in this document.

It is a word which has come to be applied "as best I can tell - to Western Sydney Airport only since the construction of the airport was approved. Its sound very much like something that has been dreamt up to justify the airport well after the decision to build it was made.

### 2. Acknowledgement of airport

This document is an improvement on the Western City District Plan, an earlier introduction to the concept of the aerotropolis, in that it at least acknowledges that it is an airport which is at the centre of the aerotropolis, and indeed an airport which creates noise. One had to read the Western City District Plan very carefully to be aware of that. I cannot imagine that there will be many people inspired to live in the vicinity of the Aerotropolis by the picture on the first page of the document.

### 3. What the aerotropolis brings

Throughout the WSA planning and approval process one has been waiting for some explanation as to how the airport will make an economic contribution to Western Sydney. This is in the context of WSA being a development which will cause enormous and constant disruption to the lives of huge numbers of present and future residents of Western Sydney and the Blue Mountains, as well as serious degradation of the environmental values of the Greater Blue Mountains World Heritage Area. That is, any economic benefit has to be considerable and well demonstrated to justify the very serious costs involved.

We are still waiting despite the publication of this document. It is as full of "possible", "might", "to be investigated", "subject to business cases and investment decisions" and other such phrases as all its predecessors. I do not expect a full list of identified future businesses, but something of sufficient substance that one can say, "Yes, that sounds feasible," is required.

Again this document is an improvement on the Western City District Plan, in that it does not refer to the "leveraging" of "existing" aerospace and electronics hubs in Richmond and Penrith, which as best I can tell are entirely mythical. But that is at the price of this document's resolute reliance on future developments that have no foundation in the present and are described in the vaguest possible terms.

In particular there is in this document, as in its predecessors, no explanation as to why all the things described will happen because of the airport, or to put it another way why it is presumably impossible for them to happen in the absence of the airport. Given the costs of the airport mentioned above, it is not enough to describe wonderful things that are going to appear; it has to be shown that they cannot appear without the airport. What hi-tech businesses can exist only in close proximity to an airport? The question is particularly relevant to the non-curfew operation of the airport: what hi-tech businesses can exist only in close proximity to a non-curfew airport?

#### 4. Agri-business

There is a partial exception to my comments in Section 3, and that is the appearance in this document of agri-business. It is indeed the only commercial activity which receives any attention at all. The relevance of the airport to the shipping of agricultural produce is even mentioned "although there is still no explicit connection made between shipping agricultural produce and non-curfew airport operations.

One can take this sudden appearance of agri-business in two ways:

a) a key driver of the non-curfew airport always was night freight operations, but the point could not be made, even implicitly, until the airport was approved; OR

b) in the desperate search for some use for the airport it is indeed a new idea.

Either way, it reflects very poorly on the honesty and legitimacy of the planning process.

I am not an expert on agriculture, but I do wonder whether there will sufficient demand in markets that can only be accessed by air for tomatoes and mushrooms grown in a location characterised by high wages, high power costs, hot and dry summers, and cold and dry winters.

#### 5. Some specific comments

Page 22. "The Aerotropolis Core will be a 24-hour, global centre for workers, residents and visitors coming to and from the Airport. A thriving after-hours economy will provide entertainment, arts and cultural experiences and accommodation options within one stop of the Airport."

There might be some visitors who need a 24-hour experience. I doubt that there are many workers who would welcome it. The number of residents who would want it is surely vanishingly small. And again, even if there are people who need a 24-hour experience, is building an airport the most cost-effective way of meeting their need (including the costs mentioned at the beginning of this submission)?

Page 26. The 30-minute city receives little attention in this document. Nevertheless it is mentioned, so I will make the point that, if providing a 30-minute city for residents is a high priority, it is counter-productive to put in the middle of it something which is designed to bring into the city huge numbers of outsiders who will surely severely compromise the 30-minute ideal.

Page 30. Having just read of the ambitious plans for South Creek, indeed to include water bodies sufficiently large to reduce the high temperatures typical of the region, I was struck by references to the dangers of birdstrike and the subsequent effect on the location of places where birds might congregate.

IP Address: - 121.44.110.15

Submission: Online Submission from Stephen Fortescue (comments)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=289211](https://majorprojects.accelo.com/?action=view_activity&id=289211)

Submission for Job: #9552

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Site: #0

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