

[REDACTED]

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**From:** system@acelo.com on behalf of Paul Stokoe [REDACTED]  
**Sent:** Friday, 26 October 2018 2:55 PM  
**To:** [REDACTED]  
**Subject:** Submission Details for Paul Stokoe (comments)  
**Attachments:** 289972\_Paul Stokoe\_ 24.10.2018..pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements:

Name: Paul Stokoe

Email: [REDACTED]

Address:

Not provided

[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=289972](https://majorprojects.acelo.com/?action=view_activity&id=289972)

Submission for Job: #9552

[https://majorprojects.acelo.com/?action=view\\_job&id=9552](https://majorprojects.acelo.com/?action=view_job&id=9552)

Site: #0

[https://majorprojects.acelo.com/?action=view\\_site&id=0](https://majorprojects.acelo.com/?action=view_site&id=0)



[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 24 October 2018 2:35 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: Website contact form submission from [REDACTED] Ref ID: 20181005141139

[REDACTED]

In addition to the comments below it also seems strange that RMS are doing so much work on The Northern Road so as to make it a major transport link for the WSA as well as the Aerotropolis and WEA not to mention Penrith and Narellan but for that work to be seen as only benefiting the land to the north south and east of the WSA and The Northern Road area.

The RMS will also in the immediate to mid future be doing more work on things like the M9 orbital which will impact the area to the west of the actual WSA airport site. Now subject to where that road goes the idea of an Agribusiness precinct in the area assigned that draft zoning must be in doubt or at least in the need of reconsidering as that road will go through what is and or was going to be rural lands and logically should have access to the WSA as a point justifying construction.

That Road of itself will open up areas for development – which is commonly used to justify the economic case for such works.

Additionally the land to the immediate west of the actual WSA site apart from having or capable of having access to the upgraded road network is also bound to the west by waterways and river systems.

Land behind Werombi and Silverdale backs onto the Nepean catchment area and is by consequence protected from development due to water catchment sensitivities. But the Werombi and Silverdale land is actually west of the Nepean River so it is in some regards landlocked by water conservation needs whereas the land immediately west of the WSA is to the east of the Nepean River which means in real terms that it is quite small and has natural boundaries.

The WSA adds to these natural constraints which I think adds weight to the need to zone it for best use rather than what is somewhat of a paper based theoretical desire where Agriculture and Agribusiness are used without any workable or factual definition.

Areas around Thirlmere Picton Bowral Menangle stand out as being close enough to allow agribusinesses to grow and supply the Sydney basin as well as what can be made of international demand for fresh food.

It remains to be seen what move the Sydney markets will consider as there are external and internal pressures on the move away from Homebush. The glut of Sydney units and declining property prices has removed some pressure on the Homebush site to be sold for housing so that means the need and reward for moving the current markets has been reduced.

can you update me on the responses lodged regarding the draft zoning plan and what is now thought to be appropriate use of the lands around the WSA site.

Cheers

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 17 October 2018 3:49 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Website contact form submission from [REDACTED] Ref ID: 20181005141139

[REDACTED]

thanks for the response.

A conversation or meeting may be beneficial but for now understanding how things are analysed and what points or positions are actually relied on to determine zoning around the WSA precinct is of more interest.

Nobody seems to be able to define what the Agribusiness zoning actually in real actual world terms and actualities means and allows. In the alternative and potentially better put this area here and now excludes XYZ etc.

Emotive descriptive words are used which works well on paper. For example people will expect that enterprises like the Sydney Fruit and Vegetable markets will look at moving to this area. That would seem a good fit but for now that is mere speculation as that enterprise has within its ownership diverse and differing opinions. So that leaves what – growing vegetables and food processing especially for export.

The Government states that several hundred thousand new jobs will be or need to be created over the next say 2 decades.

There is zoning to the north and south of the WSA site and to the east the recent zoning decisions for the Liverpool CBD all seem geared to accommodating and achieving the Western Parkland City aspect of the 3 cities concept.

The land I am talking about will in effect be at the end of the first runway and in say 20 years runways but sits immediately west of The Northern Road. The Northern road is here and now being upgraded and will be transformed to be a major road from the goat track it is now.

So with better roads leading to better access and with the planes on the initial version of the WSA literally flying a 200 m – 400m or so above the land which will be left as agribusiness what actual uses are allowed and what ones are specifically excluded?

For example there are 4 universities proposing a joint campus, there was announced yesterday two large but distinctly different Japanese businesses joining the Aerotropolis. Would they and say logistics / large storage and industrial facilities be allowed even though they seem at odds with the generic description of “agribusiness?”

If not why as the location relative to the location of the WEA to the north, the green belt spine and the Aerotropolis seems to make using the land so close to the airport but on the western edge of the airport site sensible and value adding to the whole idea and concept of the Western parkland city.

The one size fits all draft zoning proposed to be applied to the land west of the airport site ignores best use principals especially and specifically for the land that adjoins The Northern Road but to the west of WSA.

cheers

[REDACTED]

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**From:** [REDACTED] On Behalf Of [REDACTED]  
**Sent:** Friday, 5 October 2018 6:01 PM  
**To:** [REDACTED]  
**Subject:** RE: Website contact form submission from [REDACTED] Ref ID: 20181005141139

Dear [REDACTED]

Thank you for your email. If you would like to discuss this matter further I am happy to speak to you over the phone or arrange a meeting. I have registered your letter as a submission to the Aerotropolis Land Use and Infrastructure Implementation Plan (Land Use Plan).

If you would like to receive updates on the progress of the Land Use Plan including consideration of submissions, please register at: <http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis/Have-your-say>

I have also attached a copy of the Frequently Asked Questions on the South Creek Precinct for your information.

If I can help you further or you would like to discuss the Land Use Plan please give me a call.

Best Regards

[REDACTED]



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From: [REDACTED]  
Sent: Friday, 5 October 2018 2:27 PM  
To: [REDACTED]  
Subject: Website contact form submission from [REDACTED] Ref ID: 20181005141139



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:

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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:** True

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Information Officer, Information Centre  
Department of Planning & Environment | GPO Box 39 | SYDNEY NSW 2001  
[REDACTED]