

[REDACTED]

From: system@accelo.com on behalf of [REDACTED]
Sent: Sunday, 16 September 2018 11:07 PM
To: [REDACTED]
Subject: Submission Details

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Name: [REDACTED]

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Content:

I am very much in support of this plan to provide the appropriate zoning from day one of the airport and to allow it to build sustainably and to compete with Kingsford Smith airport. However for the airport and the Parkland City to be able to be seen not as a second rate city to the Central and Eastern cities there are some key pieces that must be addressed in these early stages:

1. Maintaining the Western Sydney Parklands to offset the amount of growth that will be experienced in this area.
2. A train connection from day 1 of the airport, yes a toll road and an expanded Elizabeth Drive is one thing however as shown with the new WestConnex and the very busy Parramatta Road, only paying Transurban is not a popular choice with commuters and will put strain on local roads as a result especially with the amount of fuel trucks that will use the road with no pipeline to the airport.
3. This Multiversity is a good start however employment needs to be more than just industrial retail and manufacturing jobs. Smart jobs close to people's homes need to be the dominant employer, and the only way to get that right is with proper zoning from day 1 for Business zoning rather than industrial.
4. There are large areas of rural areas that have not been included in this plan including Horsley Park and ant Vernon which are well connected on the M7 and M4. It doesn't make very much sense at all to leave these large expanses of rural land in the middle of all this growth and should be changed from an Urban Investigation area to be included as part of the Aerotropolis, instead of being left in decay for many decades to come.

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Submission: Online Submission from [REDACTED]
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