

[REDACTED]

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**From:** system@acelo.com on behalf of Sharon Vella [REDACTED]  
**Sent:** Thursday, 1 November 2018 9:40 PM  
**To:** [REDACTED]  
**Subject:** Submission Details for Sharon Vella of Sharon [REDACTED] Vella (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Sharon Vella  
Organisation: Sharon [REDACTED] Vella ()  
Email: [REDACTED]

Address:

[REDACTED]

[REDACTED] NSW

[REDACTED]

Content:

Sharon [REDACTED] Vella

[REDACTED]

[REDACTED] NSW 2145

1st November 2018

À  
Director Aerotropolis Activation  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

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To Aerotropolis Activation Team,  
À

I am writing in response to the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan (WSA LUIP) Stage 1 published August 2018.

À The WSA LUIP maps land along Willowdene Avenue as "Potential and Existing Conservation Land." In contrast the Western City District Plan (WCDP) released March 2018 did not show any "Protected Natural Area" between M9 and airport boundaries.

We are the owners of [REDACTED] and are designated as Proposed Conservation in the Agriculture and Agribusiness Precinct in the WSA LUIP. We are also members of the Western Sydney Agribusiness Landowners Group (WSAALG) and are making a group submission through THINK PLANNERS.

We strongly oppose to the land we own and have lived on for nearly two decades and our neighbours land being labelled as Conservation. For that reason, we have grouped together and contributed toward an independent ecological study of our properties. We have and continue to experience distress about the Northern Road diversion and the M9 corridor. We are especially distressed over the Northern Road upgrade which is taking a large portion of our land, approximately 9 acres, dividing it in two. We now carry the burden of a conservation label which would discourage industrial developments, devalue properties and limit options for owners such as us in the years to come. Our properties are around the airport site and properties all around us have not be listed as conversation it doesn't make sense why our property and our neighbouring properties are listed as conservation as on either side of us they are proposed agricultural and agribusiness. Our land and that surrounding us is mainly cleared, rural land with degraded vegetation. It is identical to the land within our region that has not been designated as potential conservation. To have conservation land adjacent to the commercial entry to the airport is impractical, environmentally flawed and compromises the Airports safety.

We have been to meetings where the agricultural and agribusiness have been explained and the benefits it would have. We feel the area where we are situated and our surrounding neighbours are in the ideal area for this type of development to take place. As we are close enough to the airport and the area would benefit for this type of development.

We would also ask for the Agriculture and Agribusiness Precinct be brought forward into the Stage 1 plans of the WSA LUIP. This is a logical suggestion as it makes sense that the Agriculture and Agribusiness area is developed to its full potential when the airport is operating. The Agriculture and Agribusiness needs to cover 1000 hectares. The precinct should be enlarged to the west in the area of Freight and Logistics for the airport. Our future and that of our children's relies heavily on the impact of this planning process as we feel at the moment we can't do anything with our home and land as we are unsure of what impact the airport, upgrading of the roads and future development will have on our lively hoods. Thank you for your consideration of our submission.

Yours sincerely,  
Sharon [redacted] Vella

IP Address: - 120.152.157.41  
Submission: Online Submission from Sharon Vella of Sharon [redacted] Vella (comments)  
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