

[REDACTED]

From: system@acelo.com on behalf of Simon Anastasio <[REDACTED]>
Sent: Friday, 2 November 2018 6:36 AM
To: [REDACTED]
Subject: Submission Details for Simon Anastasio (comments)
Attachments: 291869_WSA submission.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Simon Anastasio

Email: [REDACTED]

Address:

[REDACTED]

Content:

Submission uploaded below

IP Address: - [REDACTED]

Submission: Online Submission from Simon Anastasio (comments)
https://majorprojects.acelo.com/?action=view_activity&id=291869

Submission for Job: #9552

https://majorprojects.acelo.com/?action=view_job&id=9552

Site: #0

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

NSW Government
Planning & Environment

1st November, 2018

RE: Western Sydney Aerotropolis Implementation Plan.

Dear Sir/Madam,

Although we are members of The Western Sydney Airport Agribusiness Landowner Group, and are making a formal submission via Think Planners, we take this opportunity to submit our individual comment.

We own and live at [REDACTED]. We are located just [REDACTED] of the Western Sydney Airport. Close enough to make a reasonable lifestyle impossible however, according to current planning criteria, far enough away to be excluded from the Agribusiness Precinct.

The notion that property so close to proposed logistics and commercial entry to the airport could be classified as potential conservation and rural lifestyle is ludicrous. The government has shown that it is committed to the WSAIP yet it makes the fatal mistake of once again doing things in half measures.

The bold commitment to construct an airport to operate 24/7 in Sydney and transform the west will be hindered by the fact that, the radius of development to the west of the airport will be practically non existent. I urge the planning dept to show vision and extend the boundary of the development precinct beyond the OSO as this would be the most practical option for the airport to function effectively.

The airport should and ultimately will be the nucleus of the aerotropolis therefore should be located in the centre of the activity. Why not plan it correctly from the beginning. The approx 1000ha parcel of land west of the airport is an unbelievably unique opportunity which should be recognised by the planning dept as extremely valuable to the success of the airport development.

The Agriculture and Agribusiness Precinct could be of huge support to the success of the airport, provided it is in the correct location and of substantial scale to compliment the calibre of development in the area. It needs to be part of the plan from the beginning so that infrastructure can be implemented accordingly.

Regards

Simon Anastasio

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