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From: system@acelo.com on behalf of Jason Middleweek [REDACTED]
Sent: Wednesday, 31 October 2018 3:52 PM
To: [REDACTED]
Subject: Submission Details for Jason Middleweek (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Jason Middleweek

Email: [REDACTED]

Address:

[REDACTED]
[REDACTED]
[REDACTED]

Content:

To Whom it May Concern.

The sale of Sydney Airport at Mascot (Mascot airport) has been a fantastic investment for its private owners. As a monopoly asset it requires strict regulation by the federal government to stop price gouging and manage effects on the people of NSW such as noise.

As you are aware the owners of Mascot Airport chose not to invest in the new airport. To my surprise their draft masterplan suggests that they want to significantly expand airport operations and plan to double customers in the next few decades.

Although regulation of Mascot airport is a federal responsibility, decisions by the NSW state government also affect the business plans of the owners of Mascot Airport and future shareholder return. Examples include NSW Government funding and support of motorway construction and other roads on the grounds of improving access to Mascot airport. Also the NSW government lobbies for easing of curfew and movement limits at Mascot airport. The NSW Government cites the reason for this being that restrictions at Mascot airport diminish the potential for expansion of the NSW economy.

This GDP argument may be true whilst Sydney only has one airport. However soon the city will have two airports and air traffic will need to shift from the inner city Mascot airport to the new airport to allow adequate commercial activity to support a vibrant Western Sydney Aerotropolis.

The experience of Melbourne is that Avalon airport has struggled to reach capacity for many years to make it a viable second airport. Yes, the existing Sydney airport has to manage increased patronage whilst the new airport is being built. However as soon as it is opened, a significant amount patronage by airlines must be scheduled /diverted to the new airport to get investors excited and aggressively invest in the new aerotropolis.

Clearly, the current owners of Mascot airport will take actions to ensure their airport expands as much as possible and for as little business as possible to be lost to the new airport. However this is not in line with the needs of the people of NSW, the NSW government planning objectives, not to mention the federal government objectives to on-sell the new airport to a private owner for the highest price possible.

In order to facilitate investor interest in the Aerotropolis and so more quickly make it an economic hot spot the NSW government should do the following:

- Use its powers to block and resist expansion initiatives for Mascot airport beyond what is needed to satisfy demand beyond the date that the new Western Sydney airport is operating. This could be done by the following:
 - o Not funding the widening of the access roads to Mascot airport.
 - o Not supporting changes to the curfew or air movements.

- o Not subsidising the airport train line.
- o Putting a toll on key access roads to the Mascot airport to help fund access infrastructure to the new airport.
- â€¢ Facilitate more rapid construction of the new runway, buildings and transport infrastructure to bring forward the commissioning date.
- â€¢ Support the closure or part closure of Mascot airport to make way for residential and commercial development. This would result in a windfall gain for the NSW and Federal governments which would likely offset any litigation costs and compensation claims made by the owners of Mascot airport.
- â€¢ Refer to Sydney airport at Mascot as "Mascot Airport" to enhance the branding status of Western Sydney airport.
- â€¢ Do not support any elements of the draft Mascot airport masterplan which affect the success and viability of the aerotropolis. .

I encourage the NSW Government to be strong in realising its vision for a new aerotropolis and resist efforts by the owners of Mascot airport to maximise share value and dividends in ways that are detrimental to achieving that vision.

IP Address: - 152.91.9.9
 Submission: Online Submission from Jason Middleweek (comments)
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