

Forum on Western Sydney Airport

Record of Meeting 9
2:00pm – 4:00pm, Saturday 7 September 2019
Campbelltown RSL, Campbelltown
Chair: Professor Peter Shergold AC

Item	Description	Key Discussion Points	Action Items
1.	Welcome from the Chair and confirmation of agenda	<p>The Chair, Professor Peter Shergold AC, introduced himself and welcomed members to the ninth meeting of the Forum on Western Sydney Airport (FOWSA). The Chair extended his welcome to members of the public viewing the meeting, noting that this was the second open meeting of FOWSA.</p> <p>Professor Shergold formally acknowledged the Traditional Owners of the land on which the meeting was being conducted.</p> <p>The Chair stated that the meeting was a general meeting of FOWSA, which would follow normal meeting procedures; the main exception being that additional time would be made available at the end of the meeting to address a number of questions submitted to FOWSA by the public. An overview of the role and objectives of FOWSA was provided for members of the public.</p> <p>Professor Shergold noted that two key areas of focus for FOWSA are to:</p> <ul style="list-style-type: none"> • share information with the community as it becomes available regarding the planning and design of airspace arrangements and flight paths for the airport; and • assist the government to maximise the significant economic, social, business and job opportunities to be realised from this important piece of national transport infrastructure. He drew particular attention to the opportunities of developing an aerotropolis in the airport precinct, similar to those established in Korea, Amsterdam and Dallas. <p>The Chair provided an overview of FOWSA’s membership and outlined the key approaches adopted by FOWSA to share information with the community, including through the Department of Infrastructure, Transport, Cities and Regional Development’s Western Sydney Community Update Newsletter, which is sent to approximately 40,000 residences. He emphasised that FOWSA is continuing to seek ways to lift its public profile and broaden the avenues for community engagement. The Chair encouraged members of the community to send to FOWSA their questions and suggestions as to how things could be done better.</p>	

		<p><u>Apologies and welcome to new members</u></p> <p>The Chair acknowledged apologies received (see <u>Appendix B</u> of this meeting record) and welcomed delegates representing FOWSA members unable to attend the meeting. The Chair also welcomed first-time attendee, Mr Gregory Copeland (the newly appointed community representative for Camden), and noted that the former State Member for Camden, Mr Chris Patterson, had been replaced on FOWSA by Mrs Melissa McIntosh MP, the Federal Member for Lindsay, who would be attending her first FOWSA meeting in December.</p> <p><u>Action items</u></p> <p>The Chair reviewed action items from Meeting 8 and noted that:</p> <ul style="list-style-type: none"> • Item 1 – the Secretariat has distributed to members the aircraft noise report authored by Dr Eric Ancich and Mr Don Carter, along with the Department’s response to the report. <ul style="list-style-type: none"> ○ The Chair requested the Secretariat to add as an agenda item for the next FOWSA meeting a discussion on the report and the department’s response. He asked members to review and consider these documents prior to the next meeting. • Item 2 – the Secretariat received feedback from members on venues for future meetings. <ul style="list-style-type: none"> ○ The Chair thanked Dr Mike Freeland for suggesting the venue for the day’s information session and meeting. He also extended thanks to the Campbelltown RSL for hosting the FOWSA events. The Chair invited members to continue to suggest new locations to the Secretariat. 	<p><u>Action Item:</u> Secretariat to add to the next meeting agenda a discussion on the aircraft noise report authored by Dr Eric Ancich and Mr Don Carter, along with the Department’s response to the report.</p> <p><u>Action Item:</u> Members to review and consider these documents prior to the next meeting.</p>
2.	Department of Infrastructure update (Department)	<p>The Chair invited Ms Sarah Leeming from the Department of Infrastructure, Transport, Cities and Regional Development to provide an update on the Department’s activities in delivering those aspects of the airport development and associated initiatives for which it is responsible. Ms Leeming advised that the Department’s responsibilities extend to:</p> <ul style="list-style-type: none"> • biodiversity offsets and compliance with environmental conditions in the Western Sydney Airport Plan • flight path and airspace design • regulatory oversight of Western Sydney Airport • implementation and delivery of City Deal commitments in partnership with the NSW Government 	

		<ul style="list-style-type: none"> • community and stakeholder engagement. <p><u>Biodiversity offsets</u></p> <p>Ms Leeming advised members that:</p> <ul style="list-style-type: none"> • over 4000 biodiversity credits have been purchased from vendors in Western Sydney at a cost of approximately \$69 million <ul style="list-style-type: none"> - of this total, 3805 HN528/529 credits (Cumberland Plain Woodland) and 254 HN526 credits (River Flat Eucalypt Forest) have been purchased • a further \$70 million is being invested in restoring and managing at least 900 hectares of native vegetation, including Cumberland Plain Woodland, at the Defence Establishment Orchard Hills • the Department is aligning with the NSW Government and the Biodiversity Conservation Trust (BCT) to deliver biodiversity offsets. <p>Ms Leeming advised that the Department has entered into a \$10 million funding agreement with Greening Australia for native seed collection and processing. This funding will support conservation replanting programs on the Cumberland Plain.</p> <p>Ms Leeming also provided an overview of the Department’s collaboration with the Threatened Flora Propagation Plan at the Australian Botanic Garden – Mount Annan. This work will establish a scientific basis for regenerating three species found on the airport site, including the Spiked Rice-flower, <i>Pimelea spicata</i>. Actions being taken in relation to <i>Pimelea spicata</i> include:</p> <ul style="list-style-type: none"> • purchasing biodiversity credits which might come on the market; • working with Greening Australia to cultivate <i>Pimelea spicata</i> seed (harvested from plants on the Western Sydney Airport site) which will be made available for restoration and rewilding projects on the Cumberland plain; • propagating <i>Pimelea spicata</i> from cuttings taken at the airport; and • if necessary, considering the purchase of land with <i>Pimelea spicata</i> (and other threatened species) and securing it through a Biodiversity Stewardship Agreement (BSA) to be maintained by appropriate conservation groups. <p><u>Aboriginal Cultural Heritage</u></p> <p>Ms Leeming provided an update on the following Aboriginal Cultural Heritage activities:</p>	
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3.	WSA Co update	The Chair introduced Mr Graham Millett, CEO of Western Sydney Airport corporation.	

	<p>Mr Millett provided a presentation on Western Sydney International Airport (WSIA), beginning with the following general statistics about Western Sydney:</p> <ul style="list-style-type: none">• 10% of the Australian population live in Western Sydney – approximately 2.5 million people;• Western Sydney has the 3rd largest economy in Australia, following only Sydney and Melbourne;• Approximately 40% of the Western Sydney population were born overseas;• every day, 40% of Western Sydney residents travel east to their places of work. <p>He noted that many Australian cities with smaller populations than Western Sydney support an international airport, and that the airport will play a key role in keeping jobs in the West.</p> <p><u>Employment and Education</u></p> <p>Mr Millett advised that:</p> <ul style="list-style-type: none">• 11,000 direct and indirect jobs will be generated in the construction phase;• a further 28,000 jobs will be generated after operations begin;• all workforce and diversity targets were expected to be exceeded. <p>Mr Millett stated that the aerotropolis was expected to provide an estimated 200,000 jobs within 20 years, which was half the time taken for Sydney’s Macquarie Park to support approximately 65,000 workers.</p> <p><u>Progress on Airport Site</u></p> <p>Mr Millett provided an update on progress on the airport site, advising members that the early earthworks phase was nearing completion, with 1.5 million cubic metres of earth still to be moved by the end of year. He noted that bulk earthworks would commence in early 2020, and confirmed that the contract for this next phase of works had been awarded to CPB Lendlease.</p> <p>Mr Millett showed images of construction activities on the airport site, noting that what could be seen represented less than 6% of the whole site.</p> <p>Western Sydney Airport has shortlisted five architectural firms to participate in a design competition for the airport’s terminal. Construction of the terminal is expected to start around 2022. Mr Millett updated members on other recent activities including:</p>	
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4.	Sydney Metro Greater West	<p>The Chair introduced Ms Ptries Twaalfhoven, Project Development Director of Sydney Metro Greater West.</p> <p>Ms Twaalfhoven said that her presentation would include a general update on the Sydney Metro project, with a focus on what used to be known as the North/South Rail but is now generally referred to as the Greater West Sydney Metro.</p>	

	<p>She discussed how a usual transport project was designed to solve problems such as congestion or to expand capacity as required, and described the Greater West project as a visionary project, focused on assisting to stimulate growth in the Western Parkland City.</p> <p>Ms Twaalfhoven provided an overview of the broader Sydney Metro program of works to members, noting it was biggest program of public transport in Australia.</p> <ul style="list-style-type: none">• North West – has been in operation for over 100 days• City & South West – ongoing construction, with a recent media announcement on breakthroughs by tunnel boring machines• Sydney West – planned to double capacity in the corridor and is currently in the development phase• Greater West – first stage includes a line from St Marys to the airport and onto the planned aerotropolis. Possible future extensions include links from the airport to Macarthur and Parramatta and from Bankstown to Liverpool. <p>Ms Twaalfhoven noted that this program was different to anything Sydney Metro had done before, in that this project:</p> <ul style="list-style-type: none">• is a partnership with both Federal and State governments – a 50/50 funded deal through the development and construction phases;• came from a City Deal commitment; and• includes rail on and through an airport site, which has to meet the airport project timeframes. <p>Ms Twaalfhoven explained that Sydney Metro focussed on customer needs, rather than just looking at the delivery of a piece of infrastructure. This philosophy set the foundation for the development of requirements, such as services have to be fast, frequent, safe, and well connected. She noted that easy accessibility is key, considering not only members of the community using wheelchairs or prams, but also first time travellers and their baggage travelling to/from an international airport.</p> <p>Sydney Metro are working closely with Western Sydney Airport, factoring similarities into both station and terminal environments. Stations are planned for St Marys, the aerotropolis, the airport site (two stations at the terminal and the business park), with intermediate stations being considered.</p>	
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5.	Aviation Noise Factors	The Chair introduced Mr Matt Shepherd, Senior Aviation Consultant with to70 Aviation Australia.	

		<p>Mr Shepherd spoke to members about the evolution of aircraft over the last 25 years. Amongst other changes, he noted that there have been large reductions in airframe and engine noise during this period. He also spoke about improvements in GPS navigation technologies which, depending on location relative to an airport, allow aircraft to be within 600 m to 200 m of a defined track both vertically and laterally.</p> <p>The design of airspace has also changed over time, with increased focus on flight paths that reduce the requirement for aircraft to level off during climb and descent. These procedures are known as continuous climb operations (CCO) and continuous descent arrivals (CDA) and they allow aircraft to fly quieter and more efficiently.</p> <p>Mr Shepherd discussed basic aircraft performance capability, advising members that aircraft generally climb at a 6% gradient and descend on a gradient of 3 degrees.</p> <p>He explained that a lot of the on-ground equipment at airports, such as navigation beacons, is now no longer needed except as a back-up, thanks to satellite technology.</p> <p>Mr Shepherd spoke to members about the complexities of the Sydney basin airspace. He showed images of current tracks from Kingsford Smith Airport and advised that within 80 km of the airport there were up to 12 Air Traffic Controllers plus supervisors managing the area at any one time.</p> <p>Mr Shepherd spoke about people's perception of noise, noting that this can be influenced by a variety of factors including aircraft height, weather, aircraft size, or location/terrain. An overview was provided on various forms of noise metrics used to assess and describe aircraft noise, including:</p> <ul style="list-style-type: none"> • the Australian Noise Exposure Forecast, which is based on a detailed forecast of airport usage and is used for land use planning; • the single event noise metric, which depicts the sound level in decibels that a person may expect to hear for a specified aircraft type on a specified flight path; and • N metrics, which describe the number of times a specific noise level may be heard on an average day. <p>Mr Shepherd described the four noise reduction approaches advocated in the International Civil Aviation Organization's balanced approach to managing aircraft noise. Noise is addressed :</p> <ul style="list-style-type: none"> • at source (i.e. technology improvements in engine design) 	
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7.	Q & A Session (questions submitted from the community)	<p>The Chair updated FOWSA on the questions submitted to the FOWSA inbox in response to an invitation for members of the public to ask FOWSA about issues relating to the forum and the airport project more generally. Key points included:</p> <ul style="list-style-type: none"> • 14 questions had been submitted from 11 individuals; • only some questions can be addressed during this meeting, but all questions will be answered on the Department's project website; • members of the public can ask further questions using the submission forms that will be available at the end of the meeting; and • questions to be answered during the meeting were picked based on the volume of questions that were similar in nature. 	Action Item: Questions submitted to FOWSA for the open general meeting are to be responded to and published on the department's website
<p>Question 1 "I have not seen how aviation fuel will be delivered to the site, a very important component, can you provide an answer?"</p>		<p>Asked by Dr Mike Freelander MP, Federal Member for Macarthur.</p> <p>Ms Sarah Leeming of the Department provided the following response.</p> <ul style="list-style-type: none"> • Jet fuel is expected initially to be supplied to Western Sydney International by road tanker. This is consistent with how it is supplied to similar sized airports in Australia, like the Gold Coast and Adelaide airports. • The Department completed a report in December 2017 on a strategic assessment of corridor options for a fuel pipeline to supply the Airport. This was a condition of the Airport Plan. • The report found that a pipeline would not be commercially viable until jet fuel demand reaches around 2.5 million litres per day. This was projected to occur around 2034 when passenger numbers are expected to justify investment in the required infrastructure. • The report also found that when the airport is first operational, five fuel trucks a day will be required, which is a very small portion of the trucks on Sydney's roads. • The NSW Government is responsible for the identification and preservation of corridors for critical infrastructure such as fuel pipelines. It is planning to undertake a more detailed study of corridor options for supplying fuel to the airport in the next few years. 	

	<ul style="list-style-type: none"> • A further condition of the Airport Plan is that, until such time as a fuel pipeline is in place, Western Sydney Airport must prepare and publish periodic reviews on aviation fuel supply that compare the social, economic and environmental costs, savings and benefits of supplying fuel to the airport by road with other alternatives including a fuel pipeline.
<p>Question 2</p> <p>“I understand Western Sydney Airport will embed digital infrastructure within its design to ensure a world-leading smart-airport and 21st-century customer experience. How could this government investment in digital infrastructure benefit Campbelltown?”</p>	<p>Asked by Ms Lindy Deitz, General Manager Campbelltown City Council.</p> <p>Mr Graham Millett, CEO Western Sydney Airport, replied that Western Sydney International is expected to draw digital assets such as 5G into the Western Sydney region, including Campbelltown, faster than what would have otherwise been the case. Western Sydney Airport is a member of the Steering Group of the Digital Action Plan of the Western Sydney City Deal, along with Campbelltown City Council and other local councils, and together they are looking for opportunities and synergies to share digital assets and technologies.</p>
<p>Question 3</p> <p>“This question is about a report by Dr Eric Ancich and Mr Donald Carter entitled ‘<i>Assessment of Measured Aircraft Noise Levels Under the Existing Flight Paths of Sydney Kingsford Smith Airport with Reference to Western Sydney Airport</i>’. What measures does FOWSA intend to take to ensure the implications of the report are communicated to the community and to Western Sydney Airport?”</p>	<p>Asked by Ms Alison Morgan, Executive Director, Western Sydney City Deal Delivery Office.</p> <p>The Chair stated that the Department had informed FOWSA members of the report at the last meeting in June. He advised that FOWSA understood that the Department had conducted a technical review of the report in consultation with the acoustic consultant who undertook the noise assessment for the 2015-16 EIS.</p> <p>The Chair observed that FOWSA members were interested in understanding more about the report and its findings, and both the report and the Department’s technical review of the findings have been provided to all members.</p> <p>The Chair noted the Department’s finding that the approach to aircraft noise assessment in the EIS is sound and that the indicative airspace and flight paths were presented in similar format to that adopted for major development plans at Commonwealth-regulated airports.</p> <p>He also expressed his understanding that as part of the flight path design process further noise assessment will be undertaken and there will be a formal consultation process around 2021. Professor Shergold said that when this occurs, FOWSA will have a key role to play in ensuring that the flight path and noise assessment information is presented accurately and meaningfully to the community and that there is a genuine opportunity for community feedback on the proposal.</p>

	<p>The Chair stated his intention to discuss the report and associated matters at the next FOWSA meeting, and requested members read both reports before then.</p>
<p>Question 4 How will the airport and government deal with its local residents?</p>	<p>Asked by Mr Wayne Willmington, Resident of Luddenham.</p> <p>The Chair responded in the following terms.</p> <ul style="list-style-type: none"> • FOWSA is a key conduit between the community, Western Sydney Airport and the Government during the airport's construction and development. My attendance at meetings of the aviation Expert Steering Group helps to link the work of that body with FOWSA. • Communicating with the community is a regular topic of discussion at FOWSA meetings and we are always keen to examine how we can do it better. • An open meeting will be held each year as well as a drop-in session and over time, FOWSA members will look at what other activities FOWSA can undertake to respond to the community's needs. • This of course needs to be complemented by a range of other activities. • The Department holds regular pop-up information stalls at local events and shopping centres across Western Sydney and the Blue Mountains. These give a chance for people to stop and pick up information or talk to team members. <ul style="list-style-type: none"> ○ FOWSA members go along to these whenever possible, particularly when there is a pop-up in their local area. This gives a chance to hear directly from people on the ground their thoughts on the airport. ○ To date this year, there have been 11 pop-up stalls with around 1800 people visiting them. • The Department also issues a Community Update newsletter around once a quarter. This has the most recent information about the airport and updates on other projects. It is distributed to around 39,000 households, to email subscribers and to local councils and libraries, as well as being available online. <ul style="list-style-type: none"> ○ FOWSA has a regular segment in the newsletter to update on our activities and what we've heard. There are also other regular segments, including on the flight path design process and the Western Sydney City Deal. • The Department has free call 1800 number dedicated to the Western Sydney projects, so that people can ring and ask questions, as well as an email enquiry line. <p>Professor Shergold concluded by reiterating FOWSA's desire to be more visible and to get its communications out to the community in the most effective ways.</p> <p>Mr Millett advised that working with the local community is one of Western Sydney Airport's highest priorities, as they want to build an airport that Western Sydney is proud of. He stated that the company wanted the community to be involved every step of the way.</p>

	<p>Mr Millett identified numerous ways in which Western Sydney Airport is working with the community, including:</p> <ul style="list-style-type: none"> • airport shuttle tours for groups and organisations to take a guided trip around the site • the Experience Centre, which is open for all members of the public to drop in and learn about the airport as well as watch it being built • the Schools Safety Program, visiting schools in the local community to teach students about safety around roads and construction sites • stalls at local community events and attendance at community forums • a 24/7 1800 community feedback line so residents can get in touch with any questions or concerns • regular doorknocks and letters to local residents advising of construction updates, and a monthly column for local newspapers updating the community on progress at the airport.
<p>Question 5 “Have FOWSA at any time considered safety in regard to bird and bat strike.....Is FOWSA prepared to wear any level of safety risk, or would they be prepared to make representations to the government that this site is unsafe for an airport and that the project should therefore be cancelled?”</p>	<p>Asked by Jacob Idiculas, Resident of Bossley Park.</p> <p>Addressed by Ms Sarah Leeming who provided the following response.</p> <ul style="list-style-type: none"> • Bird and bat strike is a safety consideration for all airports and was considered in detail as part of the Environmental Impact Statement (EIS) for Western Sydney International. • The EIS reviewed species’ presence and abundance; habitat available on the airport site and within the study area; projected aircraft movements; and staged construction. • The outcome of the assessment was that the risk of bird and bat strike is low relative to many other Australian airports, particularly those that are situated in coastal areas. The Western Sydney International site is not unique in having wildlife in proximity that may present strike risk. • The EIS identified design, construction and operation measures to maintain the bird and bat strike risk at an acceptable level, including through the development of a Wildlife Hazard Management Plan. It is mandatory that this plan be developed before airport operations commence. • The National Airports Safeguarding Advisory Group has developed the National Airports Safeguarding Framework (NASF), to guide land-use and planning in supporting aviation operations. • Guideline C of the framework covers ‘Managing the risk of wildlife strike in the vicinity of airports’. The Western Sydney Planning Partnership, who are preparing the land use planning framework (the Land Use and Infrastructure Implementation Plan, or LUIIP) for the Western Sydney Aerotropolis are being informed by Guideline C and a wildlife consultant in preparing the LUIIP. • This work is being undertaken in consultation with Western Sydney Airport and the Department of Infrastructure, Transport, Cities and Regional Development.

<p>Question 6</p> <p>“I read that groups or organisations can tour the site however if you are not a member of a club or organisation can individuals turn up at nominated times with others for a tour?”</p>	<p>Asked by the Ms Anne Stanley MP, Federal Member for Werriwa</p> <p>Addressed by Mr Millett who confirmed that airport shuttle tours, specially designed for interested groups and organisations, such as Probus or Rotary Clubs, are available for guided tours of the airport site.</p> <p>He advised that:</p> <ul style="list-style-type: none"> • the brand new Experience Centre is open to all members of the community to drop in and learn about the Airport and speak to Western Sydney Airport staff about any questions they may have; • the Centre is open to the public Monday to Thursday from 10am to 4pm, and it's free to visit (details can be found on the Western Sydney Airport website); and • visitors are taken through an interactive digital exhibition where they can learn about the airport and the region, finishing their tour at a viewing area with floor-to-ceiling glass panels which will eventually provide views of the terminal and runway being built. 		
<p>6.</p>	<p>Other Business</p>	<p>The Chair confirmed the next FOWSA meeting would be 9am-2pm on 6 December 2019, and will include a discussion on dates for future meetings.</p> <p>Other agenda items being considered for the next meeting include:</p> <ul style="list-style-type: none"> • an update from the Western Sydney Aerotropolis Authority • a presentation on the subject of aviation-related bird and bat strikes • a discussion on the report prepared by Dr Ancich and Mr Carter and the Department's response. <p>The Chair also noted that he'd like to hear more on the LUIPP once finalised, and expected that this would be on an agenda in the first half of 2020.</p> <p>The Chair thanked everyone for their attendance and invited members of the public to join FOWSA members at afternoon tea, where discussions could continue.</p>	<p><u>Action Item:</u> Secretariat to arrange presentation on LUIPP in early 2020.</p>

Status of Outstanding Action ItemsMeeting 1, 26 May 2017

Action Item Number	Action Item	Status
4	FOWSA Secretariat to distribute meeting papers to members electronically at least one week in advance of FOWSA.	Ongoing.

Meeting 9, 7 September 2019

Action Item Number	Action Item	Status
1a	Secretariat to add to the next meeting agenda a discussion on the aircraft noise report authored by Dr Eric Ancich and Mr Don Carter, along with the Department's response to the report.	
1b	Members to review and consider the above documents prior to the next meeting.	
2	Questions submitted to FOWSA for the open general meeting are to be responded to and published on the department's website.	
3	Secretariat to arrange presentation on LUIP in early 2020.	

Attendees

Professor Peter Shergold AC (Chair) – Chancellor, Western Sydney University
Dr Mike Freelander MP – Federal Member for Macarthur
Ms Anne Stanley MP – Federal Member for Werriwa
Ms Alison Morgan – Director, Sydney Region, New South Wales Department of Premier and Cabinet
Ms Kiersten Fishburn – CEO, Liverpool City Council
Mr Jacob Idiculas – Resident of Bossley Park
Mr John Walton – Resident of Silverdale
Mr Wayne Willmington – Resident of Luddenham
Mr Gordon Henwood – Resident of Mulgoa
Mr Gregory Copeland – Resident of Camden
Mr Bob Germaine – Regional Development Australia Sydney
Ms Lee de Winton – CEO, Sydney Metro Airports Bankstown and Camden
Mr Will Spence – Office of Senator the Hon Marise Payne
Ms Tracy Burgess – Blue Mountains City Council
Mr Kevin Lynch – Campbelltown City Council
Mr Mustafa Agha – Sydney Business Chamber
Mr Jim Davis – Regional Aviation Association of Australia

Ex Officio Members

Graham Millett – Western Sydney Airport
Nicole Ryan – Western Sydney Airport
Scott MacKillop – Western Sydney Airport

Apologies

Senator the Hon Marise Payne – Senator for New South Wales (represented by proxy)
Ms Melissa McIntosh – Federal Member for Lindsay
Ms Joanne Bromilow – Resident of Blaxland
Mr David Borger – Western Sydney Director, Sydney Business Chamber (represented by proxy)
Mr Paul Chevalier – Virgin Australia
Ms Lindy Deitz – General Manager, Campbelltown City Council (represented by proxy)
Cr Paul Rasmussen – Hawkesbury City Council
Mr Matthew Hudson – Qantas Group
Cr Ross Fowler – Mayor, Penrith City Council
Dr Rosemary Dillon – CEO, Blue Mountains City Council (represented by proxy)