



SYDNEY AIRPORT COMMUNITY FORUM

42nd Meeting

Conference Room A, 8th Floor,
70 Phillip Street, Sydney NSW 2000

Friday, 10 June 2005

SUMMARY RECORD

AGENDA ITEM 1: Opening Remarks and Adoption of Agenda

1.1 Opening Remarks

The Chair opened the meeting at 9.00am welcoming members and proxies representing members to the meeting. Chair noted the apologies from members who were unable to attend.

Attachment A is a list of members and observers attending the meeting.

1.1 Adoption of Agenda

The Agenda was adopted without amendment.

AGENDA ITEM 2: Confirmation of Draft Summary Record

2.1 Draft Summary Record – 41st meeting, 4 March 2005

Mr John Clarke proposed the amendments in italics below to Agenda Item 5 in the draft summary record from the 41st meeting:

Mr Clarke expressed concern that a constraint of the current technology is that *unless the Standard Terminal Arrival Routes (STARS) used for CDA terminate in such a position as to allow for a spread of arriving aircraft, CDAs will concentrate aircraft and be a return to the days of the Bennelong funnel. The community would therefore be much worse off than the level of noise benefits being suggested.*

Mr Clarke indicated that he had seen videos covering *GPS technology showing curved approaches, which if implemented would address his concerns*, and asked whether it was possible to obtain a copy to show SACF members.

Dave Southgate's attendance as Community Advocate is to be recorded in the Summary Record of the meeting on 29 April 2005.

Motion to accept the amended records of the meetings on 4 March 2005 and 29 April 2005 was carried.

In respect of records from previous meetings Tony Williams raised on behalf of Cr Fiona Sinclair King a request to place on the record - that in relation to the ANEF for Sydney Airport and all of the information required to be submitted by SACL to Airservices Australia for this ANEF to be approved:

That SACL be requested to make all of this information freely available to any local council which may request it.

Cr Sinclair King's request will be noted in the Draft Summary Record from this meeting.

AGENDA ITEM 3: Matters Arising and/or Outstanding from Previous Meeting

3.1 Correspondence

The correspondence was noted. The Hon John Anderson MP, the Minister for Transport and Regional Services' reply was emailed to members on 8 June 2005.

The Minister's reply acknowledged that a number of documents were released for a number of airports other than just Sydney Airport.

3.2 Action items from the 41ST meeting on 4 March 2005

Members noted where the actions would be discussed from the last meeting.

AGENDA ITEM 4: Sydney Airport Corporation Ltd Issues

SACL informed members that Sir John Wheeler who had conducted reviews of Heathrow Airport and UK airports in 2002 would be undertaking a comprehensive review of Security procedures at Sydney Airport. This review has its own terms of reference to investigate the security issues looking into the suitability of personnel at airports, facilities and procedures.

A consequence of this review may be that any increase in costs to security would eventually have to be passed onto users of the aviation industry. SACL indicated that this review will be quite involved as Sydney Airport is a complex airport from a security perspective. The Industry representatives acknowledged that costs may need to be passed on to users.

The Department did not provide any further comments as no personnel were in attendance with the requisite security expertise.

BARA considers the Government should be responsible for the provision of policing and counter terrorism functions at airports not the aviation or airline industry. Therefore, it will be pursuing this matter with the Government. BARA indicated it will cooperate with Government on all aspects of this review.

4.1 Master Plan

4.1.1 A380 Operations

SACL reported that the Aircraft had flown for the first time in April 2005 but noise data were not yet available. Members could find more information from the Airbus website at URL www.airbus.com/en/.

SACL will provide updates on this standing agenda item, when necessary, at future meetings.

4.2 *Sydney Airport Environment Strategy 2005-2010*

SACL advised that they had nothing further to report except that it is being implemented in accordance with the Minister's approval.

4.3 *International Terminal Proposed Car Park/Commercial Development*

SACL reported that the Major Development Plan had been approved. Construction is likely to commence in 2006.

In relation to a question on car parking costs SACL advised that car parking rates are detailed on the SACL website. [The URL is www.sydneyairport.com.au]. SACL also advised that there were no plans to change the current car parking fee structure.

4.4 *Airspace Protection*

The Chair indicated that his item was relocated to this point so as to allow adequate opportunity for discussion.

Mr Neil Williams advised that the Minister's reply indicated that the Department had commenced a scoping study of high-rise developments around Sydney (Kingsford-Smith) Airport (KSA) and will be consulting with relevant State Departments and Councils concerning their policies on building height restrictions.

The Department advised that the study had recently commenced and consultations were underway with relevant bodies. The Department will update SACF on the progress of this study at future meetings.

The Department provided the following information to Members at the meeting:

Members may be aware that the Redfern Waterloo Authority (RWA) has recently been established to redevelop large areas of the suburbs of Redfern and Waterloo for commercial and residential use. The RWA appears to have wide ranging powers in the Department's view to overrule local councils, and the power to enter into any number of commercial partnerships with private development firms. The local councils are the "building authorities" under our regulations. The Department understands that NSW plans to set up a similar body (an "urban renewal commission" as yet unnamed) to redevelop large areas along Parramatta Road.

In view of these State Government initiatives, the Department considers it prudent to carry out a scoping study on the legislative basis for these new bodies, on their current views on high-rise development and any already planned and within a 5 or 10 year horizon, and their policies in relation to high-rise buildings.

The Department would also take the opportunity to discuss similar matters with several councils around the airport. It has met with Marrickville Council that week and next week was scheduled to meet with the RWA, the NSW Planning Department, and the Sydney City Council. Further meetings with other councils may be necessary.

Depending on the outcomes of the study and the discussions, amendments to the regulatory regime may be necessary if it appears that it needs to be strengthened or updated to respond to what is now a new regulatory environment.

At this stage, the Department expected that any amendments should apply to all 22 leased Federal airports. However, if it emerges in the course of the mandatory consultation required by the Office of Regulatory Review that the other 21 airports are satisfied with the regime as it stands (and they have always indicated this), then the Department may need to seek legal advice on setting up a separate regime for KSA.

Concerns were raised by members about incursions into the OLS that have been occurring over a number of years. With developments penetrating the OLS, community representatives expressed concerns of a reduction in the operational flexibility of the airport.

Additionally, the airlines, the airport operator and the community appear to be in agreement that incursions into the OLS would have an adverse impact on the flexibility of the airport and its ability to share noise. Kingsford-Smith Airport is a unique airport given its location from the city. The current legislation does not seem to be working, as development is penetrating the OLS and creating restriction on the future flexibility of the airport.

The Chair thanked the Department for this update. The Chair highlighted that SACF had written to individual councils about the regular discussions on land use planning discussions and encouraged them to send representatives to SACF meetings.

SACL agreed with comments expressed and that the study should proceed but issues need to be addressed as they arose.

The Chair acknowledged the DOTARS initiative concerning Airspace Protection and that it would report on the progress of the study at future meetings under this agenda item.

John Clarke questioned what has happened since May 2002 in relation to the Brisbane Airport Corporation Master Plan. The Department indicated that prior to the 2004 election the Hon John Anderson MP, the Minister for Transport and Regional Services agreed to the broad elements of the Review of the Airports Act that was conducted in 2003. Further work has been undertaken since the election with a likely announcement of the outcomes of this review in the near future.

In relation to the Senate enquiry, all elements of the Government's response have been taken into account and will form part of the announcement along with subsequent changes to the Act and regulations.

The Department advised that the examination of the airport pricing will not have any impact on the announcement of the changes to the *Airport Act 1996*.

The Chair reiterated that the timing for the conclusion of this review of the *Airports Act 1996* is with the Minister for Transport and Regional Services and that any announcement may be made later this year.

AGENDA ITEM 5: LTOP IMC, Review of LTOP and other Airservices Issues

5.1 Implementation and Monitoring Committee

Community representatives on the IMC provided a report on the major issues discussed at the IMC meeting on 19 April 2005 as follows

- Complaints to the Noise Enquiry Unit are an ongoing issue requiring resolution
- Richmond SID
 - Airlines will remind pilots of requirement to use Richmond SID if possible
 - IMC to keep monitoring this issue.
- Capture of Real Time Data
 - Software is available overseas to capture real time data
 - Ongoing item for discussion
- Runway Performance
 - Recent results are the highest ever recorded
- Mode change Analysis
 - SACF should note that no change to noise sharing modes at 11 o'clock hour may be due to take off demand. A possible reason is that low cost airlines prefer late morning departure times.

Community Representatives on the IMC informed members that they are welcome to attend IMC meetings.

Agenda Item 5.1, Action Item 42/01: Qantas to advise SACF when they have reminded pilots to use the Richmond SID when possible.

5.1.1 Items referred to SACF

No specific items referred to SACF.

5.1.2 Items referred from SACF

No specific items referred to SACF.



5.2 Review of the Long Term Operating Plan

The Chair advised the meeting that a Schedule of Further Work was developed for consideration by the Consultants following a teleconference by the subcommittee on 9 May. The Chair also indicated that Mr Clarke had submitted a subsequent request for more prescriptive instructions to be included in the Schedule of Further Works. The Consultants currently have the Subcommittee's Schedule to cost and the Department is awaiting a response.

Agenda Item 5.2, Action Item 42/02: Department to advise SACF of costs and the progress with the consultants concerning the Schedule of Further Works

Mr Christopher Connolly (representing Robert McClelland MP) requested copies of the Record from the Teleconference, Schedule of Further Works and relevant correspondence produced by the Sub committee.

Agenda Item 5.2, Action Item 42/03: SACF members to receive copies of the Record from the Teleconference held on 9 May, the Schedule of the Further Works, and relevant correspondence.

5.3 New Technologies Working Group

Airservices advised that they are still sourcing audio visual material on new technologies with a view to showing them to members later this year.

Community representatives suggested that SACF view material on emerging technology so they could see the potential that exists for such technology.

Chair indicated that if material is sourced then it may be presented at the September meeting if possible.

Agenda Item 5.3, Action Item 42/04: Airservices to source audio visual material on new technologies for a showing at a future SACF meeting.

5.1 DOTARS Issues

5.4.1 TNIP - Transparent Noise Information Package

Mr Dave Southgate made a presentation on the TNIP [Transparent Noise Information Package].

The package has evolved over the 1990s as a different way to describe noise because the ANEF noise contours give the impression that there is no noise outside the contours. The package was developed to provide noise information for the community that was fairly simple and easy to understand. The information is used in Airservices noise monitoring reports for the community. TNIP is quite a powerful and dynamic tool which provides more information than noise contours. TNIP currently provides general information in a one page chart. It is a dynamic report which can produce information at a specific level or day.

TNIP is a program that produces the information about aircraft movements and respite fairly simply and understandably. It also allows changes to be tracked over time. TNIP has the capacity to show specific details per flight track.

N70s can track information over time to see changes occurring and be able to make comparisons.

TNIP was used last year by a number of airports as part of the master planning process. An advantage is that the information produced from TNIP can be provided to the community as part of the consultation and community information process.

TNIP has the benefits of allowing comparisons to be made of information over time and to see the changes that have occurred. Additionally, the presentation of information in an easily understandable format is a benefit for developing good community relationships.

Dave Southgate produced on screen samples of charts from TNIP.

The Department advised that a web based version of TNIP is likely to be available later this year. The Chair suggested that SACF receive an update on the developments of the web based version of TNIP at some later time this year.

TNIP was acknowledged as a valuable tool for the Forum to understand what changes have occurred over time. On that basis, it was suggested that the Forum receive another presentation to help them understand the changes that have occurred over the year.

During discussions, Mr Balzola noted that TNIP was quite technical and not particularly easy to operate for a novice but the Department assured the Forum that an operator's manual would be developed to assist the community in the using TNIP.

Dave Southgate indicated his availability for a private session on the operations of TNIP should a member request it.

The Chair thanked Dave Southgate for his presentation.

5.4.2 DOTARS Discussion Paper - Restricting Operations by Marginally Compliant Chapter 3 Aircraft: A Proposed Airport – by – Airport Approach

Dave Southgate advised that the Department received 30 submissions with a wide range of comments. It is still accepting comments and they will be taken into account to see what can be accommodated when advising the Minister. The Department hopefully will be advising the Minister next month.

The Department indicated there should be 15 such aircraft on the Australian register.

Chair would appreciate the Department providing SACF with updates on this matter at a later date.

AGENDA ITEM 6: Noise Insulation

6.1 Noise Amelioration Programme

6.1.1 Progress Report

The Noise Amelioration Report was noted.

6.2 Kurnell Noise Issues

6.2.1 Landings into Sydney and Curfew extensions

The following views were represented at the meeting for the community member for Kurnell. The three issues identified that are affecting the Kurnell community:

Descent speed into Sydney Airport

- some airlines are approaching fairly quickly with the flaps out and reducing speed thus creating considerable noise.

Granting of curfew extensions

- number of flights before the end of curfew
- aircraft arriving prior to end of curfew are disturbing sleep
- this is a broader issue for other areas of Sydney.

It was represented at the meeting that the Kurnell community member has the view that the granting of curfew dispensations has become more liberal over time. The Chair indicated that the Department has investigated this issue and provided a comparative analysis previously.

Landing during the shoulder period

- a number of aircraft using reverse idle which is a particular problem with international flights

Agenda Item 6.2, Action Item 42/05: The issues of *Descent speed into Sydney Airport*, *Granting of curfew extensions*, *Landing during the shoulder period* are to be referred to IMC for further consideration.

It was conveyed to the meeting that the proxy for Mr Hill was expected address these issues but unfortunately could not attend this meeting. It was conveyed to the meeting that Kevin Hill was hoping that his intended proxy would attend the IMC meeting next Tuesday night.

6.2.2 Kurnell noise insulation issue.

This item was carried over to the September meeting.

AGENDA ITEM 7: Noise Monitoring

The Chair reiterated that the Forum does not normally consider individual requests for noise monitoring. All individual requests should be directed through the community representatives on IMC. It was noted that noise monitoring will be offered for a resident in Randwick. Also, a resident in Turramurra has been offered noise monitoring and IMC is awaiting advice.

A number of requests for noise monitoring have been received and SACF should receive a report back on this monitoring along with the outcomes of such monitoring.

Noise monitoring reports are being tabled at next IMC meeting on 14 June for locations in Bexley, Pymble and for sites nominated by Cr Sue Hoopmann. Airservices advised that a number of sites have been monitored recently.

The Chair asked that Cr Sue Hoopmann be provided with noise monitoring reports for locations in Hunters Hill. Airservices indicated they will recommend to IMC that reports for Hunters Hill be provided to Cr Hoopmann.

Agenda Item 7, Action Item 42/06: SACF to receive a report back on the noise monitoring that has been undertaken in recent months.

AGENDA ITEM 8: Standing Operational Reports

8.1 Standing Reports

Members noted the standing reports.

8.2 Curfew

In relation to the curfew issues the Chair suggested that the curfew comparison reports done previously be provided to Kevin Hill for his information.

Agenda Item 8.2, Action Item 42/07: DOTARS to provide the community representative for Kurnell with the comparison that was done before of the curfew reports.

It was noted that on 20 February 2005, the curfew dispensation report detailed incorrect aircraft type and airline company.

AGENDA ITEM 9: SACF Correspondence and Community Issues

9.1 Correspondence

The Chair indicated that letters had been sent to Council Mayors encouraging their attendance at SACF meetings when issues on land use planning are being discussed. Members noted all other correspondence.

9.1.2 Airservices Australia's Noise Enquiry Unit – Difficult Callers (Abuses and Prosecutions)

The Chair reiterated that SACF agreed to establish a protocol for handling particularly difficult callers and that following an incident in 2003 an informal protocol had been in place. If a matter was assessed as particularly serious, Members would support the appropriate legal action being taken.

The Chair reiterated that this protocol will be between Airservices Australia and the Forum and under no circumstances will either body seek to direct or influence how police decide to handle individual cases.

It is considered beneficial that an agreed procedure be formally recorded for matters of this nature that are brought to the attention of the Forum in the future.

Airservices were asked to outline their procedures for handling difficult callers to the Noise Enquiry Unit (NEU). Airservices tabled the procedures that they follow when handling difficult callers.

The key issue in handling difficult situations is ensuring staff have undertaken effective training. Airservices advised that staff undertake a high level comprehensive course conducted by May Goiber "*The Art of Giving Quality Service*". The focus in training is to promote quality customer service. There are two categories of calls that may give concern – (a) personally offensive or threatening and (b) bomb and extortion threats.

Airservices advised that troublesome calls are documented and assessed individually. The appropriate action is then taken.

Airservices assured SACF that careful consideration is given to these callers and that they understand the sensitivities of the community when it comes to aircraft noise issues. Airservices offered to develop an agreement between SACF and Airservices if that was required.

It was noted and acknowledged that the nature of the call to the NEU gives cause for concern not the number of calls made by an individual as the purpose of the NEU is to take complaints. It was noted that sometimes people lodging complaints may cross the boundaries of reasonable behaviour.

The purpose of this item on the agenda was for SACF to understand the issues faced by the NEU when dealing with the community.

The Chair found it commendable that Airservices have a constructive and positive approach to handling aggressive and threatening callers through a comprehensive and effective staff training programme. Also, incidents are assessed individually and initiating any legal action would be a last resort.

The Chair concluded that this issue had been finalised.

9.2 Community Issues

Members noted the Community Advocate's Activity Report [SACF 2005/037]. Members were reminded about the extension to trial the community advocate position to September 2005. Members may have other suggestions to make concerning the funding and location of this position.

Mr Clarke discussed the proposal for funding of the Community Advocate position [SACF 2005/016] which was tabled at the March Meeting. This proposal was suggested so it may broaden the scope of the *Aircraft Noise Levy Act 1995* and use it to fund the community advocate position. The independence of the community advocate position was also raised as the preferred situation was that it was separate from the Department, Airservices and the aviation industry.

The Chair reiterated that this issue had not been resolved and members have been asked to complete the survey concerning this position. Members were encouraged to engage the services of community advocate position as this would allow for an effective evaluation of the services of the position for the next meeting.

Mr Simon Frame (representing Anthony Roberts MLA) discussed a proposal that SACF form a subcommittee to discuss in full the issue of the community advocate. Mr Robert's proposal is:

So that SACF may have the option, at its next meeting in September, of being able to appoint as Community Advocate, an appropriately skilled and experienced person who is independent of the Department of Transport and Regional Services and the Aviation Industry – a subcommittee should be formed with the task of seeking expressions of interest, resolving questions of funding and terms of engagement and providing recommendations for the consideration of SACF. Membership should comprise the Chair together with one Commonwealth and one State Members of Parliament, one councillor and one other Community Member or their nominated representative.

An area of uncertainty is whether the *Aircraft Noise Levy Collection Act 1995* could be used to fund the community advocate position. The Department's attention was drawn to the second reading speech, explanatory notes and ancillary instruments as they would shed light on objectives of the Act. Currently, the Act only applies to Sydney Airport.

The Department noted that legal advice would have to be sought on this matter.

It was highlighted that there was the expectation that the community advocate's role would address issues for airports other than Sydney and that it would be a dynamic role looking at operational and performance issues. In addition, it would be an extensive program going out into

the community to promote its role. The community advocate should be proactive involving the community in order to explore and expand the capabilities of this position.

The Chair asked members to give consideration to areas where there may be gaps or where further action should be taken. The Chair suggested that members specifically identify any areas of deficiency that should be addressed as well as ways to expand the role of the position. Any specific suggestions from members on areas that the community advocate could become involved would be helpful. The current location of the Community Advocate in the Department has both advantages and disadvantages.

The meeting resolved that a sub committee be formed to refine this issue and come to some resolution. Members expressing an initial interest in joining this sub committee are Anthony Roberts MLA, Maria Patrinos, John Clarke. The subcommittee should meet via teleconference.

Agenda Item 9.2, Action Item 42/08: SACF Members should advise the Secretariat of any areas of interest regarding the community advocate's role.

Agenda Item 9.2, Action Item 42/09: SACF to form a Sub committee to consider the community advocate's role and hold a teleconference before the next meeting to discuss the issues and come to a resolution.

9.3 Summary of Community Submissions

Members noted the submissions from the community.

AGENDA ITEM 10: Other Business

Mr Tony Williams raised Cr Fiona Sinclair King's request to have on the record - that with respect to the ANEF for Sydney Airport and all of the information required to be submitted by SACL to Airservices Australia for this ANEF to be approved:

That SACL be requested to make all of this information freely available to any local council which may request it.

Mr Williams was seeking guidelines from Airservices that sets out the subsequent availability to other parties of information that is required for the ANEF to be authorised. It was pointed out that this is the first time that the ANEF was produced by a private organisation and not by the Government. The basic issue is that the community wants to have the right of access to information that is used to produce the ANEF as it is no longer produced by a government agency.

Agenda Item 10, Action Item 42/10: SACL sought from Mr Tony Williams, representative for Cr Fiona Sinclair King, a written request as to intended use of the information being requested.

Agenda Item 10, Action Item 42/11: SACL will take on board this issue of the community's right of access to the information used for the production of the ANEF.



It was noted that SACF Inc had provided a submission to the SACF on its concerns regarding the LTOP Report Review of LTOP Performance and that there may be other community groups that may wish to do so. In regards to the discussion on the LTOP report members were advised that the Consultants have the Schedule of Further Works to cost and provide advice on. Once Airplan provides its advice and it is considered by the subcommittee SACF members will be informed.

The Chair reiterated that SACF was waiting on advice from the Consultants regarding the Schedule of Further Works that were sent to them this month. Once advice has been received it will be reconsidered by the Sub committee and other SACF Members will be advised of its decision.

AGENDA ITEM 11: Date of Next Meeting

Members noted the date of the next meeting.



Actions from the 42nd meeting, 10 June 2005

Agenda Item 5.1, Action Item 42/01: Qantas to advise SACF when they have reminded pilots to use the Richmond SID when possible.

Agenda Item 5.2, Action Item 42/02: Department To advise SACF of cost and the progress with the consultants concerning the Schedule of Further Works

Agenda Item 5.2, Action Item 42/03: SACF members to receive copies of the Record from the Teleconference held on 9 May, the Schedule of the Further Works, and relevant correspondence.

Agenda Item 5.3, Action Item 42/04: Airservices to source audio visual material on new technologies for a showing at future a SACF meeting.

Agenda Item 6.2, Action Item 42/05: The issues of *Descent speed into Sydney Airport, Granting of curfew extensions, Landing during the shoulder period* are to be referred to IMC for further consideration.

Agenda Item 7.2, Action Item 42/06: SACF to receive a report back on the noise monitoring that has been undertaken in recent months.

Agenda Item 8.2, Action Item 42/07: DOTARS to provide the community representative for Kurnell with the comparison that was done before of the curfew reports.

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ATTACHMENT A:
*Attendance***Members**

M Payne	Senator for NSW, Chair
R Balzola	Proxy for Mr J Murphy MP, Federal Member for Lowe
W Bennett	BARA
J Clarke	Representing Upper North Shore Community
C Connolly	Proxy for Mr R McClelland MP, Federal Member for Barton
R Gilmour	Sydney Airport Corporations Ltd
T Zimmerman	Proxy for the Hon J Hockey MP, Member for North Sydney
C Stone	Proxy for Cr Sue Hoopmann, Bennelong Community
K Mezgailis	Proxy for Cr John Flowers, Rockdale Council
D Niven	Proxy for Cr Rae Jones, Ashfield Council
M Patrinos	Representing Canterbury Residents Against Aircraft Noise
W Rylands	Proxy for Cr Ian Longbottom, Lane Cove Council
A Sellick	Proxy for Chris Manning, Qantas Airways
T Williams	Representing Wentworth Community
D Southgate	Community Advocate

Advisers/Secretariat

N Williams	Dept of Transport and Regional Services
D Savage	Dept of Transport and Regional Services
G Kelly	Dept of Transport and Regional Services
N Fisher	Dept of Transport and Regional Services
D Perera	Dept of Transport and Regional Services
D Spinks	Airservices Australia
P Carroll	Airservices Australia
R Bartsch	CASA
K Allcott	Sydney Airport Corporation Ltd
A Sellick	Qantas Airways

Observers

R Anderson	Virgin Blue Airlines
R Tanner	SACF Inc.
P Lingard	SACF Inc.
A Collins	Institute of Transport and Logistics Studies, University of Sydney
S Greaves	Institute of Transport and Logistics Studies, University of Sydney
J Jones	Office of Clover Moore MP