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## TRANSCRIPT OF PROCEEDINGS

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TRANSCRIPT IN CONFIDENCE

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O/N H-1640846

### INDEPENDENT PLANNING COMMISSION

### VIRTUAL SITE INSPECTION

**RE: 46 FITZROY ST, CARRINGTON - DA 10689**

**PANEL: CHRIS WILSON**

**ASSISTING PANEL: LINDSEY BLECHER  
CASEY JOSHUA**

**APPLICANT: ANDREW STONE  
BEN RAINSFORD  
BELINDA SINCLAIR  
CLARE BUTTERFIELD  
JENNIFER ANDERSON  
DAVID MORRIS  
DIANNE MUNRO**

**11.05 AM, THURSDAY, 13 JANUARY 2022**

MR C. WILSON: So before we begin, I would like to acknowledge the traditional custodians of the land on which we variously meet today as well as the traditional custodians of the land on which the project site is located, the Awabakal and Worimi peoples. I would also like to pay my respects to their elders, past, present and  
5 emerging. Welcome to the virtual site inspection for the Carrington Commercial Development at 46 Fitzroy Street, which is currently before the Commission for determination. My name is Chris Wilson. I'm the chair of the Independent Planning Commission panel appointed to this application. I am being assisted today by  
10 Lindsey Blecher and Casey Joshua from the Office of the Independent Planning Commission.

The application, Port of Newcastle Operations, is seeking approval to construct a commercial building at 46 Fitzroy Street, Carrington. The proposal comprises four levels of office space, café, landscaping, car parking, seating and communal spaces, a  
15 waste disposal area, water tanks and signage. The purpose of the virtual site inspection is for the Commission to gain an understanding of the site, including its location, layout, and its physical attributes. It is not an opportunity to discuss the merits of the proposal. It is important for the Commission to ask questions of attendees and to clarify issues whenever it is considered appropriate.

20 If you're asked a question and are not in a position to answer please feel free to take the question on notice and provide any additional information at a later date which we will then put on our website. In the interest of openness and transparency and to ensure the full capture of information, today's virtual site inspection is being  
25 recorded and a complete transcript will be produced and made available on the Commission's website along with the applicant's presentation material. I request that all members here today introduce themselves before speaking for the first time and for all members to ensure they do not speak over the top of each other to ensure accuracy of the transcript. We will now begin so, Andrew, I'll turn over to you to  
30 introduce your team.

MR A. STONE: Okay. So, hi, everyone. My name's Andrew Stone. I'm a project manager with the Port of Newcastle. I'm joined today by David Morris, so David's a  
35 development manager with the Port of Newcastle working in the business development team – Jennifer Anderson and Dianne Munro from our property teams, Clare Butterfield and Belinda Sinclair from Ramboll, who have been supporting us through the development of the project to date and the preparation of the SAE and associated planning documentation, and Ben Rainsford, who's been our – our lead  
40 architect on the project. So I'll just – if I can just share screen I'll step into just a bit of site familiarisation and context and setting and I'll zoom into some more detail as we – as we go.

So 65 Denison Street is just in the heart of Carrington. This is obviously Newcastle so you've got East Newcastle here, Newcastle Mall, the Hunter Street – Hunter  
45 Street precinct, and – and Honeysuckle Precinct, and around here the Newcastle Interchange, and then the Wickham Precinct there. We're just across the bridge in

Cowper Street, and as – it's more of a transition piece as you move towards the – the heavier industrial – industrial areas of – of Carrington and the port. So we've prepared this short video, just to give – it's mostly drone footage and a development flythrough. So I'll share this link with you after the meeting, shall I?

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MR WILSON: Thank you.

## VIDEO SHOWN

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MR STONE: So obviously just a backdrop there of – of the port. You can see you've got the – the HI-VIS workshop and main office, so they're just a sign manufacturer, the Thales workshop just behind – just behind the site, and I'll – and just behind the Thales site is the old Forgacs floating – floating dockyard site which is not under any seamless use at the moment, and then just across the road here you've got – you've got the Honeysuckle Precinct. This – this particular street here is Denison Street, so it's a mixture of residential premises – so you've got houses just along – along this stretch here. Once you get to the site, from thereon it moves to more of a commercial and industrial land use as it transitions up towards the – the grain silos and – and the Thales site and Forgacs site.

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Fitzroy Street is predominantly light industrial and commercial uses, so you have – RPS is a consulting firm. You've got Frontline Hobby – sorry – Frontline Workwear. You've got Hazmat Services, who are hygienist, and a – I think you've also Department – Defence housing there as well at one of these buildings. Just out of screen in this – to the bottom left you have Café Inu, which is a small – small café operated by some locals there. So it's really a transition piece, I guess, when we looked at this particular site between your – your heavy industrial areas, moving into the residential and light commercial. Across the river there – this is facing almost due west – you can also see the Newcastle Yacht Club and the – the fish shop as well.

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So, yes, it's really a transition piece – piece of land, as – as you move from those mixed – through those mixed uses. So this is Denison Street, facing over the – the residential uses. There's a park – piece of parkland here, straight across the road, and then you go over to HRC or a machine shop, and then you move down to Newcastle Cranes and those – those places. The street itself is – from our traffic report has identified it as – the environmental design is – is for quite heavy use. So we're satisfied that the traffic use on that particular site will be – from that particular site will be acceptable. And then you've got Fitzroy Street and Cowper Street.

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So this is the main – main bridge from Hannell Street to the west from – from Newcastle. So you come across this bridge. Immediately there you've got Fitzroy Street, which is access to the – the – the commercial facing façade of the building, your main entry. So you've got Defence housing and – and Water Police there. This will be your main access to the site, so obviously we'll – we'll do a fair bit of work

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with – with regards to the front there. And you’ve just got a very informal, sort of –  
sort of, access – access here at the moment or – and drainage along this street. So  
we’re proposing that we’ll – we’ll upgrade all the kerb and gutter along there and  
with regards to the street trees we’ll put some – some protection around those, just  
5 with your – your timber posting and – and the like and – and put formalised  
footpaths and those sorts of things out the front of the site.

The site itself, you can see it’s – it’s really just a – a redundant site. It used to have  
two large warehouses on it, all sorts of mixed – mixed use there with surfboard  
10 shapers and fabricators and – and those sorts of things. All that we’ve got left at the  
moment is just a – a bare slab on the ground and some foundations throughout the  
grass here. There’s the adjacent HI-VIS workshop. And at the moment we’re just –  
we’re just mowing grass there, so it would be good to get a bit of use out of the site.  
So this just gives you a better appreciation for – for what’s there. You’ve got the  
15 Thales site. This particular shot shows – gives you a good appreciation for the power  
poles.

We’ll talk to that a – a little bit later, but you’ve got a transformer on a pole here and  
an LV connection across the road and a HV connection to the Thales site. I will – I  
20 will dive into that a little bit more a little bit later on. The HV building is about  
approximately 700 mil off the boundary, so we propose to – to put some fencing up  
along that side as one of the first things we’d do. This entrance – this – this door is  
actually not part of their access or egress plan. The guys have just been using it for –  
for some – you can see the chairs laid out there. They’ve just been using it for  
25 smoko to date. It’s – but advice from management at HI-VIS is that that should  
actually be screwed shut, that door, but, in any case, this will just flick around to the  
south any second.

And this is the Thales site, so this particular tree is a Cocos Island Palm, so that’s one  
30 of the only trees. There’s – there’s only a few trees on our site. The Cocos Island  
Palm is – is earmarked for removal. We’ll get a close up of that later on. As we pan  
along the fence line here almost all of these trees are actually on the Thales side of  
the fence line. Our arborist has gone through and he’s made recommendations which  
we’ve passed back to Thales as to the condition and health of those trees. What  
35 we’ve done in the design in accommodating these trees is actually set back our  
driveway so there’s an access road that runs east/west along that southern boundary,  
so we’ve set it back – I think it’s about three metres from the fence line, and we’ve  
also changed the design of the – of the driveway itself, so it’s not a – a – a hard  
40 pavement.

It’s a – it’s not concrete or it’s not asphalt. It’s a Turf Cell, so it’s a drainage – water  
can – water can pass through it, and it’s a – they’re recommended by the – the  
arborist or supported by the arborist. And that way we support the structural root  
zones and the – and the tree protection zones as well – respecting the tree protection  
45 zones. As we move into this small clump of trees, these are right on the boundary  
just inside our fence line, and this palm also just inside our fence line. At the  
moment I don’t believe that we’re removing these. We give the – the road – the

access road gives – gives clearance to these. It's only the small palm here that is – is proposed to be removed.

5 It's under – in all regards with respect to the trees – the trees that we are proposing to be removed, they don't meet any of the size or species requirements that should consider to be kept or of concern as – as advice from the – from the arborist. Again, another good perspective of the – of the HV. Funny story, when I was – when we were taking this shot you can just see there's a little Plover on the corner of the building there. I was actually on Plover watch. It was attacking the drone as we  
10 were flying. But it just gives you a good – good appreciation for the – the commercial and light industrial warehousing activities, so TLE are electrical wholesaler just across the road there.

15 The setting of the Fitzroy Street in itself. So as I indicated before, this will be your – your primary access to the site. So I'll move to the electrical. So this – this electrical infrastructure is LV feeding across the street and also HV feeding into the Thales site. There is a – a – an easement just on the – I'm just trying to get that shot. You can see the setback of the – the HI-VIS building to the Fitzroy Street road frontage. So that's a similar – we've appreciated that – that easement and we've got a similar  
20 setback to the – to the HI-VIS building. We're proposing that we'll underground this electrical infrastructure, and are just working through the design of what that ultimately looks like with Ausgrid at the moment.

25 So I'm – I'm uncertain as to whether this pole will remain or – or whether that – that LV pole will – will ultimately go underground, but predominantly the feed working through into the Thales site will be undergrounded as well. This is the Cocos – large Cocos Island Palm along the southern fence line that is earmarked for removal. And then the other – the next one that we'll look at is just something that I wanted to clear up, and I thought it – you'd get a better appreciation – this – and then this talks to the  
30 – shows the – the existing slab on the site as well. So it's really just falling apart. It's very much a redundant piece of infrastructure or built – built environment.

I – I did just want to – I did ask them to specifically capture this footpath. So we'll – what we'll do is we move from – from the site up Denison Street to the – the local  
35 bus stop in Cowper – Cowper Street. One of the conditions that's been put forward has been that we construct a footpath in front of the Denison Street frontage and – and connecting to the covered bus stop at Cowper Street. The way it's worded, I thought it was a little bit ambiguous, and got the impression that someone in a couple of years' time might suggest that we should be ripping all of the footpath and – out  
40 and replacing it. So I just wanted to share the footage with you, show you the condition of the footpath, show you that it does link to the bus stop.

I just – it's one of the clarifications that we've sought that we are, in fact, only  
45 constructing footpath out the front of the Denison Street frontage. So this takes you all the way through to Cowper Street North and Café Inu on the – on the corner there. The footpath on the western side of the site – of the street and also on the eastern side of the street takes you across Cowper Street South and connects you to

the bus stop. So, I don't know. It was just – it's – it's not a significant thing, but it was just something that had you actually inspected the site it would – it would have given you a – a good appreciation for what's already there and upon your review of the conditions, if you can give consideration to that and – and any potential - - -

5

MR WILSON: You'll – you'll – you'll put that in writing, will you - - -

MR STONE: Yes, yes.

10 MR WILSON: - - - Mr Stone? Yes.

MR STONE: Yes. That's fine. That's fine. So I – I just – I – I expect that what we'll do is we'll share with you our submission to the department based on their draft conditions, much the same as we did with Logan Street on the last one. And then, 15 look, that's the flythrough. From – after this we have the – the architectural flythrough which shows you the – the proposed end state. So I'll get our architect, Ben, to talk to that in a bit more detail.

MR WILSON: Can I just have – maybe have – ask a few questions in between; is that okay? 20

MR STONE: Yes. Of course. Of course.

MR WILSON: Just in terms of the surrounding land uses, we would be – we note – 25 we note the condition in relation to the operation of the development. What – what – what really is the nature of the tenancies around here? Are they mainly weekday operations or – or are there weekend operations? Are there 24 hour operations?

MR STONE: Thales - - - 30

MR WILSON: I understand the context of the site, but what about operationally?

MR STONE: Thales – Thales is predominantly a – a five day – five to six day site, but it's not unusual for them if they've got a – a large project on that they'll do 35 outside of hours.

MR WILSON: Yes, yes.

MR STONE: Conversations with them as to how they manage those – particularly 40 noisy activities, because they're – they're obviously a fabrication of machine for shipwright activities. How they'll manage that locally, they'll walk up and down the street and give everyone movie tickets and those sorts of things. The – the grain silo's obviously 24 hours but then as you move into some of these smaller commercial premises, like HIC and HI-VIS, they're really only six day – six day 45 weeks – six days a week in that – that sort of environment. I mean - - -

MR WILSON: You mean, like weekday and Saturday mornings, sort of - - -

MR STONE: Yes.

MR WILSON: - - - mostly. Yes.

5 MR STONE: Yes. And then, you know, you've got your movement and your consultancies and – and – and we'll – wholesalers and those – those guys and they're – they're predominantly five days. So it's – it – it is really just a mix, depending on the industry that they're in. So - - -

10 MR WILSON: Thank you. And just in terms of the boundary in relation to the residential development to the – so the – the north - - -

MR STONE: Yes.

15 MR WILSON: And I – I – I noticed your plans of landscaping down that is where - - -

MR STONE: Yes.

20 MR WILSON: Is that the – will that be – sorry. And I haven't – maybe I haven't read the detail, but is that deep soil planting, or is it - - -

MR STONE: I – I – I don't believe it's deep soil planting, but we definitely put landscaping in as a – as an – an attempt to try and screen the development from the  
25 resident - - -

MR WILSON: Right.

MR STONE: - - - to act as a visual buffer, also to act as – support any, sort of, noise  
30 buffer from turning vehicles - - -

MR WILSON: Yes.

MR STONE: - - - in and around, and we've also – we – we did actually set that –  
35 that drive back. We had early discussions with the department and that was one of the requests that they put forward and there's definitely something that we – we adopted.

MR WILSON: Okay.

40

MR STONE: So - - -

MR WILSON: Okay.

45 MR STONE: Anything else?

MR WILSON: No. That's good at this stage. Thank you.

MR L. BLECHER: Can I just add one question, please.

MR STONE: Yes.

5 MR BLECHER: Just on the footpath, it – it doesn't look to extend past the south of the site. What's the proposal for the southern terminus of the footpath? Is it going to link to anything?

10 MR STONE: So there's – there's really – this is the Denison Street site here, so there's really nothing south other than Thales and then you move into unutilised land. So our intent or our expectation at this stage is that we're – we're constructing a footpath from our southern driveway or the southern boundary of the site to the existing footpath here. There's really – there is really nothing – nothing to the south to connect to.

15 MR BLECHER: Okay. Thanks.

MR STONE: Okay. I might put it over to Ben to – to talk to - - -

20 MR WILSON: Thanks.

MR B. RAINSFORD: Sure. Okay. It's my turn, is it? Yes.

25 MR STONE: Yes.

### **VIDEO SHOWN**

30 MR RAINSFORD: So this is the approach on Fitzroy Street here. So you can see we've got parking and stuff in that front setback to – to give a bit of a buffer against that – that road there and - - -

35 MR WILSON: Sorry. Which street is this?

MR RAINSFORD: - - - marry in with the – sorry.

MR STONE: So this is – this is - - -

40 MR WILSON: This is Denison Street, is it?

MR STONE: This is Fitzroy Street.

45 MR WILSON: Fitzroy Street. Sorry. Yes. Oh, I've got you. Yes.

MR STONE: So this is the – the – the front facing or the commercial facing aspect of the development. Yes.

MR RAINSFORD: So this will be the main – the main entry point so we’ve got, sort of, customer parking, sort of, in and out of the site there. So parking coming in from the – the – the northern end, coming out just as – just from that point there, you can see. We’ve – the – the main, sort of, staff parking is already happening behind  
5 the building which we’ll see when that, sort of, shoots through there. So this is, sort of, just trying to capture the – the building in a whole. So this will move through to the main entry – pedestrian entry of the building here. So, sort of, centralised core with tenancies each side, and that’s, sort of, replicated up to the building. We’ve got a portion of secure undercover parking, bike parking you can just, sort of, see on the  
10 side there with the – the yellow posts.

So this will be an entry point for staff primarily from the – all the staff parking happening at – out here. We’ve got some – a bit of a covered walkway for – to, sort of, get people from the far end to the building with a bit of shelter. So there’s a bit of  
15 a combination of hard – hard paving for parking and then more of the Turf Cell for the, sort of, second half of that – that – that parking area over there – over to the - - -

MR STONE: You can see that depicted in the different colours of – of pavement.

20 MR RAINSFORD: Yes.

MR STONE: It’s something I’ve tried to show.

MR WILSON: Can I just ask a question. The – the undercover - - -  
25

MR RAINSFORD: Sure.

MR WILSON: - - - parking, that’s the 43 spaces which is not included in the FSR, is it, or - - -  
30

MR RAINSFORD: Sorry. What was that?

MR WILSON: How many spaces underneath are there?

35 MR RAINSFORD: I think it was about – I’ll just find that. I think it’s 26 or so.

MR WILSON: Oh, okay. Thanks. That’s okay.

MR RAINSFORD: It’s something like that. Yes.  
40

MR WILSON: Yes.

MR RAINSFORD: And then – so this is just the – the rear elevation. So we’ve tried to use a lot of material – material changes and – and just articulate that façade with – with a mix of solid and precast – precast, like – decorative precast panels and  
45 ALUCOBOND and some, sort of, higher spec FC sheet, sort of, concrete look cladding and things that to just try and help control the massing of the building and

just marry it better between the two. The large, big shed at Thales, and then we've got the smaller shed there, so – so – and – and on the upper floors we've got a bit of a lengthy garden situation where it's – it's a louvered wall, essentially, and then a bit of an – an accessible terrace space, and then we've got the – the official glazed wall  
5 with the air conditioning space beyond.

And that's, sort of, to try and give a bit of depth – a bit more depth to the building and just – really just help control that massing within that – that, sort of, more  
10 midscale environment of the – so, yes, you can probably just keep going through that.

MR STONE: Yes. I'll just – while we're on here, I just wanted to talk to – you can see – it doesn't depict it very well, but – and hopefully we'll get it around a bit more, but you can see the – the height of the Forgacs building to the south. We're actually  
15 lower than that, and then there's a step down to the – the HI-VIS workshop. The – the – the Cowper Street façade of the – of the HI-VIS building probably sits up a bit higher again. So, again, it's just that transition piece of – as you come out of the – the more industrial areas of Carrington into – into the metro space.

MR RAINSFORD: So we're just – this is the northern façade there. So that's, sort of, the main – the main vehicle entry you can see along there. So we'll have some fencing and boom gates and – and things like that to control security, so there's a bit of breakout space for staff at the front there within that setback, some seating, sort of,  
20 a covered walkway across the front. Just have a quick flick through that. There are the lobbies for each floor, sort of, quite centralised and – and really opening up to take advantage of those views back over to the – the – the harbour there. So the floor  
25 plates have just been shown.

It's all open at this stage and, you know, future tenancies will sort out how they – they operate that, but that – you can see there those, sort of, partially enclosed with the garden spaces, which also help us control a bit of that – that heat gain and – and – and solar access within the site and just allow for a bit more of a breakout space for – for users there to just, you know, get – get – get fresh air and utilise those spaces for informal meetings and things like that. Less of that on the south side, of course.  
30 You know, solar access is not – not great on that side, so it would – still a lot of views that will come out back towards the city and – and to various points on the harbour, so you can see there just, sort of, vertical elements and horizontal elements, just trying to break up – break up that – that – that massing of the building, and – and just, sort of, giving a bit of interest to – to that site there. So that's – in a nutshell,  
35 that's – that's essentially what we're looking at there.  
40

MR STONE: This Port of Newcastle sign is just for example, so to – at the moment, that will be potentially who takes the dominant tenancy in there, who takes the building – building naming rights and those sorts of things, so we don't anticipate  
45 - - -

MR RAINSFORD: Yes.

MR STONE: We don't anticipate that we'll be putting our signage up on the building.

5 MR WILSON: Well, what is - - -

MR RAINSFORD: So - - -

10 MR WILSON: What is your average sized tenancy, or is - will that be determined later, will it?

MR STONE: Yes. Look, at the moment each floor plate is earmarked - could potentially be cut into up to as many - as many as four but it - it will just be determined based on - - -

15 MR WILSON: Demand, yes.

MR STONE: Based on the - the market requirements. Yes.

20 MR RAINSFORD: So just while we've got on that - a freeze on that there, so you can see the - the café, sort of, happening on that ground floor corner there with - it's a bit more recessed to provide a bit of undercover seating and for those tenants, and then, sort of, directly in front we've got a bit of breakout external space for the staff and things that we're sitting within that landscape.

25 MR STONE: Okay. And that's - that's the - that's the flythrough. That's the presentation that we've got for you, Chris.

30 MR WILSON: Yes. Just - just in terms of the access to the rear car park, that's boom gated, is it?

MR STONE: Yes. So we've got a boom gate here. Just by - at the back of the building there will be a - - -

35 MR WILSON: Oh, I see. There's another access at that end.

MR STONE: There'll be a - a sliding gate here.

MR WILSON: Yes.

40 MR STONE: And then - and then on the Denison Street frontage there will be a - a gate - so this road will flow straight through on to Denison Street and on to Fitzroy Street, both of which will be gated - both of which will be gated, so it will be - - -

45 MR WILSON: So can you access - can you - so you access and leave by either, or - or you can - - -

MR STONE: Yes, yes.

MR WILSON: Yes. Okay.

MR STONE: That's correct. You'll need a – a – a fob pass or something - - -

5 MR WILSON: Yes.

MR STONE: - - - to get in or out.

10 MR WILSON: Okay. Lindsey, Casey - - -

MR BLECHER: Sorry. Just one thing, Chris – Lindsey Blecher speaking. I think in the previous imagery there was a – some outdoor amenity space near to the café, and I'm not sure – was that on the other side or is that on this side? Oh, that – that side. Yes. Sorry.

15 MR RAINSFORD: Just there on the Fitzroy Street – yes.

MR BLECHER: I just – I got my orientation mixed up.

20 MR STONE: Just here.

MR BLECHER: Thanks.

25 MR STONE: Yes, yes. So that's all – it's all facing Fitzroy Street.

MR BLECHER: Yes. Okay. No questions from me. Thanks, Chris.

MR WILSON: Okay. Over to you, Andrew.

30 MR STONE: Oh, look, that's – that's very much it for what we have in terms of showing you the site visit and stepping you through the proposed development. I'm not sure if you wanted to roll our 1 o'clock into – into this meeting.

35 MR WILSON: We will eventually. I mean, if there's – unless there's anything else we need to – to see in terms of site context, I think we're pretty much done. Casey, Lindsey.

40 MS C. JOSHUA: Yes. I think that we're done. I think we don't have time to do the 1 o'clock meeting now, so we'll have to keep it at 1 o'clock, if that's okay.

MR STONE: Yes. That's fine.

45 MR WILSON: Oh, okay. That's right. Oh, because we've got – yes. Okay. We've got a different meeting there - - -

MS JOSHUA: Yes.

MR WILSON: Okay. Yes. And we – we have a few – few questions in that respect for that meeting as well which is at – I guess should be discussed there and not here. So – yes. No. That – that’s fantastic. That – that saves – that gives us a good understanding. Just one question. I guess there were some concerns raised by the traffic people parking on the street. Where were those concerns reflected in this document – in this pictorial? Does that make sense?

MR STONE: So at the moment the – we have 170-odd car parks in the development.

MR WILSON: Which is more – more than – more than required under the DCP if it applied. Yes.

MR STONE: The – the DCP only requires around 120 or thereabouts. So we’re – we’re exceeding to that requirement. At the moment I – I think I can even probably show you – where is it? At the moment, the guys from HIC are parking all along the street, even parking up on our – our - - -

MR WILSON: Oh, okay.

MR STONE: - - - road reserve – road reserve.

MR WILSON: Okay.

MR STONE: So – so there were some concerns raised by the – the residents early on that we were going to significantly increase traffic flows and increase street parking and those sorts of things. And when we actually step through the fact that, “Look, we’ve got 170-odd car parks. We should be able to cater for the parking”, a lot of that washed away from the department.

MR WILSON: Okay. Okay. That’s – that’s what I was referring to. I – because I was reading those submissions and I – I’m just trying to visualise the issue.

MR STONE: All right.

MR WILSON: Okay.

MR STONE: And we did – we did have our traffic consultant work through the design of Denison Street, the environmental design, and – and what it’s – what it’s capable of handling, and also Fitzroy Street, and they looked at it, suggesting that Denison Street might take a – a 60/40 split, and they’ve indicated that it’s – it’s capable of handling that without significant impact. We also looked at it from 100 per cent traffic of anticipated traffic flows and ended up at the same result, so - - -

MR WILSON: Okay. Excellent. Thank you. That – that’s exactly what I wanted to hear. All right. So we – we will see you then at 1 o’clock. And I - - -

MR STONE: Okay.

MR WILSON: Thank you very much for that. It saved us a lot of time and trouble. I couldn't be there today for obvious reasons, or not for obvious reasons but for a lot  
5 of reasons that a lot of people can't be anywhere. So I appreciate the effort you've gone to doing that. So we'll see you at 1 o'clock.

MR STONE: No. Very good. All right. Thanks a lot, guys.

10 MR WILSON: Cheers.

MS JOSHUA: Thank you.

MR BLECHER: Thank you.  
15

MR STONE: Thanks.

**RECORDING CONCLUDED**

**[11.39 am]**