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INDEPENDENT PLANNING COMMISSION

**GLEBE ISLAND CONCRETE BATCHING PLANT AND AGGREGATE
HANDLING FACILITY – STAKEHOLDER MEETINGS**

NSW PORT AUTHORITY MEETING

SSD 8544

IPC PANEL:

ANNELISE TUOR (Chair)

DR PETER WILLIAMS

OFFICE OF THE IPC:

CASEY JOSHUA

JULIAN ARDAS

NSW PORT AUTHORITY:

RYAN BENNETT

SYDNEY

3.48PM, THURSDAY, 6 MAY 2021

MS A. TUOR: So good afternoon. Before we begin, I'd like to acknowledge the traditional owners of the different lands from which we meet today and pay my respects to their elders, past, present and emerging. Welcome to the meeting today to discuss the SSD 8544 for the proposed Glebe Island Concrete Batching Plant and
5 Aggregate Handling Facility Project currently before the commission for determination. The applicant, Hanson Construction Materials Proprietary Limited, is seeking approval for an aggregate handling facility and concrete batching plan at Glebe Island. The project would have the capacity to produce up to 1 million cubic metres of concrete per annum and operate 24 hours a day, seven days a week.

10 My name is Annelise Tuor, and I'm the chair of the commission panel. I am joined by my fellow commissioner, Dr Peter Williams. We are also joined by Casey Joshua, from the Office of the Independent Planning Commission, and Julian Ardas, who is assisting the commission. In the interests of openness and transparency and
15 to ensure the full capture of information, today's meeting is being recorded and a complete transcript will be produced and made available on the commission's website. This meeting is one part of the commission's consideration of this matter and will form one of several sources of information upon which the commission will base its determination.

20 It is important that the commissioners – for the commissioners to ask questions of attendees and to clarify issues whenever it is considered appropriate. If you are 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 in writing, which we will
25 then put up on our website. To ensure the accuracy of the transcript, we request that all members here today introduce themselves before speaking for the first time and for all members to make sure that they do not speak upon – over the top of each other. So we'll just start – if you could just introduce yourself, Ryan Bennett, just your – your position and - - -

30 MR R. BENNETT: Sure. I'm Ryan Bennett. I'm the senior planning and sustainability manager with the Port Authority of New South Wales.

35 MS TUOR: So thank you very much for joining us. We appreciate it. So you've been given the agenda, as I understand.

MR BENNETT: That's right.

40 MS TUOR: So perhaps if you just want to launch into the items on the agenda, the first one being just to explain matters to do with the strategic context.

45 MR BENNETT: Sure. So we envisage that Bays West can become a world-class and exemplar integrated port that leverages its maritime heritage to create a connection to the place; that it can act as a unique anchor, really, to unlock the potential of a distinctively blue innovation cluster and becomes part of the Bays West destination for people to enjoy. Developing the full potential of the port through

flexible and optimised port and working harbour operations and integrated uses will deliver significant value-adding economic benefit and future cash flows to the economy and we think presents a real long-term opportunity or opportunities for ambitious innovation in this area.

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We have been and continue to work collaboratively with DPIE and other parts of government through the State Significant Precinct planning process for Bays West, advocating and planning for the growth and evolution of the essential strategic port and working harbour functions within the context of the place, strategies, vision, directions and big moves. You also – I think that agenda item talks – or asks about a shorter term. The Port Authority’s Strategic Plan 2020-2025 is available on our website, so that is our official, I guess, short-term strategic plan. It speaks to a number of matters, obviously, and a number of commitments. I thought I might just highlight a couple of them for the purpose of this session.

15

MS TUOR: Thank you.

MR BENNETT: Develop our land assets for future growth and viability; maintain, manage and update our assets to reduce environmental impacts and improve efficiencies; unlock the intrinsic value of our land assets; and – sorry – to grow and diversify port revenue streams. We are a state-owned corporation and that’s an obligation on us under our Act. Provide assets that generate long-term benefits for customers and support continued viability of our ports; design and manage public accessibility to port land assets, whilst ensuring alignment with operations and security requirements. So there’s obviously a lot more in our strategic plan. I’ve just pulled out a few points that I thought were fairly relevant.

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MS TUOR: So that’s the 2020 to 2025 strategic plan.

MR BENNETT: That’s right.

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MS TUOR: Is it something that you update every five years?

MR BENNETT: The intention will be to do that, I think. Yes, yes.

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MS TUOR: Okay. And just in terms of the – what you said before about the sort of – I think it was more the longer-term vision, as I – what I heard from that is that the longer-term vision is to maintain this area as an ongoing port into the - - -

MR BENNETT: Right.

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MS TUOR: - - - foreseeable future, so 2040 and - - -

MR BENNETT: That’s – that’s correct, so we’ve been advocating for that obviously and it’s quite clear and clearly laid out as such in the place strategy and we feel supported by several of the – the significant state strategic planning documents. So we’re working now with government, particularly with DPIE on the – on – on

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that task, I guess, or series of tasks in terms of the evolution and – and integration of the port with an urban redevelopment of some sort in the Bays West triggered really by the Metro station for Bays West.

5 MS TUOR: So in terms of the longer-term strategy, ie, the integration with the future, sort of, urban development potential of the surrounding area, then the port operation, you sort of used words like “innovative”, etcetera, etcetera, you know, “high standard of environmental quality”. So presumably ports, as we know it, will
10 become an evolving element. It’s – you won’t necessarily get the ports that you get now in 30 years time. Is that a fair statement?

MR BENNETT: Well, we – I think that’s a fair statement for this port anyway. This port at – at Glebe Island and White Bay in Bays West, yes, we fully expect that there will be an evolution of this port. There always is. I mean, ports by their very
15 nature change over time in terms of the functions that they provide and the – the trades that – that exist there. But I think the change we’ll see in this precinct over the next 30 years will be more significant than that, driven by the urban redevelopment part of the Bays West strategy and then looking at how that can coexist. And – and not just coexist, but flourish, I guess, and how it can become really innovative and
20 add to that – you know, that innovative – innovation corridor in a truly unique way.

And that’s where – you know, that’s what excites us, anyway, is that aspect. What – what can this place really add that’s distinct and we – we figure that that distinctiveness is firmly placed in its role as a port and working harbour with that
25 deep-water land-water – land water interface.

MS TUOR: So just in terms of future urban redevelopment, how close would that potentially be to – to the facilities of the port?

30 MR BENNETT: You mean proximity or in - - -

MS TUOR: Yes, yes.

MR BENNETT: - - - time?
35

MS TUOR: No. Well, proximity, sort of.

MR BENNETT: To the Hanson proposal - - -

40 MS TUOR: Yes.

MR BENNETT: - - - or - - -

MS TUOR: I suppose to the Hanson – or – or to just the edge of your port, which
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MR BENNETT: It's – it's a hard question to answer. The place strategy currently divides the area up into a number of sub-precincts. The focus and – right now is on the Metro and White Bay Power Station sub-precinct. That's the one where all the, you know, master planning will commence soon. That's what the place strategy is
5 focusing on. I think it notes the other sub-precincts will follow similar processes, but they have yet to commence. So it's hard to, you know, talk about what the outcomes will be before that work happens, but I would assume that there would be – you know, the – well, it's hard – yes, in terms of what the integration looks like, it's hard to say.

10 You know, the structure plan, which is a vision of what an end-state might look like in, I think, 2040, presents an idea of a port continuing at Glebe Island 1 and 2 with a plinth over the top with some open space. You know, that – that's an idea. Whether that's – whether that happens, we don't know. I think a lot of work has to happen in
15 terms of is that the best outcome, is that the best outcome for all – in all sorts of reasons or for all sorts of reasons?

MS TUOR: Okay. But the Metro and the White Bay sub-precinct is likely to be the first one that starts to do this - - -

20 MR BENNETT: Definitely. I - - -

MS TUOR: - - - more - - -

25 MR BENNETT: They're being driven by the timeframe for the delivery of the Metro, which I believe is somewhere around 2030 for the opening of that station.

MS TUOR: And at this stage, is there any indication of the sort of thinking as to – you know, uses as to whether they're going to be high-tech, sort of, industry
30 commercial or a mixture of that and residential or it's just too preliminary?

MR BENNETT: I – I think it's preliminary. I – I know that they are preparing the next stage EIS, so the – the Metro – Sydney Metro. And that is – so they're – they're – they have an approval, I think, for the tunnelling and the station box. They're
35 seeking – they will be seeking approval then for the station and – and I think a transport network and probably a – a layout of – of urban form in that sub-precinct, which will, no doubt, be commercial and residential mixture with open space. And some of that is shown in the place strategy and the technical documents that accompany that. And there's the – there's – there's an early view of what that might
40 look like in terms of taller buildings and locations, where the open space will be leading to the head of White Bay from the Metro station. But, of course, a lot of detail is yet to be sorted out.

MS TUOR: Sure.
45

MR BENNETT: Yes.

MS TUOR: Okay. Peter, have you got any questions following on from that sort of discussion?

5 DR WILLIAMS: Yes, thanks, Annelise. Sorry. Sorry, thanks, Ryan. Look, just one question that comes to mind straight – or at this stage, that vision, for want of a better word, for Bays precinct, particularly in the – the transformation plan and the changes are – are expected to occur particularly over the medium to long term – and, for example, you mentioned all the integration of uses that might hopefully be – be achieved over that period. You also mentioned that the capacity or the ability in
10 terms of some sort of open-space provision and – and the idea of possibly – possibly a plinth or a covering over the top and -and public access and – and so on.

One point that was mentioned on the site inspection and also mentioned this morning by the applicant was the potential for controlled public access, presumably while
15 Hanson is there. Could you just elaborate on that, please, and your thoughts on that – that notion of control public access.

MR BENNETT: Sure. And just to be clear in my mind, when you mentioned transformation plan, were you referencing the 2015 Urban Growth Transformation
20 Plan or do you mean a place – the current place strategy?

DR WILLIAMS: Actually, like – no. I should be – sorry. I'll correct myself. The – the – the Draft Bays West Place - - -

25 MR BENNETT: Yes.

DR WILLIAMS: - - - Strategy, I think is the one that – that's the one you were referring to, wasn't it?

30 MR BENNETT: The – the current one, that was – yes.

DR WILLIAMS: But – but I think you – yes.

MR BENNETT: That's
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DR WILLIAMS: Sorry. I think the – the confusion was when using the word "transformation". Sorry.

MR BENNETT: Right. That's okay. No, it's – it's - - -
40

DR WILLIAMS: It's – it's both – both plans transformation. Sorry.

MR BENNETT: So controlled public access, you know, we – we see that as an – as a way to provide additional amenity for the public in the shorter term, I think, and the
45 longer term. So it doesn't necessarily relate only to that potential end state, which we just talked about. It – it could refer to current port operations or future – near-term future port operations, depending on, you know, a number of things.

Obviously, there are operational and safety maritime security constraints when port operations are occurring, but I think any reference to site visit – I think I might have mentioned – I know I’ve talked about it before, whether it was at that site visit – comparing the – say, the cruise terminal at White Bay to the cruise terminal at the –
5 at Circular Quay. Both have public access, but obviously they operate quite – or the – it – it’s quite different to the way that it’s accessed and used.

When a ship is there, there is no public access in an area that is controlled. There’s a maritime security zone that’s put in place. But when the ship is gone, there’s no
10 reason why the public can’t access that. And we see that at Circular Quay all of the time in front of the overseas passenger terminal. At White Bay, it – public access is – it’s provided, so there’s a – there’s a view that, you know, that that could just be improved, amenity could be improved; a reason to go there. For other port operations and working harbour operations, there could be similar opportunities. So
15 that’s – you know, that’s what we took – we think of when we’re talking about controlled public access, how that might eventuate. You know, the detail hasn’t been worked through, but it – it’s – I imagine that’s what Hanson was talking about as well

20 MS TUOR: I think what they were talking about as well is that it would be something that would occur outside their lease area, so essentially along the wharf would be where it would occur if it was going to occur, and it was - - -

MR BENNETT: Yes.
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MS TUOR: - - - actually something that you would need to look into as to how that would happen.

MR BENNETT: We – I mean, we don’t have any plans for providing controlled
30 public access at this stage to Glebe Island. I think the focus would be more over at White Bay - - -

MS TUOR: Yes.

35 MR BENNETT: - - - whether all that is public access.

MS TUOR: So things like trying to – what’s been brought up by a lot of submissions is access to the Glebe Island Bridge - - -

40 MR BENNETT: Sure.

MS TUOR: - - - and particularly in terms of, I think, you know, cycleways and things like that. And I – I’m not actually familiar with how you do get access to that
45 bridge - - -

MR BENNETT: It’s - - -

MS TUOR: - - - but it is something that you get - - -

MR BENNETT: It's not actually via Port Authority land, so we – we have no
concerns with that and we don't see the Hanson proposal in any way jeopardising
5 that access, should it be provided. You know, should that bridge be reactivated in
some way.

MS TUOR: So it's from the other side of the bridge, is it, or - - -

10 MR BENNETT: The – the access is up on – off of Sommerville Road, so we – at –
at – we do own a part of – well, at a certain point, we own that road coming into the
port. But there's already a bicycle path up there and I'm just not sure what's
happened to it as a consequence of WestConnex. There's been quite a lot of changes
15 in that area, but there was an active cycleway right along there that went – that
connected down through to the crescent, I think. Not – yes, like I said, I'm not sure
quite - - -

MS TUOR: Yes, that's fine.

20 MR BENNETT: Yes, yes.

MS TUOR: We can – we can look into that.

MR BENNETT: Yes.

25 MS TUOR: So just stepping back again to this coexisting in the future with other,
you know, potentially commercial/residential open space around the station, how
easy is it for a port facility, which, you know, potentially does generate noise,
etcetera, dust, trucks – how easy is that sort of use – how easy it for that to coexist,
30 sort of, harmoniously with those sorts of other uses that potentially would be
occurring around the station?

MR BENNETT: Yes, I – there will definitely be challenges. You know, we've
35 highlighted those challenges, but the port – I guess I would say the port has coexisted
already for a number of years with, you know, let's say a long-standing residential
community over at Balmain, Rozelle, which used to be a community that a lot of port
workers lived in. If you go way back, of course, it's gentrified and it's not at all like
that. And, of course, at Pyrmont, with the high-density in Jacksons Landing, the high
40 density residential, when that was redeveloped, Jacksons Landing was constructed,
all of those buildings were required to attenuate their development to an exterior
noise level in recognition of the port activities at the time and ANZAC Bridge.

That's, you know, kind of the – the stick approach, I would say, in a way, to – to
45 manage impacts. We think that there's a lot more subtleties and better ways to try to
do it upfront through intelligent – you know, the design, the – the way that – the way
that developments are laid out, buffers, all of these sorts of things, which balconies
are going to be put and which way the balconies face, openable windows. There's a

lot of examples around the world of – of coexistence and how impacts are mitigated, avoided. And I think that, you know, over time, the impacts that people experience from the port will change as well as new technologies come into play and our – our port noise policy is hoping to drive that change with shipping as well, to – to drive a
5 – a reduction of noise over time in the ships that come routinely to the port.

MS TUOR: All right. That probably leads into another area, but I'll just check. Have we covered everything in strategic planning?

10 DR WILLIAMS: Can I just ask one more question?

MS TUOR: Yes, of course.

15 DR WILLIAMS: Just a question I have, Ryan, regarding, you know, the future vision of the area and – and the coexistence and, you know, the – your – your vision to flourish, which is really important. But in terms of just thinking global examples, could you sort of shed some light on some global examples or models, I think, that may – may be relevant in this case that you could share with us, just to give us a sense of – of what's happening elsewhere and what they've achieved and what we
20 could kind of draw form and learn from?

MR BENNETT: It's hard to answer that right now. But I know the submission that we made to the public exhibition of the draft strategy had a few examples within it. I don't know if those submissions are being made public, but we, I think, would be
25 happy to share that submission with yourselves.

DR WILLIAMS:

30 MR BENNETT: But I'd just have to clear that with our comms team.

DR WILLIAMS: Thanks.

35 MR BENNETT: So there – there are three examples in there. We are working with a global consultancy currently on the vision and integration of the port, that sort of framework, right now, and they are bringing that expertise to the fore in terms of international examples. Yes, so there – there are plenty and there's more and more all the time - - -

40 DR WILLIAMS: Yes.

MR BENNETT: - - - because what we – we this – this is a common thing where
- - -

45 DR WILLIAMS: That's right.

MR BENNETT: Yes, this sort of land-use pressure is – is a common thing felt around the world in port cities.

DR WILLIAMS: Yes. Yes, no, I just sort of imagined, for example, in places like, you know, the Netherlands, for example, or high-density areas, like, Hong Kong and elsewhere and where you do have these immense pressures that these sort of issues would be something that you've been dealing with for many, many years and we
5 could learn a lot from that – that kind of experience in this case.

MR BENNETT: Yes, that's exactly our thinking and why we have engaged with a sort of global consultancy that - - -

10 DR WILLIAMS: Great.

MR BENNETT: - - - can provide some of that context and. You know, we'd – we're not – we can, I can think, create a fit-for-purpose outcome for Sydney and Sydney Harbour, but we can definitely learn from what's happened elsewhere.

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DR WILLIAMS: Okay, thank you.

MS TUOR: So just in terms of item 2(c) on the agenda about, you know, how does the proposed Glebe Island Concrete Batching Plant fit in with the short, medium and
20 longer-term plans for the area – so specifically just in terms of, you know, what's proposed, the built form, etcetera, how do you see that fitting in to these sorts of longer-term plans for the area? The – the sort of more visionary plans? Say, particularly with things like the – you know, in – and I know it has no status, but there's a strategy that's in the 2040 plan that's just been exhibited, which has the
25 sort of idea of a deck going over and providing public open space. I mean, presumably that wouldn't be able to go over silos. It would have to sort of somehow stop - - -

MR BENNETT: Yes.

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MS TUOR: - - - if was still there.

MR BENNETT: If that were to eventuate, there would have to be some sort of transition. So there's a lot of big questions that are being asked and that need to be
35 looked at in terms of the transition to that kind of end state, if that's what happens. For example, I know that they're not a direct focus of the – of the session today, but for the tenants, the port tenants that are in the silos, the Glebe Island silos, if they are to remain operating, there would – and the silos are not kept as port operational buildings – I'm not saying that that will be the outcome, but if that were to happen,
40 then there would need to be a transition plan to another part, so presumably Glebe Island 1 and 2, and what that looks like, how it happens, are things that haven't yet been sorted out.

Similarly, for Hanson, if the current Hanson proposal, if that is not consistent with
45 what's determined to be an integrated port outcome, then there would also need to be a transition at some point.

MS TUOR: Okay. And then I think item 2(b), it was really just to fit – you know, there's a number of strategic plans prepared for this area in recent years. So is there just one that, you know, you think takes priority in terms of the authority's vision for the – for the area?

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MR BENNETT: Well, I - - -

MS TUOR: Is there anything you would point to that you this is the gold standard?

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MR BENNETT: Don't know if I would say that, but I would – I would say that the Bays West Draft Place Strategy is the current plan. It will guide the master planning and future development of the Bays West Precinct, which is being progressed as a collaborative planning precinct, I think, is the term. And, you know, that – the – the place strategy makes reference to past strategic plans, particularly the Urban Growth Transformation Plan. It builds on that. So, you know, the – the place strategy is the current one and the one that we're – we're working on government with or with government on that one. You know, and it also – sorry – it also lays out a number of actions at the end of it and many of those actions specifically involve the port authority in those actions.

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Some of them are meant to commence now. Some of them are sort of a five-year timeframe, that sort of thing. So we're, you know, looking forward to that – kind of looking at it as an intensive process of cocreation with DPIE and other parts of government and stakeholders on the ambition for an integrated outcome and all that work that – that's got to happen to make that successful.

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MS TUOR: Okay, thank you.

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MR BENNETT: Yes.

MS TUOR: So, again, Peter, anything on the strategic context, anything further?

DR WILLIAMS: Just one question that just came to mind. It's – it's - - -

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MR BENNETT: Sure.

DR WILLIAMS: - - - about the importance of that Glebe Island port itself, Ryan, and it was mentioned a few times that it's one of the few deep-water ports in the western part of Sydney Harbour. How – how many other similar ports of that type that we've got in the western – western part of Sydney Harbour?

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MR BENNETT: Well, there – there are really none in Sydney Harbour at all, except – so in terms of deep-water shipping capability – shipping capability, Glebe Island and White Bay is all that's left for commercial shipping. Of course, there's the cruise terminal at Circular Quay, but that is a cruise terminal. It's not for, you know, commercial trade. And there's the Gore Cove facility, the Viva facility at Gore

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Cove, which is a – a critically important fuel import facility for New South Wales, but that is not – there’s no berths there. There’s no, you know, wharves and berths, and that’s a privately-owned facility by Viva. And then there’s the Garden Island, which is Department of Defence, so that’s it. It’s all that – it’s all that remains.

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DR WILLIAMS: Yes, thanks. Thank you.

MS TUOR: Okay. All right. So moving on to 3 in the agenda, so we’re – specifically about other development that exists in Glebe Island, so particularly the multiuser facility, the – and the existing silo buildings. So just if you can give us any information about, sort of, hours of operation, truck movements per day, you know, and the dimensions of those sort of things, so that we get a better understanding of the – the context.

15 MR BENNETT: Sure, yes. Just before I get into that, I don’t know if – I know the previous question asked also about the – you know, is this the best location for the this facility, the Hanson facility, in this part of Sydney? And there’s a point that I thought is relevant to raise. Not sure if Hanson might have done so already, but it’s something that a lot of people probably aren’t aware of, but concrete as a product has to be batched in proximity to where it’s going to be used or it will be rejected at the site. So it – you know, the batching plants need to be located in various parts of the city. This location is, in our view, very well suited, because of its proximity to central Sydney, as well as the many large infrastructure projects that are underway or will be underway in the – the near future.

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So with both that kind of business-as-usual needs of the city and the needs of these big infrastructure projects, there are significant amounts of concrete demand and then, because it’s at the port or it would be at the port, this allows the bulk materials to be delivered by ship, which is really a far more efficient, safe and sustainable way to transport the bulk materials to where they have to go, rather than road transport.

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MS TUOR: Okay.

MR BENNETT: So I just thought that was a – a relevant point that sometimes doesn’t get mentioned.

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MS TUOR: Yes. I see. Okay.

MR BENNETT: So the multiuser facility and the other users - - -

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MS TUOR: Yes.

MR BENNETT: - - - I’ve got the question in front of me, so I can see what – what it says. So the hours of operation of the port are generally 24/7. The multiuser facility is 24/7. I would say, though, that tenant operations are not consistent across a 24-hour period, you know, as their businesses cater to the demands to their supply chains and their users and customers. So the – they are – they have, no doubt, have

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peaks and troughs. It's not a – it's not a consistent 24/7 operation that we see at – at our tenants. In regards to the shipping activity and shipping operations, ships generally unload 24/7 at the port, unless this is constrained or limited by individual environment protection licences.

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But when this occurs, so if – if a ship is restricted in its time to operate, it just prolongs the length of time that that ship must remain at berth, which is really not a good outcome. It's a poor outcome for the port's efficiency for the tenant; for the shipping line, who don't want their ships just to sit at berth doing nothing; and for the community, because it prolongs the length of impact of that ship just sitting there. The multiuser facility, in terms of traffic, what's approved, so it allows for 600 trucks over a 24-hour period or 1200 movements. In terms of size, it will be approximately 200 metres by 75 metres and 20 metres high at the peak of the roof, 12 metres at the top of the wall. So it's a pitched roof.

15

Cement Australia, I did a bit of digging. They don't have a condition limiting numbers of truck movements. They operate within a limit of 600,000 tonnes of cement per annum currently and we understand that in terms of truck movements, their – their peak truck movements are limited by the capacity of their onsite weigh bridges, which is about 12 trucks per hour over the – those weighbridges or weighbridge. I also don't believe that Sugar Australia or – who are also in the silos – or Gypsum Resources Australia, who have their own shed next to the silos, are limited in numbers of truck movements or tonnes of product by their development consents.

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MS TUOR: Okay.

MR BENNETT: If there's other - - -

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MS TUOR: And do you know just how high those silos are? Because we're getting different information about how high they are and there's different points that you measure it to, so essentially to the top of the concrete is one height; then you've got the sort of advertising sign and then you've got further stuff above that. But the main height we're interested in, I suppose, the top of the concrete and then also the dimensions in terms of length and width.

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MR BENNETT:

MS TUOR: If you don't have it, we've also asked the department and

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MR BENNETT: I – I – I don't have it, but it – we – I could get that for you without - - -

MS TUOR: Yes.

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MR BENNETT: - - - much trouble, so if you'd like, I'll just jot that done.

MS TUOR: Yes, that would be great, and if you can do it as an RL, that would be good, because we're just trying to get - - -

MR BENNETT: Yes.

5

MS TUOR: - - - more of a – comparing apples with apples.

MR BENNETT: And do you want that just for the silos?

10 MS TUOR: That was the main thing.

MR BENNETT: Yes.

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MS TUOR: I mean, you've said what the height of the multiunit user facility is.

MR BENNETT: Yes.

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MS TUOR: Is there any other – there's nothing else, really. We've asked also for – about the bridge, but that's outside of your - - -

MR BENNETT: Yes, I think – yes, I was just going to say, in terms of context with the silos, the bridge is probably useful as well.

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MS TUOR: Look, if you've got it, fine, but don't go to any trouble.

MR BENNETT: I don't think we'll have the bridge, but I - - -

MS TUOR: Yes, yes.

30

MR BENNETT: - - - we – we might have the – the gypsum – the GRA Shed, for example, which is on the other side of the silos, but - - -

MS TUOR: Yes.

35

MR BENNETT: - - - it's kind of hidden from the - - -

MS TUOR: It's hidden.

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MR BENNETT: Yes.

MS TUOR: It's more the existing heritage silos do form a – a sort of a good benchmark as to say, you know, that's something that's big and high, so - - -

45

MR BENNETT: Yes.

MS TUOR: - - - something that's not so big and not so high, how does it compare.

MR BENNETT: Sure, yes. I'll get that answer for you and email it across.

MS TUOR: Okay.

5 MR BENNETT: Do I send – just send that to Casey, I guess?

MS TUOR: Yes, yes. Definitely.

MR BENNETT: Yes, okay.

10

MS TUOR: And just an aside as well, we understand that the – Concrete Australia is about – has got SEARs and is seeking to increase their capacity to 1.2 million from the 600,000, but that's – the EIS hasn't come out. That's - - -

15 MR BENNETT: That's correct.

MS TUOR:

MR BENNETT: So they haven't yet lodged their EIS.

20

MS TUOR: And it's expected soon.

MR BENNETT: Yes. Yes.

25 MS TUOR: Okay.

MR BENNETT: That doesn't involve – I do know that that doesn't involve physical alteration to the silos, so the silos are capable of that capacity, but until the – you know, the EIS is in the public domain, I wouldn't – not having seen it myself, I don't want to go into any more detail.

30

MS TUOR: Yes. No, no, no. That's fine. That's fine.

MR BENNETT: Yes.

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MS TUOR: And then, again, like, I think it's just clarifying about the multiunit facility meant to be a temporary facility. But as I understand, there haven't been any limits placed on – on the – any approval for it by the Port Authority, but it's sort of an understanding that it would be a temporary facility. Is that – can you just explain that a bit further.

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MR BENNETT: Sure. Yes, so you're right. There is no time limit on the multiuser facility approval, the part 5 approval. And, I guess, it relates to the long-term potential outcomes from the Bays West process or the strategic planning process. So it identifies that area of Glebe Island for ongoing port operations, but, as we talked about earlier, it also raises the – the potential of this – this kind of undercover port idea. So with that in mind, it – you know, if that were to eventuate, then obviously

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the current shed which – or the shed which will be built would not be able to just be covered over probably. There'd have to be an alteration, a change, to the way that things happen. So, in that sense, you know, it – it could be temporary, but there was – it would have been for us premature to put an arbitrary limit on an approval, given
5 that there are no timeframes yet for that part of – or that sub-precinct or that part of Bays West.

MS TUOR: So in terms of the current proposal, some of the comments that have been put forward are that while you can control its timing through the lease
10 arrangements, that you as landowners could – you know, if things change, you could not re-lease it, but the counterargument has been that – or not the counterargument, but another comment has been that if you actually have a time-limited consent, then it enables – it doesn't necessarily mean that the operation has to stop, but it means that, you know, 20 years from now, there would be a consideration of best practice at
15 that point. And it also enables, you know, public consultation, etcetera, etcetera. So it was the concept that there would be some sort of environmental review at a point, whereas a landowner's issue, in terms of whether it continue or not, is not necessarily based on an environmental review of best practice, but it's more, you know, do we want the land still to – do we want a tenant there that still pays rent?

20 MR BENNETT: Yes. It's a tough one. I guess I would say, you know, the – this is government-owned land. Port Authority owns it and manages it, but we – as part of government. And just like what's happening at the head of White Bay for the Metro, government can make decisions that will end up with a transfer of land ownership
25 away from Port Authority to other parts of government for redevelopment. So we're seeing that now at the head of White Bay for the – the Metro station sub-precinct. I mean, the transfer hasn't happened, but, you know, that development is – is progressing. And, you know, so in – in that sense, it's not like it's private freehold land.

30 This is – this is government-owned land and government will ultimately make decisions and – and I believe there is – and I – there is some oversight, as well, and I'm not quite sure what it is, because I'm not in that area around lease – leases and lease terms.

35 MS TUOR: But how would it work if, you know, 20 years from now the concrete batching facility, etcetera, was seen as, you know, important, that it should stay in place, but it not be in the physical form that it is now, ie, that you want to build over it to get your open space? So how does that work in terms of a lease in the sense that
40 the building's owned by a private individual or private company and they're leasing it from you? So how do you actually get them to rebuild it, if you understand what I mean?

45 MR BENNETT: Well, they're leasing the land from us, so, yes, it's – that's – I don't know if I can really answer that question.

MS TUOR: That's fine, that's fine.

MR BENNETT: But there – there would be – there would be mechanisms to – I mean, the – in terms of the provisions of the lease, the lease will have – there have always been – the thing that has really constrained activation of the port has been the lack of clarity over the future of the point and the inability from – by government to
5 allow for leases to be entered into for a – a period longer than – than, say, 10 years. And if you have a very short lease term, no one will invest the capital to develop a facility if they know they can only be there for a very short period of time. That was – either that uncertainty going way back to 2012 or 2013, when there was other strategic planning work happening was highlighted, I think.

10 Now – now leases can be entered into, so we’re seeing interest, obviously. We’re seeing Hanson – you know, that proposal eventuate; interest for the multiuser facility; and the – the products involved in the concrete supply chain.

15 MS TUOR: And – and what sort of time period do you need leases to be to get that sort of interest?

MR BENNETT: Well, it – I think – I think at one point there was a – there was a moratorium past 2020, which obviously we’re past that point now. I’m not sure what
20 the official line of government is on this.

MS TUOR: But longer than 10 years.

MR BENNETT: But it’s – but I – yes, it’s longer than 10 years, but it – it – it would
25 depend on what part of the area – what part of the precinct we’re talking about, so this – this part of the Bays West is not earmarked for redevelopment in the – in the shorter or near term. It’s a – it’s one of the longer – longer term sub-precincts.

MS TUOR: Yes. Okay. Peter, any questions?
30

DR WILLIAMS: Look, just one that arises from all this discussion, Ryan, if I may. Who – who will operate the – the multiuser facility?

MR BENNETT: So we – we – well, in the sense we operate it, but we don’t – so
35 we’re ultimately responsible, but there will be – you know, there will be tenant – a tenant or tenants that would lease out space in the multiuser facility to import the product, so we’re not going to be the importers of products ourselves.

DR WILLIAMS: Okay. So, once again, it’s a situation where one – you – there’s
40 no time limit on the – on the approval, but, once again, you’ll control it through – through – through the leasing arrangement with – with that - - -

MR BENNETT: But there will be a time limit – yes, yes – on the lease. That’s
45 right.

DR WILLIAMS:

MR BENNETT: Yes.

DR WILLIAMS: Okay. Okay. Okay. Thank you, thanks. Thanks, Annelise.

5 MS TUOR: That's all right. So noise, on – when we're onsite, you mentioned that your – the Port Authority is looking at having a continuance noise - - -

MR BENNETT: Sorry. Can I just – can I just jump in. I mean, I - - -

10 MS TUOR: Yes.

MR BENNETT: The leasing questions, I have to admit, it's – it's not my part of Port Authority, so I've been a bit uncomfortable answering them, but - - -

15 MS TUOR: That's fine.

MR BENNETT: - - - it – it just came to mind that – I mean, it's really no different than any of the other port tenants, so they – you know, the silos are owned by us. They have leases that go to a certain point in time. They've always had to then think
20 about – you know, can – can they renegotiate, extend their lease terms. It's the same for the operation at White Bay 6 or Baileys on the other side of cruise terminal. You know, that's land again that's owned by Port Authority that they lease from us. And – so there – it's the same sort of situation for – for all of – all of the port tenants in terms of their existence at the site is dependent on the commercial agreement that
25 they've currently got or are able to obtain from – from us. Yes.

MS TUOR: Yes, I think why we're asking these questions and not really about the lease, it's more about the ability of the development to be nimble in responding to potentially changed circumstances around it, ie, if the station gets built and all of a sudden you've got a totally different context, how easily can this area that's leased
30 out and has a current built form on it, how easily can it respond? And, I suppose, our understanding of leases is that they essentially get – you know, which is based naively more on leases that we've entered into as, you know, individuals or whatever, it's based more on a sort of commercial arrangement as to – as opposed to
35 a strategic sort of framework arrangement, if you understand

And it's been put to us that having a time – in the consent, having a condition that limits the approval doesn't mean that it can't continue, but it means that at a certain
40 point in time new review issues such as, you know, truck movements and public access and noise and all those sort of things – so that there's a – a sort of a rethink in terms of the – how it fits into its strategic context at that point in time. So that's – that's more why we were

MR BENNETT: right. Well, I – I personally don't feel that that's a required
45 control. I know the department's assessment report didn't recommend that either. I think that the – the terms that – the length of term of the lease for Hanson will be largely consistent with the other port tenants that are even closer to the

redevelopment of the head of White Bay, so in the silos. So they have a lease term currently, all of them, and, you know, and – and that doesn't prevent the Bays West Place Strategy process from continuing and from options we looked at within government, but it – I guess it's taken into consideration as one element, what are the
5 current commercial lease terms in all sorts of areas there? You could say the same thing at Rozelle Bay, for example - - -

MS TUOR: Yes.

10 MR BENNETT: - - - with the Superyacht Marina or the other uses over there. Yes.

MS TUOR: Okay. Great. So noise - - -

DR WILLIAMS: Could I ask another – a question in this regard?
15

MS TUOR: Yes, sure.

DR WILLIAMS: Thank you.

20 MS TUOR:

DR WILLIAMS: Ryan, it's just a question I have regarding, say, you know, I guess your ability and Port Authority's ability to help facilitate things and help create this vision you've got of the port and – and to manage, you know, issues particularly in
25 relation to, say, traffic and – and an example being the multiuser facility, you're getting other tenants to operate that on your behalf, but I'm just wondering questions, issues, such as, for example, the sand that's required for – for Hanson, that's got to come by road and there's not scope for multiuse facilities, say, to provide the sand, is there scope for, I guess, the Port Authority to indemnify the tenant by various
30 mechanisms to encourage sand to be provided and then encourage, you know, your other tenant to use that sand from the multiuser facility to try and manage – better manage traffic and traffic-related issues? You know, that – that are short-term and possibly longer term for the port and enable it to be a – an excellently operating port? So - - -

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MR BENNETT: It – that's a very good question. And just before I jump into that, another thought occurred to me in regard to the lease question. So the reason – I guess the primary reason why Hanson has submitted an SSD application is because their lease at the head of Blackwattle Bay was not renewed by government, because
40 government decided that there were going to be alternative uses at that location, which is the fish market. So that's an example, I think, of, you know, the lease there was with RMS or Transport.

DR WILLIAMS: Yes.
45

MR BENNETT: You know, a decision having been made which would then eventuated in significant changes to that location. Now, to – to your question, we

obviously see the benefits of having a consolidation of concrete batching and the products that are required for concrete batching in one location. You know, there being cement, sand, coming in and aggregate. So the multiuser facility will be importing – the intention is that both sand and aggregate will import into that facility.

5 Hanson’s proposing to import aggregate and Cement Australia, as you know already imports cement into the silos. You know, they’re very independent commercial entities that have to make their own decisions, but we – you know, we see the benefit in – the obvious benefits in those products remaining – like, the – you know, you have sand just next door – using that sand.

10 So hopefully – and I note that it’s being thought – thought through and discussed around what – you know, what – in what ways that could be encouraged. I just don’t know what the – you know, where that might land, but definitely there would be synergies. It’s kind of more circular as well, isn’t it?

15 DR WILLIAMS: Well, that’s right.

MR BENNETT: Yes.

20 DR WILLIAMS: It’s a classic example of the potential cluster – a cluster of uses in circular economy.

MR BENNETT: Yes.

25 DR WILLIAMS: It’s got so much scope and - - -

MR BENNETT: Yes.

30 DR WILLIAMS: - - - and, you know – but the opportunities to facilitate that and the benefits from that are just really, really powerful.

MR BENNETT: Yes, no. Without a doubt. Yes. Yes.

35 MS TUOR: Okay. So we better - - -

MR BENNETT: We’re aware of that.

40 MS TUOR: - - - try and move along a bit. So noise – yes, onsite you mentioned about Port Authority having – soon to have a continuous noise-monitoring system. So if you could just explain a little bit more about that.

45 MR BENNETT: So we’re already monitoring noise from every bulk ship that comes into Glebe Island and White Bay and have been since, I think, the beginning of the year when the Port Noise Policy commenced. So there – it’s already happening. The only difference is we will transition from attended monitoring to a noise-logging system, like an array of noise loggers. And that’s expected, I think, by

about midyear, so well in advance of operations commencing at Hanson or the multiuser facility.

5 MS TUOR: And that's essentially monitoring the noise on your wharf from mainly the ships or from the tenants, as well, in the buildings?

MR BENNETT: I don't know exactly where the loggers will be installed, and that's subject to the tender process that's happening. But it's – it will – it's – it will be set up to measure the noise from the ships. So presumably it would be located or at least
10 part of it in the Jacksons Landing side.

MS TUOR: Yes, so its – its purpose is essentially noise from ships - - -

MR BENNETT: Yes.
15

MS TUOR: - - - which is your - - -

MR BENNETT: Yes.

20 MS TUOR: - - - essentially your responsibility. Yes.

MR BENNETT: So we – we have a similar system in place already for the cruise terminal, so that monitors continuously noise at that location and we see the – the noise signatures of cruise ships when – when cruise was happening, coming and
25 going, so – into the port. And there are trigger levels over there. And if the trigger level is exceeded, it – then someone goes out to verify the noise level from the ship through attended monitoring, just to discount the possibility of extraneous noise impacting those results. It's quite a sophisticated system, I understand, that's been installed over there and that would be installed as well. And I – and a first of its
30 kind. I mean, there's no point in Australia that – that is doing this.

MS TUOR: Good. And then the other topic that seems to be getting quite a bit of interest is this shore-to-ship power, and if you can, again, just sort of explain the constraints on – on that being provided or that system being implemented.
35

MR BENNETT: Sure. So it's – shore power, it's not currently available at any commercial shipping berth in Sydney Harbour or Australia, for that matter, that we know of any way and I'm pretty confident in that statement. We're also not aware of any bulk ports in Australia or globally that provide shore power to or for bulk
40 shipping, nor any dry bulk ships that have the capability to connect to shore power. That's not saying it couldn't happen in the future, but shore power as a powering solution for ships whilst at berth has been initially focused on cruise ships and has expanded into container shipping largely and some sort of RORO-type vessels, roll-on roll-off vessels, that I believe, you know, go back and forth between one location,
45 like car ferries.

So to our knowledge, there – there isn't this yet in the dry-bulk shipping world. We are open to shore power or – or other power options when the time is right, but there are significant implications to Port Authority, to the ships themselves, to make the transition. So it's, you know, in the order of millions and millions of dollars with all
5 the costs, network costs, the infrastructure for the shore power itself, retrofitting the ships to be able to accept shore power whilst at berth. We know it's – it's a hot topic. It's been a hot topic for years. We're well aware of it. We're – we're continuing to look at it. We were undertaking a – in relation to White Bay Cruise Terminal an update of the study that was done a few years ago.

10 And I – I guess I would also just say that in terms of air quality, there are no exceedances or no issues in relation to the shipping that – that is there, whether it's cruise ships or anything else. We've been continuously monitoring air quality since 2013 near White Bay Cruise Terminal.

15 MS TUOR: So the main - - -

MR BENNETT: It's not a compliance matter. It's an amenity question - - -

20 MS TUOR: Yes.

MR BENNETT: - - - I guess. Yes.

25 MS TUOR: So the main components, as I understand it, is that you need to have onshore the power coming from somewhere, so you need a little mini powerplant or something. And then the ships have to have - - -

MR BENNETT: Yes.

30 MS TUOR: - - - be retrofitted or be ships that have the

MR BENNETT: To be able to – to be able to run on it. That's right, because - - -

35 MS TUOR: Yes.

MR BENNETT: - - - normally a ship when it's at berth, even if it's not, say, unloading product, needs to maintain power. It can't be dead at berth. So it – it needs to retain power to run all of its systems: its refrigeration, its air-conditioning, its lighting and heating and water and all of those sort of things, like a hotel – in the
40 cruise ships sense, like a hotel. So some ships use auxiliary generators for that. It just depends on the ship and how they do it, but they generate their own power all the time while at berth, so that's what they're talking about replacing.

45 MS TUOR: So it's not like a caravan park, where you basically go in with your caravan and plug it into the power

MR BENNETT: No, you can't just throw a lead up to the ship and plug it in. No, it's a – a significant installation. I mean – and the power draws of ships are all very different and cruise ships are an order of magnitude generally bigger, but, you know, the network – when we looked into that for the cruise terminal, the network
5 requirements were – it was a substantial proportion of the proposed cost for that installation. Basically building the capability from the nearest substation that had the power down to the port, down to the berth and then putting in the installation. There also needs to be shoreside installations as a connection point and I'm – I'm sure it does other things as well in terms of delivering that power to the ship in a form that it
10 can use. And that's about the limit of my expertise on it, I'm afraid.

MS TUOR: And is it – yes. Is it something that's happening overseas? Is it something that's becoming more prevalent in – in, you know, European ports or - - -

15 MR BENNETT: Well, that's what I said. For bulk shipping, no, not that we know of. It's not being done anywhere or, at least, not yet.

MS TUOR: Okay, so in the world. Okay.

20 MR BENNETT: In the world, yes. I mean, as far as we know. But it is becoming more prevalent in certain locations for certain types of shipping.

MS TUOR: So if it – if you're looking at more of like a 10, 20-year horizon, then potentially it's something that will become – it's something that we'd be heading
25 towards in a – in a longer-term horizon, but not in the short term.

MR BENNETT: Possibly. Although, you know, shipping also will need to transition to other fuel types and other power sources and – and the – the IMO, the International Maritime Organisation is – is looking into this and they're part – well,
30 you know, the – the – with the Paris Agreement and cutting emissions. So it's – there – there are a lot of different solutions being looked at. Sure, power is one small part of it, given the percentage of the total emissions from shipping at berth is tiny compared to the – the voyages of the ships, but it is – so it – it's a solution that's being implemented in some locations, not in others. It – it can depend on political
35 will. It can depend on the nature of the – of the grid. You know, is – is the grid green or is the grid largely coal-fired?

Are you just transferring emissions from a ship to emissions to coal-fired power stations? There's all sorts of questions that – that come into it, but for the future, it –
40 it may be a – it may be a – a good option. There are also – there are also technologies that are in place in some ports that capture the emissions from ships, so basically like a hood that goes over the stack of certain types of ships. And then if – run it through a system that removes pollutants from – from it. So I don't know how prevalent those are, but I do know that they were developed in California and are
45 being used at some extent. So there's all sorts of things happening.

MS TUOR: All right. Any questions on that from anyone else?

DR WILLIAMS: No. No, thanks, Annelise.

MS TUOR: Great. And then the last topic was enforcement. And I think we sort of know what the answer to this is now, but it's just as I – we understand it, the
5 responsibility for enforcement of conditions for the water-based activity would be through the department and the EPA – like, with the licence. So through the conditions of consent and with the licence and that this is a sort of an arrangement and that the Ports Authority actually has the – the enforcement of that – the actual ships when they're

10 MR BENNETT: Yes, that's correct, so the – the – it would be a function of the planning approval and the – and an EPL that would need to be obtained for the bulk handling or the bulk – the bulk shipping of aggregate. Port Authority, though, would be involved from a noise policy perspective. So we – we – as we talked about
15 earlier, we're monitoring noise and assess that against our vessel noise operating protocol and take action on vessels where exceedances occur and this is already happening for dry-bulk vessels at Glebe Island and White Bay, like I mentioned. So there's policies in place. It's being actioned and there are already ships that have commenced their management program that's been agreed to try and reduce the
20 noise of those ships. So – and we enforce that through our commercial terms with the tenants and – and arrangements with the ship – shipping lines, I think, as well.

MS TUOR: Okay.

25 MR BENNETT: Yes.

MS TUOR: All right. So they were the topics. Is there anything else anyone wants to ask or anything you wish to say, Ryan?

30 DR WILLIAMS: Sorry, Annelise, just one question.

MS TUOR: Yes.

35 DR WILLIAMS: I apologise, Ryan. This is meant to be a whole string of questions about leases. But it's not that we're focusing on that one issue, but just out of interest could you tell me the typical length of a lease that the Ports Authority – Port Authority might give over – over its land at all?

40 MR BENNETT: I – it – it's largely been constrained, I think, by government and what -what has been allowed to be entered into in terms of length, so to be consistent with the moving pieces of the puzzle, that has always been Bays – the Bays precinct or Bays West. So I don't think I can give a – a specific timeframe, but - - -

45 MS TUOR: That's fine.

DR WILLIAMS: Okay.

MS TUOR: Just one question, there was a bit of discussion we had earlier about there's a condition in terms of landscaping to sort of screen and soften the development and there was a bit of a discussion about the feasibility of providing landscaping in a port environment and traditionally it's not done and it's may – you
5 know, may not be an appropriate to necessarily try and pursue in terms of any sort of substantial landscaping sufficient to provide softening and screening and you don't normally soften and screen a port. Do you have any comments on that, just as to – if – if it's not your area, then don't

10 MR BENNETT: No, no, no. That – that's fine. So we know that – that Hanson proposed some visual amenity treatments and – and, you know, talked about a green wall, I think, and our – we wanted to ensure that that was done in consultation with Port Authority, so that there could be consistency in terms of visual amenity benefits to the community. We have commitments in relation to our multiuser facility, which
15 will be right next door. We've been running a public process with the community in terms of what they would like to see on the façade of that facility; green wall murals, that sort of thing, combinations. So that's – that's all been a, you know, public process with the community.

20 We've gotten to a certain point, but now with – we're waiting for the construction to sort of recommence. So for Hanson's facility and us as a landowner, we would want to ensure that – that these things are sort of speaking to each other. In terms of landscaping at the port, we wouldn't support landscaping on our land outside of their lease and probably not even within their lease area if it could impact on operations.
25 But there - - -

MS TUOR: So having a big tree in the centre of the carpark wouldn't be

MR BENNETT: Yes. I mean, no. And definitely not on the wharf. You know, the
30 – the wharf in front of it, the lease area, if you'll recall, doesn't extend to the wharf. It's set at – that area remains common user and needs to remain available for all sorts of ad hoc port activities that come and go from the port, which we wouldn't want to constrain with landscaping. But I – I believe there was some concepts with their green wall around that being or their – you know, their container wall being some
35 kind of landscaped facility

MS TUOR: Yes, our understanding is it's the containers, the three levels of containers would potentially have some sort of ability to have a green wall on them or alternatively - - -
40

MR BENNETT: So - - -

MS TUOR: - - - be painted or alternatively be just sort of – the sort of - - -

45 MR BENNETT: Yes, so - - -

MS TUOR: - - - the industrial thing of different colours of containers. So it's - - -

MR BENNETT: So in that context, it's similar to the multiuser facility in that we're looking at it as a wall treatment of some form - - -

MS TUOR: Yes.

5

MR BENNETT: - - - to provide improved amenity. Yes.

MS TUOR: Yes. It's just that the department's assessment report envisaged landscaping to soften the visual impact of the development. And there's a condition requiring landscaping – requiring a landscape plan, but we were exploring that with the applicant today and it seems as if there would be limited opportunity to provide any landscaping of – of a meaningful scale and that it – it was not necessarily considered to be an appropriate thing to do anyway in - - -

15 MR BENNETT: I would – I would - - -

MS TUOR: - - - in a port environment, and I just wanted your comments on that.

MR BENNETT: I would agree with that. I think there are other alternatives for – for visual amenity, you know, that – that have been talked about, which are more appropriate to a port environment.

MS TUOR: Okay. All right. Well, I think that's all our questions. So thank you very much.

25

DR WILLIAMS: Can I ask one question? May I ask one more question?

MS TUOR: Yes, yes. Sorry.

DR WILLIAMS: Sorry. Sorry, Ryan. Sorry to put you on – on the spot here, but it's just another question related to the leases, if you're able to answer just a general question, but how often and when can you – is there scope for Ports Authority to, I guess, amend lease discussions or discuss leases and is there – is it – is it something what – how often can you do that?

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MS TUOR: If it's not your area - - -

MR BENNETT: If you don't answer, no

MS TUOR: Yes, don't worry, because I can understand it's not really your area.

MR BENNETT: I think it's when the – the leases come up for renegotiation.

DR WILLIAMS: All right, okay.

45

MR BENNETT: Yes.

DR WILLIAMS: Okay.

MR BENNETT: Yes.

5 DR WILLIAMS: Thank you.

MS TUOR: All right. So, again, thank you very much for giving up your time. You've been – we very much appreciate your input.

10 DR WILLIAMS: No, I – I appreciate you giving us the opportunity as well.

MS TUOR: Yes. Thank you very much.

UNIDENTIFIED MALE: Thanks very much, Ryan.

15

DR WILLIAMS: Thank you.

UNIDENTIFIED MALE: Thanks for your time. Thank you. Thank you.

20 MR BENNETT: Thank you. Bye.

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[4.54 pm]