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**TRANSCRIPT OF PROCEEDINGS**

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TRANSCRIPT IN CONFIDENCE

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O/N H-1573084

**INDEPENDENT PLANNING COMMISSION**

**APPLICANT MEETING**

**RE: RAVEN STREET WAREHOUSE AND DISTRIBUTION CENTRE (DA 110646)**

**PANEL:** **CHRIS WILSON (Chair)**

**OFFICE OF IPC:** **CASEY JOSHUA**

**APPLICANT:** **ANDREW STONE  
DAVID MORRIS  
JENNIFER ANDERSON  
DIANNE MUNRO  
ROSS CADELL  
KATHY GRESHAM  
GRANT SHULTZ**

**DATE:** **9.04 AM, WEDNESDAY, 13 OCTOBER 2021**

**THIS PROCEEDING WAS CONDUCTED BY VIDEO CONFERENCE**

MR C. WILSON: Before we begin, I would like to acknowledge the traditional  
5 owners of the land for which we variously meet today, and pay my respects to their  
elders, past present, and emerging. Welcome to the meeting today to discuss the  
Raven Street Warehouse and Distribution Centre Project currently before the  
Commission for determination. The applicant, Port of Newcastle Operations,  
proposes to construct and operate a warehouse and distribution centre in the Port of  
10 Newcastle lease area within the Newcastle local government area. My name is Chris  
Wilson; I'm the chair of this Commission panel. I'm joined by Casey Joshua from  
the Office of the Independent Planning Commission. In the interest of openness and  
transparency, and 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  
15 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. It is important for the commissioners to ask questions of attendees  
20 and to clarify issues whenever it considers appropriate. If you're asked a question  
and are not in a position in answer, please feel free to take it on notice, provide any  
additional information, and we will put it on our website accordingly. I request that  
all members here today introduce themselves before speaking for the first time, and  
for all members to ensure that they do not speak over the top of each other to ensure  
25 accuracy of the transcript. We will now begin.

Thank you. So, Andrew, are you the one who's going to start off?

MR A. STONE: Yes, look, I will do – I will talk to it mostly. If I can just whip  
30 around as a – as a quick introduction.

MR WILSON: Thank you.

MR STONE: My name's Andrew Stone. I've been project manager with the Port  
35 for 18 months to two years now, and working on this particular project for about 12  
months. Dave Morris, Dave Morris is a development manager. So Dave's  
effectively my internal client. Dave works in the business development team and he  
– he looks at it from cradle to grave perspective, so he's got the visionary of the  
development. Jennifer and Dianne were supported by their strong efforts in the  
40 property – property and planning team. Ross Cadell, Ross was with us from the –  
from the CAS team, or the Community and Support Team, and then also we've got  
Kathy and Grant from EJE who have been with the project for around 12 months  
now as well as principal consultant in the design and planning phase.

45 MR WILSON: Thank you.

MR STONE: So this particular project, look, it's almost Port of Newcastle's first significant commercial development since privatisation. We found that we were actually losing a number of opportunities when we discussed the program from the original inquiry to delivery with those prospective tenants. They would move onto  
5 other opportunities in Steel City or the Mayfield district. When we sat down and we said, look, we've got the site, we've got the capacity to deliver, but we probably can't give you the keys for another two years, we would lose that opportunity. So this – what we're looking to do is try and close that gap effectively.

10 Generally speaking, it's a large, flexible warehouse space. It can be taken by one tenant if they want the full 3000 square metres, or it can be split into two, and that would be just determined by the market. We've tried to maintain access for B-doubles, and I believe that we've achieved that, but, again, that requirement will be ultimately driven by the tenant – tenant requirements in their operations. Grant and  
15 Kathy have got some drawing and slides to talk to the development so I will pass it over to Kathy.

MS K. GRESHAM: Thank you, Andrew. Yes. My name is Kathy Gresham. I'm a director of EJE Architecture and we're a local firm in Newcastle that's been based  
20 here in Newcastle for 40 years and we've got about 80 staff, so we're, yes, quite well-established in the local area and my team, with Grant as the associate in my team, have traditionally done quite a lot of industrial work throughout the Hunter, throughout Newcastle, and it's a strong focus of our team. I've got a slide – I've just – I'm not sure if I can share the screen. I will just check.

25 MS C. JOSHUA: You should be able to.

MS GRESHAM: Looks like I can. Okay. Everyone can see that fine.

30 MR WILSON: Yes.

MS GRESHAM: Okay. So, yes, we've just put together some documents from the current application, so we've just put together some various slides talking to the points on the agenda items that you've raised. So the first – the first thing is I was  
35 just going to give a bit of an overview of the project. So this – this aerial photo here just shows our – our site here in the centre in orange. So it – it's centred very much within an industrial – a local industrial area. So we've got industrial developments to the south and the west, including – there's Boral facilities, construction recycling facilities, and other – oil facilities through this area to the south and the west, and  
40 then we've got the coal infrastructure group operations here to the north and to the west of the site. So it is very much in the heart of the industrial sector of the port. The site's generally quite flat. It's got a slight fall from the north to the south.

45 And it has been traditionally used as – as site storage so it – it doesn't have any significant development as far as any building or any trees or vegetation on the site, so it seemed to be, you know, a really ideal – it's an ideal location with the other industrial uses around. It's also a site that could readily be developed for use as a

warehouse and distribution centre. So the site itself is about five Ks north of the Newcastle CBD which is to the other side of the river. This – Cormorant Road through here is a major link road, so it runs here to the west and then links up to the Newcastle CBD, and then, as it runs north, it runs to Williamstown airport and  
5 through to Nelson Bay. The site's access here off Raven Street, which is a two-lane private road.

10 MR STONE: It should be noted too that that Raven Street is – it's a private road to Port of Newcastle – private road. Just for context.

MS GRESHAM: Okay. So this is just a bit more of a close-up view of the site. So this is our site here. It's just over 10,000 square metres in area, and it contains a number of different components of the site. So we've got an area of the site that's available for buildable area. This area of the site is a right of way that allows for  
15 access to the coal operations to the north, and there's a small easement here for environmental monitoring equipment that's located here on the east. I will just - - -

MS J. ANDERSON: And, Kathy, if I could step in please.

20 MS GRESHAM: Yes, sure.

MS ANDERSON: My name's Jennifer Anderson, senior manager property, environment and planning. Just letting the IPC know that that right of way is in the process of being relinquished by Port Waratah Coal Services. The documents have  
25 been lodged at the Land Titles Office and they are also willing to provide a letter to this process if needed. So, whilst it is a right of way at the moment, it is being relinquished. Thank you.

30 MR WILSON: Okay.

MS GRESHAM: So this site here shows a little bit more of a close-up of the site and the overall floorplan. So we've – we've got the main warehouse area here, which is just under 2700 square metres. As Andrew said, it has – it has been designed to potentially be either one large user, or could be split up into two alternate  
35 users. So when we first started on the project there was – and the port did research on prospective tenants – it seemed to be there was, you know, a demand for smaller sized tenancies rather than the whole building, but that will be depending on, you know, assuming we get approval for this project, then the future marketing and the needs of the future tenant, but we tried to be flexible to operate to – to make it  
40 suitable for either one or two tenants.

So we've got the large warehouse area here, and then we've got two separate office areas for the separate tenants with their own on-grade parking. So the office areas add up to 300 square metres, and then we're got carparking spaces here to the east  
45 and to the south of the building. The right of carriageway through here is this area here that Jennifer mentioned. What we've done is we've kept any of our

development work outside of this right of carriageway, so the carparking, the landscaping, the building itself, all that is within this buildable area of the site.

5 So this is a more detailed shot of the overall plan just showing in a little bit more detail. So we've separated the warehouse into potential storage areas, and also, then, potential vehicle manoeuvring areas. This has all been designed for B-double sized trucks to access the site and access the building. Whether – as Andrew said, whether that will be necessary will be dependent on the site, but we've worked to the largest truck that's likely to enter the site. We've done some initial layouts potentially showing how the office areas could be laid out, so we've included for small reception areas, for areas for staff, toilets, and lunchroom meeting areas.

15 So this shot shows the external finishes for the building. So what we've got is we've got a height here of 2.4 metres, and, for the general warehouse area, we've got a pre-cast concrete base there which just gives a really robust and suitable base for use in this industrial style development, and then we've got metal-sheet cladding above the 2.4 metres in a surf-mist colour. We've got, then, a shale grey roof. So we've kept the industrial warehouse component of the building quite neutral so that it could appeal to a variety of tenants and just sit as a neutral element in the local area. But what we've looked at doing is where we've got the office areas we've looked at adding some – some timber-look cladding just to really add a little bit of warmth and soften the building, and really emphasise the entry points to the building with this use of a timber-look cladding. But, other than that, generally, the building's quite a neutral presentation to allow for a variety of tenants.

25 So these are some perspectives of the development. So, as I said, this is the generally fairly neutral warehouse industrial component of the building with the precast concrete and then the metal sheet cladding, then we've got the – the office areas. What we've tried to do with these areas is to create some – some outdoor areas for the staff because there aren't a lot of sort of shops locally so that a – the majority of the users of the site will probably bring their own lunch, or go and get it somewhere else and bring it back, so we've tried to create some – some nice amenity for the future users with these little covered outdoor areas onto the areas of green lawn and planting. So both the – both the office areas have that. And this is just a view showing the entry of the – entry of the site with the sliding gates for access.

40 So that was all that I had to discuss on the building. I don't know if there were any questions or whether you – everyone was happy to move onto the next point, which was discussion of the conditions of consent.

45 MR WILSON: I don't have any questions at this stage. We have a number of general questions which sort of relate to this, but we may as well do them all at once, so if you proceed to discuss if you would proceed to discuss if you've got any issues with the conditions then we would appreciate it.

MS GRESHAM: All right. Okay. Thanks, Chris.

MR STONE: Thanks. Thanks for that, Kathy. Yes. So we were given the opportunity to review the draft conditions of consent, and we did provide a response to that. Following that we were notified that we had got a meeting with the Independent Planning Commission, like yourself. Going back and reviewing what was submitted to – as recommended conditions, we – we didn't see that there were any particular showstoppers in there. However, there were one or two things that were – we felt required a little bit of context. So one of the things was our requirement to pay section 7.12 contributions. So initially – sorry, I can't – contributions to council, so that is A16. So our request here is simply that it's – that it be qualified with a condition – a qualification that it is subject to agreement with the planning secretary, and the reason for that is that we made some initial inquiries and sought some initial advice, which probably raised more questions than answers, so we're still seeking advice on whether it's appropriate that we pay those contributions. All we're asking is that if that advice does indicate that the condition ought not apply, or for any other reason it should be challenged, that we come back to the planning secretary and have a discussion on that. Other things that we - - -

MR WILSON: Just on that one – sorry, I will interrupt at this stage, because I don't think we've got it down as one of the points. We raised this with the Department as to whether or not there was any agreement between the Ports and council in relation to the imposition of contributions on port-related land or lease area land.

MR STONE: No. There's a directive with regards to – Jennifer, you might have to help me out here. I'm tripping over the terminology. With regards to when council are not – when council are or are not the determining authority, but it's not relevant in this situation.

MR WILSON: Right. My understanding is the discretion of the Minister still holds sway in relation to whether or not those contributions shall be imposed.

MR STONE: We're just seeking further advice and further clarity on that. Yes.

MR WILSON: Right. Thank you.

MR STONE: And that's all we're looking for, is if that advice comes back and says that it's viewed differently, that we can come back to the Minister or the planning secretary and - - -

MR WILSON: Well, I think the issue is whether or not your development leads to any impact on services. That's the question and whether or not in terms it should be paid, I would have thought. But anyway, we will have a think about that. So is that advice going to come to us prior to this process being completed? Or that's why you want the qualification, as to enable that discretion to be enacted if possible, or if appropriate?

MS ANDERSON: That is the case. We're happy to share the advice that we have now, and we continue to look at the – at the – at the matter, and if – of course, if

there is discretion in our favour, then we seek it, but we are committed to proper process. Thank you.

5 MR WILSON: I appreciate that. So, look, we might – we asked this question of the Department. I think we might formally ask the question as well, so we will get a formal response. So I presume you will be part of that process. Anyway, sorry about that to interrupt, but it is an issue that we had intended on raising, we raised with the Department.

10 MR STONE: That's fine. And, look, it's really – you know, if it doesn't bear any fruit then my expectation was that we wouldn't be reverting back to the planning secretary and just we accept that the condition applies and we move on.

MR WILSON: Thank you.

15 MR STONE: Look, the other thing that we noticed in there, it's probably just some of the – some of our clarifications or requests for clarification on the terms of consent were probably just missing some context for us, and one of the – and, for example, the recurring requirement to complete the designing consultation with council,  
20 particularly on internal roads. So internal roads on the development that connect to Port of Newcastle's private roads, our expectation is that it would just be prescribed that we're to design and construct and certify that it's constructed and that it's designed and constructed in accordance with an Austroads standard, RMS standard, or Australian standard, or similar.

25 MR WILSON: Is that – Andrew, is that because the local road system – you're the prescribed road authority?

30 MS ANDERSON: I can address this, Andrew. Under the Port Lease, yes, that is the case. The roads fall within a port lease. We are the agent of the state in looking after them under the port lease. We have obligations to keep them open to the public, and to keep them in good repair and condition.

MR WILSON: Thanks.

35 MR STONE: So it's – I guess our expectation is – is why are we engaging another stakeholder to – to seek their approval or their endorsement of our design. The same goes with the stormwater systems. They connected stormwater systems – to Port of Newcastle stormwater systems and stormwater assets, which then drain to the east  
40 and west culverts at Raven and Egret Street, which, again, are Port of Newcastle culverts. So it's – it's just missing a little bit of context as to why they've overlooked our request to not have to go through that consultation process, and perhaps it is just a conversation and we can move on. But, effectively, if we were –  
45 you know, we'd like to carry on with the design and not be constrained to seek another round of approvals, effectively.

MR WILSON: I mean, are there council – are there council design guidelines that are relevant or not?

MR STONE: Yes. Yep.

5

MR WILSON: Okay.

MR STONE: Stormwater guidelines, which we don't necessarily have a problem with complying with. Our expectation is it was just prescribed as a – as a - - -

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MR WILSON: So bottom line is you're saying that the consultation requirements in those conditions aren't necessary.

MR STONE: That's right.

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MR WILSON: Okay. Thanks.

MR STONE: Obviously, it will be part of the construction certificate that we have to demonstrate or certify that they're designed in accordance with those standards.

20

We just don't – yes.

MR WILSON: Okay.

MR STONE: And then, look, the only thing is that there were some items that we flagged in the conditions of consent that we thought that we had actually flagged it for the benefit of ..... There was a reference in there to the Office of Environment and Heritage, which we thought was a disbanded office, and that was overlooked. So just trying to get our head around why they've overlooked those – those responses.

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MR WILSON: Okay.

MR STONE: But, as I said, generally there's – there's nothing in there that's a showstopper for us in that respect but - - -

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MR WILSON: So, Andrew, these have been provided to the Department?

MR STONE: Yes.

MR WILSON: Okay. So they're part of our package.

40

MR STONE: They should be. Yes.

MR WILSON: Okay. Thank you.

45

MS JOSHUA: Could you please provide the requested condition amendments to us after this just to make sure?

MR STONE: Yes, of course. Of course. So we – that’s the other thing, too, I should qualify. We haven’t seen what you’ve been issued. We’ve – we’ve found what was on the web – on your website – so we can package up the draft conditions of consent, these – the response register and the recommended conditions, and send them across to you as a package. That’s not a problem.

MS JOSHUA: The material available is either on our website or the Department’s website. I’m not sure that we’ve seen any formal correspondence between yourself and the Department about conditions, but we’ve only received the final recommended consent document from the Department, so it would be great if you could provide in writing your requested condition amendments.

MR STONE: Okay. This is the format in front of you now in terms of our response so it’s .....

MR WILSON: Yes, this is sufficient.

MR STONE: Okay.

MR WILSON: Okay. So is that it on the recommended conditions, Andrew?

MR STONE: Yes. Yes.

MR WILSON: So I guess what we’re trying to – we will come back to – I will just get my right agenda – come back to – I would like to talk a bit about – you said that, in terms of your business case, you had prospective tenants that you had to turn away, what type of tenants were they? I guess what we’re trying to understand is, we understand – we’re comfortable with permissibility. I guess we’re just trying to understand the integration of this development, or its consistency with the objectives. We sort of – we get it. We understand that you wouldn’t be pursuing something that we don’t think is in the best – best interest of the port, but I guess we just want to hear it from you in terms of what you’re trying to achieve in terms of the objectives of the port and how it’s integrated.

MR STONE: Yes, sure. Dave was going to talk to a few dot points because that was actually an agenda item with respect to – if you just flick on there, Kathy.

MR WILSON: Yes, number 6, but I guess it’s a key one. I just want to come back to your earlier comments about prospective buyers and your business case and what you’re trying to achieve with this development in terms of site operations and how it fits in.

MR STONE: So already we’ve had conversations with the current licensee, WGC Cranes. They’ve got a short-term licence on the site. They know that this development is coming. They’ve expressed interest in picking up at least one of those warehouses. They’re yet to have a proper discussion with us, but we’ve forwarded them the plans and they’re very interested to sit down and have that conversation, so they’d look to use it as a workshop, a warehouse, just parking the

cranes overnight, it offers a bit more security, a bit more flexibility. Also the neighbouring tenancies in J Steel just to the west, they use their site at lot 151, which is also a Port of Newcastle site, they use that as just lay-down area. They import steel.

5

They import it through Kembla and Botany ports, but they import it through the port and then use it as a lay-down and transfer area. So steel is – we've got two other importers in Newcastle. We've got Links and Macsteel that are both based in Carrington. But steel is a weather-sensitive cargo, so obviously you leave it out in the rain and it starts to rust and deteriorate. So it's trying to satisfy that requirement. Also, immediately to the west, you've got Port Waratah Coal Services. They're – and I will talk to this a little bit more in our video that we've got prepared for you, but they've got their spares facility, so you can see there in the video that they've got a whole lay-down area of conveyer belts and steel gantries, all stored out in the open weather, which - - -

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MR WILSON: Okay. So the businesses you're targeting are those that either directly import or export, or are ancillary to those import/export activities.

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MR STONE: Yes, that's right. That's right.

MR WILSON: Right. So the cranes are – what are they used for? You said cranes, didn't you?

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MR STONE: Yes, that's right. That's right. They're a general-purpose crane hire, so they're ancillary to the port. We've also got another crane supplier based down in Carrington as well, Newcastle Mini Cranes, but they're – they're – sorry – they're not on our land, they're on – in the same zoning. But, yes, they're used – cranes are used quite regularly for loading, unloading vessels, even just repairs and maintenance and projects and operations so - - -

MR WILSON: The SP1 land is both on the lease area, outside the lease area and they have the same .....

35

MR STONE: Yes, that's right. Yes.

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MR WILSON: Okay. I mean, I think that's – that's fairly clear. So I guess you're trying to sure up lost opportunity in terms of the business case of the port, and diversifying the ability to provide, I guess, items or businesses that are non-bulk or ancillary to that bulk work, yes?

MR STONE: That's right.

45

MR WILSON: Or other types of import/export.

MR STONE: Yes.

MR R. CADELL: Commissioner, it's Ross Cadell here. And that's the thing when we're looking at opportunities within the port, we have a massive amount of land and clients in sometimes unsuitable office and warehouse conditions, and this will be a growth area for us in trying to maximise conditions that attract new businesses  
5 because we can build facilities not in this but also going forward, and that's – we have so many ships coming in. You know, 161 million tonnes, plenty of ancillary businesses, and plenty of new businesses, just want better facilities.

MR WILSON: So that 161 million tonnes, is that just on what you call sort of niche  
10 markets or - - -

MR CADELL: Majority coal, but we're getting into niche markets now as our diversification starts. So we've had majority of the windfarm blades and engines come in recently as project cargo. We're looking at roll on, roll off. Much more  
15 project cargo, much more bulks, and as we attract that wider range of custom, they are after different and bigger facilities, so this will be probably the first of many.

MR STONE: Our import – import terminals also handle quite a lot of fertiliser as well – urea, .....

MR WILSON: Yes, okay. All right. That's good. Thank you for that. Access – we're just – put up the – okay, is there any more to say on this?

MR STONE: Dave, you had a few points that you wanted to - - -  
25

MR D. MORRIS: Yes. David Morris, Port of Newcastle. Just to add to what Andrew and Ross covered, I guess we've tried to ensure that the design of this building is compatible with the surrounding uses, so by the nature of the design and the building we think that it's going to be effectively integrated into that area.  
30 Another adjoining use that we're speaking to is the NCIG business and they've got some interest in this facility as potential spare parts warehousing. So the design of the building is suitable for high-clearance warehousing, so we've made it 9.6 metres minimum, which will, essentially, future-proof it, or the building could be adapted for other industrial uses. So, yes, I think it's a function of the design of the building  
35 that meets the characteristics of the area. We could have, for instance, looked at smaller units, which was another option, but, you know, assessing the market we just took the view that a larger facility that could be split into just two or three tenancies would be preferable to a bunch of small units with higher office contents that would be potentially incompatible with that location. That's really – that's probably the  
40 only point I just wanted to add.

MR WILSON: Okay. Thanks. Sorry to jump around the agenda a bit, but I guess that's the big picture question and I guess now we can move onto some of the other issues. I guess the B-double access is – and the right of way is an interesting one. I  
45 was interested to hear that Port Waratah have agreed to - - -

MR STONE: Relinquish.

MR WILSON: - - - divest themselves of that right of way.

MR STONE: Yes, that's right. So when we started this project we – it's probably quite obvious – we designed – we and the project team designed around the right of  
5 carriageway and we got to a point where we accepted the design and we were moving on and substantially progressed that. Jennifer and her team started some fairly progressive conversations with Port Waratah on some other matters and this came up as an opportunity that they – for them to consider for us and they were happy to relinquish it. I – look, Jennifer probably knows closer than I do, but I think  
10 the right of carriageway and the paving that was there may have been established for Port Waratah's benefit in their couriering extension project, which they don't have a requirement for anymore. So, look, it doesn't affect the design. It's great that they're relinquishing their rights, and we've got quite a strong relationship with Port Waratah.

MR WILSON: Okay. Look, that's interesting, because we did ask the question of  
15 the Department in terms of what was the likely future use of that right of way. To me, it looked like – guessing there were some sort of service vehicles or maintenance or some sort because it doesn't seem to be a significant access portal.

MR STONE: No.

MR WILSON: So, okay, so that – not that it's dependent on them divesting that  
25 right of way, but I guess we were just interested to understand implications of the B-doubles backing in and so forth, and the future use of the right of way. So what you're saying is there's not going to be a future use of the right of way from Port Waratah's perspective and there's unlikely to be any conflicting vehicles therefore.

MR STONE: That's right. And J Steels on the neighbouring site, you will see in  
30 the plans, do have gates onto – onto the site, but they don't have any rights, as such, so we can manage that from a - - -

MR WILSON: Yes. I appreciate that. That was documented in the Department's  
35 report.

MS ANDERSON: Sorry, Chris, if I could just add in terms of the history of the  
40 right of way, it was granted to Port Waratah Coal Services literally decades ago when they were doing an expansion, and they have never used it. That's why they were very happy to relinquish it to facilitate this development.

MR WILSON: Okay. I don't think determination's dependent on that, but thank  
45 you for telling us anyway. I appreciate it. So the next one was – so that's B-doubles – and then there was the issue about the crossover. My understanding you were originally thinking about doing a crossover on Raven Street?

MR STONE: Accessing Raven Street. Yes. So, look, the application was  
predominantly silent with regards to access to and from Raven Street. We didn't

necessarily consider it to be an issue. When council and ..... came back to us and wanted to see some turning circles we were quite happy to take on board whatever concerns or constraints they wanted to look at. So what we've done is we've proposed that we will modify the access way for the driveway so it is left turn in only  
5 and left turn out only. It's quite – the site is quite accessible from Cormorant Road in either direction from either a B-double or any other sort of light vehicle so it's – we don't necessarily have any concerns with imposing those constraints or restrictions or adapting the development design in that respect.

10 MR WILSON: What would happen – I understand – I know the report says – traffic report also says there won't be any queueing, but my understanding is there's stop signs up and down Raven Street; is that correct? Or you can't park in the verge on – or you can?

15 MR STONE: I don't – I think it's a no-parking zone up and down, but there's – when you look at the video you will see that there's quite a vast area of site access. We've got 30-something car parks in the design, so for light vehicles I don't expect it will be such an issue. To the extent that there's truck queueing, it's going to be contingent on the tenants and what access, but if they're B-doubles moving into that  
20 facility - - -

MR WILSON: But there is a lot of room there on the carriageway, I presume.

MR STONE: That's right.  
25

MR WILSON: Should there be – in the unlikely event that there's another B-double in the warehouse then there's - - -

MR STONE: We will be – we will be – we will be able to stack them onsite. That's  
30 right.

MR WILSON: And that's even less an issue with the right of way being divested anyway. Okay. I think that's – Casey, was there anything else in relation to access?

35 MS JOSHUA: No, I don't think so. Unless you wanted to talk about the - - -

MR WILSON: Pedestrian circulation we wanted to talk about, didn't we?

MS JOSHUA: Pedestrians. Yes.  
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MR WILSON: I guess we're just trying to understand, I mean, obviously you can't circulate around the site from a pedestrian perspective. The two distinct warehouses aren't linked by pedestrian access; is that correct?

45 MR STONE: That's – I would have to - - -

MS ANDERSON: Not by an exclusive pedestrian access.

MR STONE: Yes. Because you've got that corner that abuts right up and the blocks the right of way.

MS ANDERSON: There's a shared - - -

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MR WILSON: That's not an issue, is it, in terms of safety, fire and rescue, anything like that?

MR STONE: I can't – I can't see any concerns with regards to fire and rescue.

10

MR WILSON: They didn't raise the issue, did they? Sorry.

MR STONE: No.

15 MR WILSON: Okay. I just – it's an unusual – I guess the fence will go right up against that corner, yes? Is that correct?

UNIDENTIFIED FEMALE: Yes. At the moment, this is sort of the development boundary through here.

20

MR WILSON: Yes. If you look on your generated montages, the fences actually abut the corner. I just – I guess from a pedestrian circulation, you see – well, the actually – corner butts through the fence actually into the corner. So that's not an issue? Is there circulation behind? There is.

25

MR STONE: Yes. So you will drive your – you will drive your light vehicle in through those gates, and then off to the right there is the light vehicle carpark and you will have access - - -

30 MR WILSON: A or B, yes.

MR STONE: You will have access to the office from the light vehicle carpark.

35 MR WILSON: But if you wanted to access – if you parked in the wrong one, for instance, you can walk round the back, is that right? Is there a walkway around the back?

MR STONE: You could – you could walk around the back.

40 UNIDENTIFIED MALE: I think the bottom-left diagram shows that quite well.

MR WILSON: Okay.

45 MS JOSHUA: I think there was just questions around if, for that southern unit, if there was a truck driver, for instance, who had to walk into the office from the B-double access point, whether there would be any safety impacts. I guess now that that right of carriageway will be relinquished there's probably less likelihood of

conflict, but that was where the question is headed, that pedestrian circulation around the building.

5 MR WILSON: That's – so just on landscaping, I think you're using a – is it Queensland Brush Box? Am I right? We asked the Department the same. That – obviously these trees are growing quite well. These are similar trees, are they? So, yes, the water table's quite high here and there's acid sulphate soil. I presume these species are appropriate for soil profile and the water table.

10 MR G. SCHULTZ: It's Grant Schultz from EJE David. Terras Landscape that prepared the design, they're quite familiar with Kooragang Island and they based their design on the geotechnical assessment, and the groundwater is – because the depth is greater than 2.3 metres, so a lot of the groundcovers and smaller shrubs won't be affected by that groundwater. And then the larger trees to provide shading  
15 maybe sort of at times be affected by elevated groundwater, but they don't see that as being enough to affect the growth of those trees or the species they've selected.

MR WILSON: There's obviously species next door that have grown at a reasonable  
20 height.

MR STONE: Yes. And we can – we will see that in the video as well, Chris.

MR WILSON: All right. Unless you've got anything else to add, they were the  
25 breadth of our questions. We may have questions after we've heard from the – we've got some questions of the – well, one or two, and we may have some from council as well, so we may have questions come back to you after the three meetings, and also the flyover which we'll provide in the next couple of days if indeed we do. So, look, I don't have any more at this stage. I'm just wondering Casey, do you have  
30 anything else to add?

MS JOSHUA: Nothing from me. Thanks.

MR WILSON: And if there's anything else before we go into the virtual site  
35 inspection, Andrew?

MR STONE: No. Nothing. Nothing specifically.

MR WILSON: Okay. Yes. Well, look, over to you in terms of – how do we do  
40 this, Casey? Do we go out or come back or we just continue?

MS JOSHUA: We can continue. That's fine.

MR WILSON: Yes. All right. Well, then, we will hand back over to you, Andrew.  
45

**RECORDING CONCLUDED**

**[9.46 am]**

**SEPARATE TRANSCRIPT CREATED FOR THE VIRTUAL SITE  
INSPECTION**