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O/N H-1096450

**INDEPENDENT PLANNING COMMISSION**

**MEETING WITH APPLICANT**

**RE: QANTAS FLIGHT TRAINING CENTRE**

**CHAIR:** JOHN HANN

**ASSISTING PANEL:** CASEY JOSHUA  
MATTHEW ROSEL

**APPLICANT:** CHARLIE WESTGARTH  
NICHOLAS LAWLER  
TIM HARNETT  
DAVID HOY  
EMMA FITZGERALD  
DARREN GIFFEN  
TIM ROGERS  
ALAN EDLER

**LOCATION:** IPC OFFICES  
LEVEL 3, 201 ELIZABETH STREET  
SYDNEY, NEW SOUTH WALES

**DATE:** 10.39 AM, TUESDAY, 19 NOVEMBER 2019

MR HANN: So before we begin I'd like to acknowledge the traditional custodian of the land on which we meet, and I'd also like to pay my respects to their elders past and present and elders from other communities who may be here today. So welcome to the meeting today on the proposal seeking approval for the proposed Qantas Flight Training Centre application, number SSD 10154. My name's John Hann and, ah, I'm chairing this IPC panel, and with me is Casey Joshua from the commission Secretariat and also Matthew Rosel, who's a consultant to the Secretariat as well. In the interest of openness and transparency and to ensure the full capture of information, today's meeting is being recorded and a full transcript, as I said before, will be uploaded on our website.

So the meeting is part of the commission's decision-making process and it's taking place at the early stage of the process and just forms one part of several sources of information that we will use and rely upon for our decision. It is important that we can ask questions along the way, ah, and really just to clarify things. So nevertheless, if you're not able to answer that, if you could provide that – we'll give it to you on notice if you can provide that as soon as possible back to us in writing. That'd be very helpful, particularly in the time – for the timeframe involved. And, of course, that material we will also upload onto our website just so we're crystal clear. And because there's a number of you and because of the recording, we've got microphones laid out along the desk, but if you could just introduce yourself before you speak, once, and just talking over the top, ah, can get a bit confusing for the transcript. If you can just bear that in mind, that'll be helpful.

So having said all that, ah, we're ready to go. And, look, the best thing, from my point of view, is if you can take us through your application and particularly the key aspects of it that you believe are either contentious or something that we really need to pay particular attention to. So over to you.

MR WESTGARTH: Could I just say thank you very much for fitting us in so quickly. We're very appreciative of that. Um, so I'm Charlie Westgarth from Qantas. I just wanted to say thank you.

MR HANN: Okay.

MR WESTGARTH: Cool.

MR HOY: Okay. Well, good morning. Um, my name's David Hoy. I'm a director with Urbis. Um, we're the town planning consultants that've been working with Qantas on this project for – for over a year. Um, we've got a presentation, um, and a number of – to really assist the commission in understanding the project. Um, we're happy to answer questions all the way through. Um, this is our agenda which we've tailored to align with the agenda that was sent out by – excuse me – the, um – the commission itself. Um, I'm going to provide a brief context of the project. Um, the role of the Flight Training Centre – we've got Tim Harnett from Qantas. Um, Tim is, um, essentially, the owner of the project. This is his flight training centre, so, um,

he's here to really help you explain, um, how that operates in both its current form and – and, um, the operational elements in its new form.

5 Um, to my left is Darren Giffen from Noxon Giffen Architects, architects for the project. They'll take you through the design – excuse me – help you explain the plans. Um, Emma Fitzgerald, ah, senior consultant for my firm at Urbis, ah, is going to take you through the stakeholder consultation process, which has been quite extensive. Excuse me. Then we're going to focus on, I guess, the three – the three  
10 key assessment issues. They've all been picked up in the department's, um, report, ah, but we'd like to provide our own, I guess, supplementary explanation of how we've sought to address those key issues. Ah, in – in particular instance in – in that regard we'll swing back to – to Darren to talk about urban design, design excellence.

15 Tim Rogers from Colston Budd, our traffic consultants, um, will talk to the traffic, ah, both, um, um, during construction and also, um, operational phases. Alan Edler from Norman Disney & Young will speak to noise and vibration, ah, and then we'll pass back to Emma to wrap up with things, just providing some brief comments on our mitigation measures which have been put forward in the report, um, and draft  
20 conditions. We've got questions at the end, but by all means, we are more than happy to answer any questions that the commission may have as we work through this presentation.

MR HANN: All right. The only comment I'd make, which will be helpful for me, will be, ah, any particular, ah, issue or comment you've got about the assessment  
25 report, ..... , that don't agree with or you want to emphasise, and also the conditions as we go - - -

MR HOY: Yes.

30 MR HANN: - - - the draft conditions that we have, and we'll come back to that later because I understand more recently, in the last day or so, you've come back to the department, so we are – we've just been briefed by the department so - - -

MR HOY: Yes.

35

MR HANN: - - - we're aware of that, so that will be helpful to - - -

MR HOY: Sure.

40 MR HANN: - - - talk about that later.

MR HOY: Sure. While it's not listed on the agenda, two other gentlemen from Qantas here, Charlie Westgarth, who is our media client, um, project development  
45 manager, and Nick Lawler, um, from Qantas as well, so - - -

MR HANN: Okay.

MR HOY: - - - you have the ability to answer questions that are, um – that directly relate – we can bring a direct answer from Qantas itself. So without any further ado – excuse me, do we have a pointer or a laser pointer at all or is it - - -

5 MR HANN: Casey?

MS JOSHUA: I can get one.

MR HANN: Can you?

10

MR HARNETT: It would be useful because there was a - - -

MR HANN: It would be handy, yes.

15 MR HARNETT: - - - this is confidently - - -

MR HANN: There has been one floating around, um, from time to time, but I don't know where it is.

20 MR HARNETT: Whilst we have a minute, Tim Harnett from Qantas.

MR HANN: Yes.

MR HARNETT: Yes. We are organising a tour as well from 12 to 1.

25

MR HANN: Look, we thought it would be ..... for shortly. .... than that it's convenient for us to – and – and I don't feel comfortable on a determination without seeing - - -

30 MR HARNETT: Of course.

MR HANN: - - - seeing the site. And it's up to you as to what level of detail you want to go into.

35 MR HARNETT: It's already arranged and we - - -

MR HANN: But thank you for that.

MR HARNETT: - - - we've set up a - - -

40

MR HANN: I know it's short notice but we - - -

MR HARNETT: That's fine. That's fine.

45 MR HANN: - - - thought it was convenient to do it straight after the meeting.

MR HARNETT: It's a unique – unique building. It's a unique setup so I think it's important that you get an insight as to what we do there, and that will help, no doubt.

MR HANN: No. No. Thanks for that.

5

MR HARNETT: So we'll get you – we'll get you into one of the sims. You can see what we're talking about in the real sense and then we'll do a very quick tour of the building from the flight training perspective and also from the cabin crew perspective.

10

MR WESTGARTH: And then we'll take you across to the proposed sites.

MR HANN: Yes. Look, that'll be important. In terms of traffic access points, intersections that are referred to, um, the amenity issues, setbacks and – and, obviously, I think it's Travelodge slash .....

15

MR WESTGARTH: And have you got – have only got, sorry, one hour?

MR HANN: That's fine. Yes, look - - -

20

MR WESTGARTH: Because I just think it's quite a bit to get through, so - - -

MR HANN: Look, if you think we need a little bit more, than, ah, I think we can be flexible on that.

25

MR WESTGARTH: Okay. Fantastic. Thank you.

MR HANN: Yes. But I prefer not to be taking hours and hours.

30

MR WESTGARTH: No. I – I – I think it'd be over an hour but under two.

MR HANN: Okay. All right.

MR WESTGARTH: Yes.

35

MR HANN: Let's go with that. All right. Is there anything else while we're waiting for Casey to come back, having hopefully successfully, ah, sourced a pointer.

MR HARNETT: They can be quite elusive.

40

MR HOY: Well, Tim, I guess to your point about site visit, you do need to arrange security access, so that's - - -

MR HARNETT: It's already in place.

45

MR HOY: Yes. So that's what - - -

MR HANN: I think we were instructed as long as we've got photo ID when we come to the - - -

5 MR HARNETT: Your names are at the security bunker so just rock up with your ID – photo ID and you're good. Yes.

MR HANN: Well done, Casey. All right. We were just talking about the site visit this afternoon.

10 MS JOSHUA: Okay.

MR HANN: We were saying we might need a little bit more than one hour.

15 MS JOSHUA: Yes.

MR HANN: All right.

MR HOY: So just very high level, um, what I have up on the screen here is a – a  
20 aerial photograph showing, um, three things. Obviously the, um, domestic airport terminal to, ah, to the south. All the land in blue, ah, is land that is owned freehold by Qantas. Um, north of Qantas Drive, um, and also, ah, Qantas' corporate headquarters, which is shaded orange, which is on leasehold land. Qantas', um, total area of freehold lands is about sixteen and a half hectares, so it's significant, um, and that area up on the orange is about two and a half, ah, hectares in total. In addition to  
25 that, there's a significant amount of land leased from, um, Sydney Airport Corporation and obviously for Qantas' operations, including the existing Flight Training Centre, which is located in this building here. Next slide. Dramatic pause.

30 Just some very basic planning context. Um, Botany Bay LEP is the, um, ah, relevant local planning instrument. Our site that's subject to the development application is on this land here, zoned IN1 General Industrial. Um, there's a number of planning controls, ah, development standards that apply, including a 44-metre height limit. Um, that height limit extends beyond just site boundaries. Ah, an FSR of 1.5 to 1. Whilst it's not an LEP control, ah, Botany Council's DCP, um, which statutorily  
35 doesn't apply to SSDAs, but nonetheless we've been working through and acknowledging, um, those points, but landscape area, ah, minimum 10 per cent for development sites, um, in Botany.

40 We'll talk to it later, or Darren will talk to it later, there's also a building setback control in King Street and we can explain that in a little bit more detail. The Centre has been acknowledged in the Department of Planning report, um, as defined as industrial training facility and ..... with consent. Next. The reason this project is before the Independent, um, Planning Commission is fundamentally driven by two major pieces of infrastructure. Um, works that are planned, um, both collectively  
45 known as the Sydney Gateway Project, which comprises a road upgrade to Qantas Drive and a rail duplication at the existing freight corridor.

Um, whilst this is difficult to read, um, the, um – the critical, ah, consideration is that the road-widening element impacts land that the Flight Training Centre is on, um, causing a – a consequential impact of having to relocate the facility. Um, there's an urgency associated with this, which Charlie can talk to. Um, it's tied to the delivery  
5 of the Qantas, ah – of the Gateway upgrade project, um, and, importantly, um, the critical element – the critical nature of the impact of that state infrastructure that's adjacent to our site was recognised when we approached the IPC last year to have this matter declared state significant, ah, which the Minister obviously took the – the – the commission's advice on, so hence, why we're here today.

10 Um, this is a drawing that, um, doesn't form part of the application, per se, but it was informed – it helped inform Qantas' decision-making around, ah, road and rail, um, noise impacts on the existing Flight Training Centre, which is the grey, shaded – sorry, the, um – that building there. Um, what this, um, plan shows is the location of  
15 the – I'll just stand up. The red is the existing gas – is an existing gas fuel pipeline that runs, ah, along, ah, parallel with the road. The blue lines are the road corridor itself. The green is land that's been acquired by RMS from SACL, and the red, ah, generally shows, ah, areas which are subject to noise and vibration impact or predicted noise and vibration impacts associated with the road upgrade planned, so  
20 hence, the consequential need to relocate the Flight Training Centre. Charlie, do you know - - -

MR WESTGARTH: So is that a quick point for me to step in and just say - - -

25 MR HOY: Yes.

MR WESTGARTH: the reason why we're being so – ah, well, why this is so urgent to get approved quickly is to enable, um, our building to relocate in time for Gateway construction to start. So in order for that to happen we need to start construction this  
30 year, December, ideally, which will mean that 15 months later we have a construction finish, which will be, say, mid-June – sorry, mid-'21, and then we go into a relocation period of six months where we operate two buildings, the new proposed building and the current building that we ..... as we slowly bring across the simulators, because - - -

35 MR HANN: Right.

MR WESTGARTH: - - - any downtime would cause detrimental, um, effects to our business.

40 MR HOY: So next slide. So in very simple terms, existing location on the western side of Qantas Drive. Proposed location eastern side of Qantas Drive. Um, all within maintaining that operational, ah, integration across the whole portfolio of Qantas' operational activities, which is, ah, the Segway into Tim describing the  
45 Flight Training Centre operations.

MR HARNETT: I'm going to use the pointer, okay? Thank you. Okay. Tim Harnett from Qantas, just to be clear. Um, so the role of the Flight Training Centre, like any flight training centre for a legacy-type airline, is to, um, ensure that we have sufficient trained and licenced pilots and cabin crew to fly the aircraft. Simulator, simulator, pool, wide body trainer. This type of equipment is used to maintain licensing for pilots and cabin crew. So the facility in Sydney, we have a similar one in Melbourne. But the bigger one is in Sydney. It has 12 bays, a pool, mock up cabin crew and so on for training and their purposes. And on, on average, every year we have about 2,000 pilots and three and a half thousand cabin crew that visit the Centre, 24 hours, seven days a week.

Training at the moment is extremely busy. You can see up top there, that's the typical cockpit which we will show you when you come and visit. And this is a cabin crew scenario where we're doing initials in the pool for brand new cabin crew. There are, the equipment in question is strictly managed between ourselves and CASA to ensure that it is suitably certified and the fidelity of both the cabin crew equipment and more challenging the pilot side of things, the simulators, represent and replicate exactly what's happening in the aircraft. So aural, the noise side of things, the vibrations and so on are all baselined when the equipment is put in place.

We've just put in a brand new 787 now and we've been through that painstaking process with CASA to regulate the entry into service for that particular piece of equipment. And it has a baseline set in place for both noise, vibrations and so on that are acceptable. Pilots, in particular, flying in a cabin or a cockpit scenario like this are, of course, extremely influenced by noise and vibration both from an aural command perspective – you've all heard the "Pull up. Pull up. Terrain." scenario. And also from a vibration perspective which indicates, um, something from the flight controls are happening. So those are very important.

In this instance, you would not normally set your flight training building next to a large building and construction scenario, because it's not ideal. Hence the move across. So that baseline is very important. And from a timeline perspective, the lead-time for buying new equipment and getting new equipment certified and moving them across to the new facility is also quite critical. And we have learned, we have a – the usual business continuity plan in place in the event of some issue with one of the simulators or the training equipment. But this particular process has made, has even clarified for us more clearly the criticality of the equipment and the need to have it, interruptions to its supply minimised at all costs.

The customer base that uses this particular Sydney facility is, of course, the Qantas Group, Qantas mainline, Jetstar, Network Aviation and so on and QantasLink and also we have the broader customer base including third parties like Virgin, Air Niugini and so on, as would be the case where you would offload any unused capacity, which does very little, mostly back of the clock, to third parties. Again, the tour this afternoon will give you some more context with regard to the broader piece. But that's pretty much the operational continuity. It's critical to any airline to make sure that you have sufficient pilots and cabin crew to fly the line.



MR HANN: Darren.

MS JOSHUA: Just onto Darren.

5 MR GIFFEN: Thank you. Darren Giffen, Noxon Giffen Architects. So I'll just  
give an overview of the project. I s. So I'm just going over here for the project. I'll  
be as quick as I can. So – so just to pick up on where David, um, introduced the site,  
we looked a number of options on where this could go on those 16 and a half  
10 hectares. For a number of reasons, this was selected as the preferred site, largely,  
because of its proximity to the Qantas campus. But also the ability to get there from  
King Street in terms of servicing the building and not interrupting some of the more  
operational things that occurred on the western part of those – that freehold land.

15 So zooming in on the site a little bit, it's essentially in two parts. It's bisected by a  
stormwater canal that's owned by Sydney water. If we start at the top right, there's a  
blank rectangle which is the trigon plant which feeds not only the Qantas campus, but  
also some of the jet base facilities. And it would also feed our new project. To the  
left of that is a large catering facility that is soon to become redundant as that facility  
is moved elsewhere on site as part of a separate application. And do the south of  
20 that, we'll be building the car park, split-level car park in two stages. There's a road  
to the east of that car park that feeds into the campus.

And also, along the canal, feeds back into either Qantas Drive or Kent Road and then  
up into Coward Street or to the south King Street, itself. We're proposing that the  
25 flight-training centre is on the larger piece of land to the south. It addresses, I guess,  
not just the street. But also, because of the proximity to the campus, we've oriented  
it to the north. We get the benefit of the northlight. We get a public or a staff area to  
the north of the facility. And then it allows full site perimeter access which is  
required not just for general operations but also for delivery of sims when on the rare  
30 required occasion that they need to be changed out.

All right. So zooming in on the building a little bit, it's essentially in two parts. On  
the right, we have the flight simulator building. It has 14 parallel halls or bays in the  
hall arrangement. This is different to the current arrangement where there's singular  
35 halls. We have four halls, obviously, four, four, three and three. They're parallel at  
the bottom of that; we have, as a spine running through it, hydraulic power units.  
Those power units drive the four lower sims. The other simulators are electric. The  
all have a, quite a large IT component which runs through the middle. And also, a  
workshop component that is co-located on the ground floor.

40 The building then just stacks up with that central spine that feeds neatly into the  
simulator halls. There's pilot debrief, brief classrooms and then on top of that there's  
some offices. To the left there's the EP hall for aviation safety training. So that  
includes some of the photos you saw down the bottom. There's a swimming pool,  
45 there's cabin trainers, which are the large fuselage type elements in the doublewide  
space. The, scattered around that are rectangles that represent door trainers which  
obviously allow the crew to practice what they need to there. And then associated

classrooms and facilities. Ah, there's some parking on the site which, which allows us to address this particular use, in particular, for accessibility and also for that access for various equipment as we go through the building. The car park, split level. Ah, in stage one it's 4 levels plus ground floor, 648 cars. In the next stage, it goes up to 13 levels plus ground floor with 259 cars.

And what that allows Qantas to do is to, I guess, centralise a lot of their parking requirements near the campus. They also have as part of, um, their operation, a bus system which operates from campus to their facilities. That means that the staff here can easily access the remainder of the freehold land, the Jet Base, although that need will diminish somewhat and also the terminals. So this carpark then allows those people to use that bus system to get to the remainder of operations around the airport precinct.

MR HANN: Okay. That was going to be a question later on. We can talk about that later. But - - -

MR GIFFEN: Yes. So Tim will speak more to the traffic.

MR HANN: Okay. All right. Thanks.

MR GIFFEN: But I think that's kind of the – the overview of the building itself. And we'll get to the design in detail later. So that – that, I will talk about the materials and form later. But essentially, you can see the sim hall in the centre there; to the right is the EP hall, and just a two-storey building, three storey with plant. And on the left is across the stormwater channel, the car park.

MS FITZGERALD: Okay. So just moving to stakeholder consultation. I'll cover this pretty succinctly. We started engaging – sorry, Emma Fitzgerald from Urbis. We started engaging with agencies very proactively, ahead of even formal gazette, as it was state significant. Um, that started with the Department last November and we started engaging with Council, ARTC, RMS in January and ongoing. When the application was formally exhibited, there was a total of 16 submissions. Sorry, that was from the wrong slide. But 16 submissions, 12 of which were from State Government Agencies and Council and utility provided and two from the airport, airside and landside.

Um, after that we've continued to engage with them and resolve matters. There was also four public submissions. And we've continued to engage with them as well. The Department also engaged with the government architects office to discuss and confirm design excellence. Um, in terms of communities and public engagement, that was very extensive as well. Um, so there was a letterbox drop to 12,000 neighbours. Which, that boundary is the yellow outline. So it's quite an extensive catchment for it. And especially for an industrial project of this type in that location.

Um, there was also a dedicated project email and 1800 number established which is still live and will be ongoing for the project. Um, and there was also a doorknock of

neighbours around the Bourke Road and O’Riordan Street catchment, which is the blue. And then there’s been direct engagement with, um, the industrial neighbours, being Travelodge, AMP and Goodman. And Travelodge also includes, um, Wilson, as we’ve seen. That started on the 1<sup>st</sup> of April and that’s been ongoing since then.

5 And there’s been quite a few face-to-face meetings throughout then. And so we can sort of talk about that again after. But we’ll move onto the key assessment issues now. And I’ll just hand over to Darren for reference to that.

MR GIFFEN: So the building is not unique, but quite unusual. And so it drives a lot of the decisions that we needed to make about how the building was arranged and designed. Um, but we’ve also, I think, responded to the context that the building sits in. We have considered the urban design or environment both King Street and the site itself which is, I guess, critical to the staff. As Tim mentioned, there is over 5,000 staff a year using the building. And we’re obviously providing an environment for them. Um, we’ve articulated the buildings to address, I guess, both their use but also history.

And we’ve used materials that are appropriate for an industrial setting, we believe, but also reinforce the language that we’re trying to establish. So I’ll just run you through a little bit of the, the site layout. Obviously, those 14 simulators, um, require a pretty logical and rational arrangement. They take up the larger part of the site to the east. That’s also away from the noise sources of rail and road. We can then backfill the remainder of that slightly less rectangular space with the EP hall which has a flexibility to it. And that allows us to, I guess, mitigate the noise with that building to some degree. To the north, we take use of the split-level arrangement of the ground to introduce a split-level of the carpark.

The program then gets run as a spine or a cruciform between those simulator halls, stacked up to allow easy access for the sim techs, the pilots, the crew, etcetera. Similarly, in the EP hall there’s – it’s very time critical, the training. They don’t have a lot of time to walk around a large building. So they’re wrapped around the EP facility to provide a convenience to that. The car park, it’s built in a, in – in two stages, in theory, so that’s just showing the initial stage there. We then wrap the building. To the west, the EP building, the red building, is precast concrete that provides that noise protection to the west. We have a similar protective concrete dado to the flight simulator building.

But then it’s wrapped in a kind of lighter ribbon element around the continuous façade of the building. And then on top of that, there’s the office lawyer. And the car park is – it’s a very open veil to allow natural ventilation. Qantas obviously have a very recognisable brand that we need to work with. They have quite a lot of guidelines; we have incorporated that, um, in the building, as appropriate. Um, whether you recognise their check in or some of their graphic material, we’ve taken that on board in the language that we’ve introduced to the building.

45 Some of the, ah, colours and materials that they use in their marketing, obviously, the red earth, relates nicely to the idea of the ground training procedures. And that’s

picked up in the red building. And then the flight training building picks up something a bit more ephemeral. And we use a ..... wrapping around of that façade, interrupted vertically for natural light into the sim halls. So there you start seeing the building, I guess, revealing all of those elements. To the – to the right there, that  
5 faces onto Gateway, gives a bit of prominence, gives the building an identity. We then face to the north to try and get the benefit of a staff area to the north.

There's a central entry to the building so that people can all arrive at a singular point and then move left or right as appropriate. And then there's the sim building which  
10 has access all the way around. Um, some of that access is, ah, embedded in the raft holds which are specifically designed to allow access to all fourteen holds. And we have this ribbon running around the building which is reinforced by the glazing of the offices which give people views over the airfield. And then to the left, there's the car park which when we started, we kept it as open as we possibly could for natural  
15 ventilation and natural light. We then wrapped it in a veil of mesh and added another layer of texture in terms of Surfist dots which gave that triangular pattern.

We also have planting at the ground floor which is where we have the staff circulating to create a – a, as green as an environment down at that level as we can.  
20 And in stage two onto the roof. Council felt, and AMP, I guess, who overlooked this, felt that we could do more. So we took that on board. We've introduced 21 planting screens that basically, punch out and articulate the façade. And, obviously, give the appearance of a lot more green, both on the roof – not just on the roof and the base but also on the vertical façade. One of the issues that was raised by Bayside  
25 relates to the setback. There's a setback to King Street that was required to be nine metres. Unfortunately, the sims – 14, the motion envelopes aren't particularly forgiving.

Ah, once we stack those, ah, north to south, once we have the necessary access all  
30 the way around and to make safe pedestrian access from the north there, coming down from campus, we – we struggled and found that what we had to do to get the turning circles is to move it 4.5 metres towards King Street. Now, if you look on the left, the amount of the sim building that does that in proportion to the overall volume that would normally be permitted on the site is significantly less than the entire area.  
35 And on the left, I think, if you're standing in King Street, the apparent mass of the building is less than would otherwise be apparent if it was the – the larger building. Bayside, we believe, are happy with that approach and so that was our rationale to them and it seems to have been accepted. I'll hand over to Tim for traffic.

40 MR T. ROGERS: All right. Um, Tim Rogers from Colston Budd. We did the traffic assessment. Um, one of the things that we've, I guess, had to communicate to, um, the authorities and also to the broader community is that the traffic has not really been an issue. It has been a redistribution of existing parking within the site and the adjacent airport area. There's currently about five and a half thousand car parking  
45 spaces that Qantas have distributed over the corporate campus, domestic terminal, international terminal and jet base. As a result of the construction of the new facility,

we lose 800 parking spaces within the campus site, um, so we've got to replace those and - - -

5 MR HANN: This is the project site that we're actually discussing right now?

MR ROGERS: Yep.

MR HANN: Okay.

10 MR ROGERS: We lose about 800 from the project site.

MR HANN: Just on that, in the department's assessment report they actually refer to two numbers. I think there's 791 on one page and 810 on the other. Just for accuracy, from our point of view, what's the number? What should we use?

15

MR ROGERS: I'll leave that - - -

MS FITZGERALD: It's the eight hundred – seven - - -

20 MR HANN: You can come back to us on that.

MS FITZGERALD: Yep.

MR HANN: That's all right. It just - - -

25

MR ROGERS: It – to be fair, it was a moving feast around that 800 number.

MR HANN: Okay.

30 MR ROGERS: Trying to actually – how many spaces were actually lost and how many actually have been replaced - - -

MR HANN: Yes.

35 MR ROGERS: - - - it has been – one person does it one way, another person does it another way but it's in – around that 800 number and I think the numbers reflect it's not a huge variation.

MR HANN: Okay.

40

MR ROGERS: And in terms of assessment, it doesn't make any difference.

MR HANN: Maybe you can just confirm the number that you're most comfortable with. We don't want to use two.

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MR ROGERS: Yes.

MR HANN: Okay.

MR ROGERS: That has been something we've been struggling with ourselves.

5 MR HANN: Okay. All right.

MR ROGERS: As part of the project, Qantas has sought to consolidate their parking over the – the airport area to – to a central location, principally because in the future leases will expire within in the Sydney Airport land, on the domestic terminal and also the, um – the jet base. And as part of the – the new catering facility that is anticipated, there's an area of car parking within the corporate campus that will be lost as well. So Qantas is future-proofing as part of its proposal, consolidating parking into one location, which makes it much easier for the airport to manage and also be able to provide future provision of parking and not relying on other – others to provide that parking.

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MR HANN: Can I just ask a question about that and it relates to the traffic assessment. So the assumption used for the traffic assessment is that, essentially, there's no net – significant net gain in car spaces, it's a redistribution - - -

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MR ROGERS: Correct.

MR HANN: - - - from a bunch of scattered – if I can put it crudely, scattered car parking areas within the domestic – essentially, within the domestic terminal, as well as replacing those that are on the ground plane on the – on the project site. So the – I think the argument, or the point made in the assessment report and your own application is that there are leases related to the – to the current domestic site that are going to cease and they're not going to be renewed for parking; is that right? So in other words, there's not going to be a – a net increase that should be taken into account - - -

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MR ROGERS: For the - - -

MR HANN: - - - from a traffic point of view?

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MR ROGERS: From the domestic terminal?

MR HANN: Mmhmm.

MR WESTGARTH: That's part of a masterplan where that car park gets repositioned, I believe, into either terminal development or another use, which is why we haven't been able to – to extend that lease. We're actually on, um - - -

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MR HANN: Okay.

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MR WESTGARTH: - - - month to month.

MR HANN: So it's a fair assumption then that there's about 1010 spaces that are going to go and you end up consolidating it all to the 2097 or whatever, roughly - - -

MR WESTGARTH: Yes.

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MR ROGERS: Correct.

MR HANN: Is that right?

10 MR ROGERS: And the traffic assessment has redistributed that traffic from the jet base to the campus and from the domestic terminal to the campus.

MR HANN: Okay.

15 MR ROGERS: To give it, I guess, a degree of robustness, we haven't taken that traffic off the road network either. We've sort of redistributed it on top of the existing traffic flows.

MR HANN: Yes.

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MR ROGERS: So it's a very conservative approach that we've taken in terms of assessing the traffic impacts. So in fact, that traffic will disappear from the domestic terminal and disappear from the jet base, whereas we've just put it on top of the existing traffic flows.

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MR HANN: What's the timing of the – the termination of the leases? Yeah, roughly. Just to fit it into this timetable?

30 MR WESTGARTH: Look, I couldn't say definitively but there is a push for – I think that there's a – there is a push for the masterplan from Sydney Airport to progress with that terminal expansion. I don't know what I can and cannot say in terms of confidentiality but I do know that that's something that they're looking at.

35 MS FITZGERALD: But that's also a commercial decision from SACL so that's not – SACL controls that lease.

MR WESTGARTH: That's right. So - - -

40 MR ROGERS: All we know is that the Fifth Street car park is not going to remain in the – the medium to long term.

MR N. LAWLER: Similarly with the jet base. Our lease is expiring there.

MR HANN: Okay.

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MR ROGERS: Yes. That's right.

MR ROSEL: Is that the same also for the international car parking spaces?

MR WESTGARTH: No. The international car parking spaces are – that building will stay.

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MR ROGERS: Stay.

MR WESTGARTH: But we're planning to bring those spaces back into the Qantas precinct just for one singular point of, you know, cars. So we can – we can move all our staff by the bus network that was discussed earlier.

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MR HOY: It's a little hard to pick up but on the aerial photograph – Tim, perhaps you can point – you can see large areas of scattered car parking right around, throughout that whole Qantas freehold land.

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MR ROGERS: .....

MR HOY: The red bar.

MR .....: Grab the red .....

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MR ROGERS: Yes. So that's the jet base through there and I think it's down in green is the – down here, sorry - - -

MR .....: Yep. Yep.

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MR ROGERS: - - - is the domestic terminal. I think that Fifth Avenue or Fifth Street car park's down there. The – it's a large multi-deck car park within the – well, you probably will see today – through the jet base. The car parking is scattered all through the jet base. There's not one consolidated car park area. I think in – in our report that we showed where those car parking spaces are, there's about 500 and they're scattered all over the place. And the other car park is what we call Coward Street West. It's over through here. There's a car park here which we lose about 100-odd spaces as part of the catering redevelopment.

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So we've had an extensive – that has been – the hardest thing was trying to communicate to people that it's not a new 2000 space car park. It's a redistribution, a reconsolidation of parking from elsewhere within the campus and on the airport site. Um, I think the – after a number of meetings with RMS and Transport, they got it and understood what we were doing and I think the department, after many discussions with them, understood that it's not all new – as you've just said, it's not all new traffic, it's a redistribution of existing traffic. Because of the – and you will see out there today RMS are doing a lot of work down on O'Riordan Street at the moment as part of their airport north strategy.

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There's upgrades going through there. We've taken all that into account as part of our traffic assessment. One of the issues has been the, um, King Street and, um,

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O’Riordan Street – sorry, King Street and O’Riordan Street intersection here. That has – will be upgraded. It’s not finished yet. That has some issues at the moment, some capacity constraints, as you would have seen in some of the submissions. With the upgrade, there’s a new turn – new access has been provided to King Street from the north and O’Riordan Street is widened to three lanes so that’s providing additional capacity which improves the operation of that intersection in the future.

Um, the biggest impact, from a traffic point of view, has been the impact of Qantas Drive and Lancaster Road, which is the access to the jet base. It’s somewhat ironic that if Gateway proceeds, that intersection will be modified and those traffic lights that you’ll see there today will be taken away. So – which is one of the reasons why we weren’t too concerned about it in our initial assessment because we envisaged that would be gone but the RMS have raised a concern, I guess quite rightly, that the Gateway is not an official project yet, it hasn’t been approved, so we have to assume that it is – it may not be constructed in the form we anticipate and, therefore, part of the analysis has been that we need to extend that right turn bay in Qantas Drive to assist – to cater for the future demand of traffic coming in through ..... way.

There’s three main access points to the – I think as Charlie said, and David, there’s three main access points to the campus at the moment, Qantas campus. There’s from Kent Road, Coward Street, to the north, King Street to the east and then Qantas Drive to the south, where there’s an overpass that takes you into the Qantas campus. One of the things that came up through the submissions and also from the department was to assess the impact of the change to that intersection at Qantas Drive and Lancaster Road by removing that right – those traffic lights and that right turn in. That really is a matter for Gateway to determine but in order to assure the department that if that did occur, this project would – could still proceed and have acceptable traffic impacts, we’ve assessed a worst-case scenario where all the traffic that currently comes in – turns right in or out at Qantas Drive and Lancaster Road would come in through King Street.

Now, in reality, that’s not going to happen. Traffic will redistribute to the – to other routes and it really depends on the final form of Gateway. It may well be that traffic coming from the west may find it easier to approach the campus from the north and come in through Coward Street rather than coming in Qantas Drive. Because the whole of this – once Gateway is completed, the whole dynamics of traffic around the airport is going to change. Um, and as Gateway has not published its EIS, we don’t know exactly what the traffic predictions are going to be. It was very hard for us to determine exactly what was going to happen but we worked through that with the department.

We’ve also worked through with, um, RMS and Transport for New South Wales. We had a few iterations where they came back and asked us questions and asked for some modifications and we undertook that additional assessment and we got a sign-off both from Transport and RMS on the traffic effects of the development. And we feel that through the appropriate design that we’ve done, um, conditions have been sent to the management and mitigation measures proposed of the traffic, transport

and parking effects of the SSD are acceptable. So one thing that Darren touched on with the design of the building, one of the challenges for us – and while you haven't – won't see this in detail – was we had to actually work out how they're going to get a sim over from the existing site to its proposed site and that's one of the reasons the building was set forward.

We have to get a truck with a sim on the back to go around the perimeter of the site and actually get – and then have a crane put it into the building. So that was one of the criteria for moving the building forward. And for us it was a challenge because we had to create our own ..... paths, our own design, to actually show how that would occur.

MR HANN: All right.

MR ROGERS: And then just the last one. That just shows Lancaster Road through here, Qantas Drive, and this extension to the right turn bay that the RMS – we suggested and the RMS has agreed to accommodate the additional traffic.

MR HANN: Yep.

MR A. EDLAR: Alan Edlar, Norman Disney & Young. We're the acoustic engineers on the project. Um, as has already been touched on, a key design constraint for the project is to make sure that we design a facility that adequately shields the simulators from any noise and vibration sources in the area, um, noting that the noise and vibration exposure of the site generally is quite high with the proximity to the rail line, the road and then aircraft and other traffic in the vicinity. It's quite a comparatively noisy and active area. So to achieve that, um, we've looked at a number of strategies in the construction of the new building, um, including a floating slab underneath the simulators themselves which is isolated from the structure.

Um, we dedicated piles underneath those as well as structural isolation through the rest of the facility in the EP hall to minimise any risk of vibration from either construction or operational activities in the vicinity. Um, certainly throughout the design, we were also focused on minimising the impact on the adjoining neighbours, Travel Lodge in particular, and making sure that the construction management plan considered that and took appropriate steps to make sure that impact on them was minimised. Um, key noise sources during construction is really around earthworks and bore piling. Um, you know, we're looking to balance the earthworks on the site so not substantial.

It's not anticipated that there will be significant rock breaking or excavation. You know, there are no basements. So again, um, the design is really focused on minimising the impact of that. Um, program is absolutely critical, as we've touched on, and it's – and it's driven by integration in with the Gateway program of works and really making sure that we can relocate the existing simulators out of their current building, which hasn't been designed to provide the level of acoustic and

vibration isolation as the new building, um, and make sure we move those training operations into the new building, um, prior to the major heavy works occurring on the Gateway project.

5 Um, so that's really driving the request for the extended construction hours and certainly our understanding is the approval at this stage are looking at 7 am to 7 pm. Um, we have – we have moved on that. Originally, we asked for hours extended beyond that, um, to really assist, um, but working with the preferred contractor, we've wound back to that.

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MS JOSHUA: So you accept the hours that are in the conditions - - -

MS .....: Yes.

15 MR EDLAR: Yep, that's right. So there's ongoing engagement with the neighbours. Um, ah, there's certainly, ah, meetings planned, and as the detailed construction management plan gets developed by the, ah, contractor, um, there will be ongoing engagement with the neighbours to make sure that, um, the strategies and processes implemented, um, really work to, ah, minimise any adverse impact on the  
20 – ah, on the surrounding neighbours.

MR HANN: From the correspondence that we've seen from Travelodge, they've – they're comfortable with the traffic management plans now, but they're maintained, I think, two, ah, remaining, ah, objections. One is the setback, which we talked about  
25 earlier – the 4.5 versus, ah, 9, and the other one is the noise amenity – well, noise – the amenity driven by the construction hours. So you were saying you're in discussion – you have some - - -

MR EDLAR: That's right.

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MR HANN: - - - communication with them - - -

MR WESTGARTH: So Charlie Westgarth, Qantas. Yeah, we, ah, ah, have ongoing discussions with them. We've even set up a meeting next week, I believe, with our  
35 contract at Travelodge – the general manager of that Travelodge site, and also the owner of the hotel, Richard Undari, to work through noise management plans, um, mitigation responses and all these sort of things that we can give them further comfort on, and this is an ongoing relationship that we do not see ending at the approval. We're going to carry it right through to the completion of the project and  
40 thereafter.

MS FITZGERALD: I think with the construction hours – that it's also important to note that there's a balance between what AMP and Goodman want to see with construction hours, which is obviously as much construction as possible outside of  
45 standard office hours – with also what Travelodge would like to see, which is as much during office hours as possible.

MR HANN: Yes.

MS FITZGERALD: So there's a balance also there between competing stakeholder interests.

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MR HANN: Yes.

MS FITZGERALD: And so we've sought a balance.

10 MR HANN: Okay. All right. Okay.

MR EDLAR: In terms of operational noise, um, you know, the key operational noise from the development is really around the traffic movement, um, on a day-to-day basis. Um, there's no substantial noisy plant. The simulators themselves and not  
15 noisy plant. Um, and we're using the existing plant that currently serves the old, um, sim training building to do heat rejection and cooling for the new plant, so in terms of that there's no substantial change in terms of, um, the noise emissions from the site once, ah, construction is complete.

20 MR HANN: All right.

MS FITZGERALD: So in terms of response to submissions and proposed mitigation measures, both in the original application and the amended application we sought approval for a flight training centre and multi-deck car park; however, we  
25 amended the application to remove demolition to works – um, to separate that out to facilitate early works through a CDC. Ah, the amended DA also revised the site boundaries so that, ah – sorry, to remove the catering building and the Qantas bus refuel area to better align the site boundary with the extent of construction works.

30 MR HANN: Just on that last one, what – the bus – whatever it is – it's not a terminal.

MR WESTGARTH: It's kind of like a depot - - -

35 MR HANN: You've excised that area from the project application I understand, so what will become of that? What's - - -

MS FITZGERALD: It's - - -

40 MR HANN: What purpose will it have?

MS FITZGERALD: There was no works proposed within about 100 metres of that area, and it was really enclosed originally within the site boundary, just because it was on the same lot.

45

MR HANN: Okay.

MS FITZGERALD: So we just amended the site boundary to better align with where works were occurring so that the site audit statement would reflect actually where works were occurring.

5 MR HANN: And that has positive impact on your contamination management, from what I understand - - -

MS FITZGERALD: Yes.

10 MR HANN: - - - because the residual contamination to do with hydrocarbons, I guess, or benzene in this case – is that right? As I understand it - - -

MS FITZGERALD: Yes, so it contains the area that they need to be managing and dealing with - - -

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MR HANN: Right.

MS FITZGERALD: - - - to actually areas where works are occurring and – a buffer around that as well - - -

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MR HANN: Yes. Okay.

MR HOY: Just on the point that Emma made, obviously it's picked up in the department's report as well with – as the consent authority we, ah, requested the  
25 commission ..... amendments to our application - - -

MR HANN: Yes. No, I understand.

MR HOY: - - - under clause 55, so - - -

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MS FITZGERALD: Yes.

MR HOY: - - - to the point that was raised by Charlie earlier, um, concerning programming, ah – the urgency of this whole project, the decision was only taken  
35 recently to seek to amend – to remove demolition, so we can at least get that started by CDC, um, which will anticipate a commencing – fourth week of December.

MS FITZGERALD: So in response to submissions that were raised by agencies and the community, ah, further refinements to the design and layout and addition  
40 information was provided, um, including responses to extended construction hours, and those were retracted. Additional construction mitigation measures were proposed. A revised flooding assessment was undertaken. Um, additional traffic and parking information was provided. We made amendments to the façade of the car park, including proposing those 21 cantilevered façade planter boxes and updating  
45 the visual impact assessment to address those, um, and identify those.

We increased landscaping across the site and increased the replacement ratio of trees. Ah, we relocated the building identification sign on the car park from the eastern façade to the western façade to address one of AMP's concerns. Um, and we addressed development contributions and revised the CIB to include the relocation  
5 cost of the simulators and undertook a survey of microbats for EES. Um, in response to our RTS, council confirmed that all their issues were resolved and provided suggested conditions. There was some more ongoing consultation with Transport of New South Wales, but that was, in the end, resolved, um, and they supported the proposed mitigation measures – provided conditions, including the extension of the  
10 right-turn bay at Qantas Drive and Lancastrian Road to at least 100 metres.

ARTC confirmed their issues were resolved and ..... ongoing consultation. EES – the issues were resolved, and suggested conditions around landscaping and fauna management, which was the survey for microbats, again. SACL – issues were  
15 resolved – Fire New South Wales – the same. Travelodge confirmed their comments in relation to traffic were resolved, and AMP confirmed that their comments had been addressed. So the key consideration for mitigation measures has been – throughout the process has been construction management and amenity on visitors – on employees, especially to Travelodge during construction and, more broadly, to the  
20 area. Ah, a range of mitigation measures have been proposed to suitably control the development and mitigate potential impacts.

They've been put forward into the consultation with the department and they have deemed them to be appropriate. Mitigation measures are designed to work in  
25 conjunction with the draft conditions, and it can be categorised under broad themes of construction impacts and operational impacts and reflect recommendations contained within our specialist reports. So we agree with the department's assessment that the impacts of the development are acceptable and can be appropriately managed through the implementation of the recommended conditions  
30 of consent with two proposed changes to draft conditions B41 and B42. We raised this with the department yesterday. So both of them deal with contamination.

B41 – the change is about being able to manage contaminated material on site rather than requiring it to be disposed to off site, if possible, in a situation. Ah, so it's  
35 allowing that, if appropriate. Ah, so you can see the proposed inserted text in red and the proposed deleted text struck through. Um, and then condition B42 for the site auditor reflects how the section B site audit statement is written, which is that it can be made suitable when it's – when, ah, the statement is signed. Um, so prior to all of the words occurring, the site auditor can't confirm that the site is suitably. They can  
40 only confirm that the site can be made suitable - - -

MR HANN: Right.

MS FITZGERALD: - - - according to the measures being adopted.  
45

MR HANN: Okay.

MS FITZGERALD: So it's just to reflect that word.

MR HANN: So you've – you've provided that to the department - - -

5 MS FITZGERALD: Yep.

MR HANN: - - - yesterday or late last week. And - - -

MS FITZGERALD: Yes.

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MR HANN: - - - are there any other conditions that, ah, trouble you in terms of what's been proposed? It's just those two, is it, you're seeking to have amended? Okay. All right. Any questions on that - - -

15 MR ROSEL: No. No, not at this stage.

MR HANN: Okay. Matthew mentioned to me the – the, ah, set 55, which deals with the contaminated land. Ah, there is a draft that has been on exhibition, so we have to take that into account. It's one of ..... material - - -

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MR ROSEL: Yes.

MR HANN: - - - matters that we – we need to consider. I just wonder whether that's something that you have also taken into account in terms of the application.

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MS FITZGERALD: I believe it was considered, but I will get back to you know.

MR HANN: Okay. And the department's assessment report doesn't – doesn't refer to that. It – there's a list of various State, ah, environmental planning policies of which set 55 was listed, but it doesn't refer to the drafts. So we've raised that with them, but I just thought - - -

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MR HOY: Okay.

35 MR HANN: - - - we'll order it. I should mention it to you, Sean, if you would like to just respond to that.

MR HOY: We just – that's really it. Um - - -

40 MR HANN: Okay.

MR HOY: We can enter collusion – just to reiterate, we – we are on hold ..... department's report, subject to those minor changes that are before, um – hopefully we've provided our perspective on the key issues which were working with the department on over the past number of months, but, um, just to reiterate Charlie's point, this is a process that, you know – it does have a time criticality about it, so I guess the only question that we would have on behalf of our client is just to

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understand what the IPC's processes are from here on in, noting that you have come on-site this afternoon and you've got your own reports to write, but, um, having ..... to understand the steps - - -

5 MR HANN: Well, the steps are straightforward. We do the site visit with you this afternoon.

MR HOY: Yes.

10 MR HANN: And then we will address immediately, obviously, the proposed amended conditions.

MR HOY: Yes.

15 MR HANN: Ah, there are a couple of matters – relatively minor – that we've sought additional material from – from the department, which is straightforward. I think there's a couple of things that come out of this that you said you'd - - -

MR HOY: Yes.

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MR HANN: - - - get back to us, so – and then, ah, we'll – we'll make our determination as soon as possible. I mean, I can't give you a - - -

MR HOY: .....

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MR HANN: - - - specific timeframe - - -

MR HOY: I understand.

30 MR HANN: - - - but, ah, we're dedicated to doing it promptly is the best response I can give you.

MR HOY: That's fine.

35 MR HANN: We understand, ah, the time constraints and the fact that, ah, ah, you need to have your new facility, ah, in – in place, but I – I can't say any more than that - - -

MR HOY: No, that's - - -

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MR HANN: - - - because we need to complete the – the rest of our determination process, and that includes the two issues you mentioned in terms of the demolition - - -

45 MR HOY: Yes.



MR HANN: - - - and also the – the – the site boundary. We understand that. I've got, ah – there was one other thing that I just wanted clarification – I mentioned it earlier. It's just by consolidating your car parking with almost, ah, 2100 spaces, ultimately, in the new area - - -

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MR HOY: Yes.

MR HANN: You mentioned shuttle bus, I think. Is that – in other words, there's a lot of people that are going to need to get to work that – apart from the, ah – perhaps the corporate area and – and the, ah, flight training facilities with the simulators, the rest of them are going, presumably, over the road. In other words, how do they – how – how are getting to – to their place of work from the new car space?

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MR WESTGARTH: Yes, so that shuttle bus system currently runs. So every 15 minutes there's a bus to the domestic terminal.

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MR HANN: Right.

MR WESTGARTH: There's a bus to the international terminal. There's a bus to the jet base, ah, along with some more ad hoc buses to other, ah – other facilities that Qantas operates from time to time. That's in existence now. So the plan is when we do consolidate - - -

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MR HANN: Yes.

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MR WESTGARTH: - - - we will have a bus stop, which is shown on the architectural drawings, that will pick up people from the proposed car park - - -

MR HANN: Yes.

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MR WESTGARTH: - - - connects it to campus – so we get a better, ah, community, and then that will go off onto their – to their various destinations within the proximity of the campus. So that – that exists. You will see that today.

MR HANN: Okay. All right. No, that – that – so there's actually no need for a provision for pedestrian access en – en masse, is that right? Or - - -

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MR WESTGARTH: There is – a part of the project - - -

MR HANN: I'm not familiar with the site. That's - - -

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MR ROGERS: There is – it's part of the project within the site that – King Street North and the adjoining – there will be improved pedestrian connections, new roads, new, um, cyclist facilities. So that will all be improved. One of the advantages of having the car parking in one location is it will allow Qantas to manage their bus system much better.

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MR HANN: Yes.

MR ROGERS: And one of the things I had to understand is Qantas is not a 9 to 5  
operation. It's a 24/7 operation, and so people are coming and going all the time.  
5 There is a peak in the morning and the afternoon, but it's – it's not as – it happens all  
day.

MR HOY: It happens all day, and there's also accommodation – short stay and long  
stay for people who, you know, park their car and then fly off overseas and come  
10 back days later, so - - -

MR HANN: I don't have any other questions.

MR .....: Is there anything else?  
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MR HANN: Is there anything you – you - - -

MR HOY: No.

20 MR ROGERS: No.

MR HANN: - - - I should be aware of?

MR HARNETT: I think what we'll do is we'll take the opportunity when we do the  
25 tour to – to give you some more hand-on experience, pardon the pun, but, um, we  
can walk you around the facility and get a better feel for the actual facility itself, ah,  
which usually, um, is better informed once you've done the tour.

MR HANN: Okay.  
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MR HARNETT: So from the building perspective, that will be the best – the proof  
will be in the pudding, so to speak.

MR .....: Matthew, any - - -  
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MR HANN: No, no more questions from me.

MR .....: Sarkozy? All right.

40 MR HANN: We will close the meeting off.

**RECORDING CONCLUDED**

**[11.39 am]**