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| Project | Hydro Kurri Kurri Site Redevelopment Project | From | Emily Strauss |
| Subject | Community Reference Group Meeting | Tel | 1800 066 243 |
| Venue/Date/Time | Thursday 20 October 2022 MS Teams video conference 6.05pm – 7.15 pm | Job No | 2218982 |
| Copies to | All committee members | | |
| Attendees | <p>Mrs Kerry Hallett – Hunter BEC (KH)</p> <p>Mr Richard Brown – Managing Director, Hydro Kurri Kurri (RB)</p> <p>Mr Rod Doherty – Kurri Kurri Business Chamber (RD)</p> <p>Mr Michael Ulph – CRG Chair, GHD (MU)</p> <p>Mr Alan Gray – Community representative - Retired Mineworkers (AG)</p> <p>Clr Rosa Grine – Cessnock City Council (RG)</p> <p>Mr Andrew Walker – Hydro Kurri Kurri Project Manager (AW)</p> <p>Mr Toby Thomas – Community representative, Towns with Heart (TT)</p> | | |
| Guests/observers | | | |
| Apologies | <p>Mr Andrew Neil – Manager Strategic Planning, Maitland City Council (AN)</p> <p>Mr Bill Metcalfe – Community representative (BM)</p> <p>Mr Kerry McNaughton – Environmental Officer, Hydro Kurri Kurri (KM)</p> <p>Mayor Phillip Penfold – Maitland City Council (PP)</p> <p>Cr Darrin Gray – Cessnock City Council (DG)</p> | | |
| Not present | <p>Jenny Mewing (New representative for Cessnock City Council), replacing Mr Iain Rush – Cessnock City Council (IR)</p> | | |



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Notes

1 Welcome and Acknowledgement of Country

Meeting commenced at 6.05pm

Michael Ulph (Chair) (MU)

Acknowledgement of country.

2 Meeting agenda

Agenda

1. ECC Construction & Site Remediation Update (AW)
2. Approvals Update & SPL Recycling
3. CRG Q&A – CRG Members
4. General business

3 Welcome and meeting opening

MU welcomed attendees, provided an Acknowledgement of Country and noted apologies.

MU asked those present to declare any pecuniary interests.

4 Last meeting minutes

KH moved the minutes.

AW seconded the minutes.

Special mention of the retirement of Kerry McNaughton, a member of the CRG since it started and a much longer member of Hydro's staff. Kerry has spent 42 years with Hydro and is finishing up in November. We thank Kerry for his service and wish Kerry a long and happy retirement.

Also thanks to Iain Rush who has been a regular member of the CRG. We look forward to welcoming Jenny Mewing who will represent Cessnock City Council.

5 Project Update

RB: I'll be talking through the slides. It's a little bit sort of chronological in terms of a few of the activities that have happened since the last CRG meeting and, of course, as usual, if you've got any questions or if I'm explaining things poorly, please stop me and I will hopefully address those questions.

I guess on the surface over the last couple of months, there hasn't been a lot of physical changes on the cell. We've done a few things which we will touch on, but this image will come up from time to time in the next few minutes and you'll see a few different changes that I can point to. But at least a good couple of months ago now, we had all of the western quadrants lined. We were close to completing the northeast quadrant and you can see here on these two western quadrants the access ramps were starting to be constructed.

As of today, this is what it looks like so there's been the completion of the access ramps and we've started to deploy the drainage aggregate. So this, although it looks like nice brown sand, it's actually rounded river gravel ranging from, most of it, being 14 to 20 millimetres, that size distribution and there's some coarser aggregates being used elsewhere.

MU: Richard, would you mind just flicking back and then forward again so we can see the transition? Thank you.

RB: Mostly, what you'll see, and we'll touch on the details, but this is just a high level, and there's been a fair amount of work very recently happening in this southern south-eastern sump area.

So, the way that the ramps are constructed into the cell is they're obviously going over the liners. So there's a lot of design and construction considerations. Because these will be the ramps that the big dump trucks will use to enter the cell when they're bringing the waste in so obviously we don't want to have a situation where the dump trucks actually affect the lining in any way. So all up there's a number of different layers that go into the construction of these so there's protection geotextile placed on the on the HDPE liners then there's a soil confining layer. And then that's placed with this geogrid so that's actually to lock in, if you like, the movement. So as the vehicles move up and down, so the placement of that geogrid in there is actually to sort

Project Update – Cell Construction



Aerial view of the cell looking east – 18/8/22. Primary liner complete on all batters (except the eastern batter). Primary liner on the floors of the western quadrants are now complete ready for A64 geotextile and drainage aggregate.

Project Update – Cell Construction



Aerial view of the cell – 18/10/22. A64 geotextile and drainage aggregate installed in three quadrants via the ramps, SE ramp started and work started on south sump.

Project Update – Cell Construction



NE ramp soil confining layer and GCD installation in north sump – 6/9/22

Project Update – Cell Construction



NE ramp soil confining layer and geonet – 7/9/22.

of solidify or stabilize the ramp as it's going down. I will touch on other pavement layers, so eventually on top of that there's the actual subbase and wearing course layers as you would construct in any sort of rural type road so it's a very hard wearing surface.

Another thing that's been happening is the primary layer. You'll recall there's two layers of geocomposite going into the whole liner system so the primary being the uppermost closest to the waste. And this is the north-eastern sump, where the primary layer is being installed. And it's being welded together so that's the HDPE and the GCL. So the GCL is the geosynthetic clay materials that form the composite barrier system.

The southern sump is a bit of a sad story. You may or may not recall but in February this year we had an onsite visit to the cell with the CRG. And those that have got good memories will probably remember standing up at the cell looking to the west and there were some very dark clouds brewing on the horizon and that night, we had a very heavy storm system come through. I can't remember the exact details. Andrew you might have the rainfall event. But there was enough rain. 75 millimetres?

AW: Yeah, in a very short space of time and the pumps just couldn't cope.

RB: So what ended up happening is that the liner that was already installed in the southern area, water got above that liner and actually tracked beneath the lining system because it wasn't completed properly and because the pump system wasn't able to cope with the volume of water. What made that happen is that we had water get underneath the lining system so Daracon were able to lodge successfully an insurance claim for that damage and then we have been now waiting for the right time to undertake those repairs. So there's a few slides in here and that's fundamentally what's been happening over the last couple of weeks.

MU: Can you just repeat how much rain that was?

RB: That was 75 millimetres, I think overnight.

MU: Thank you, just for the record. I think we might have missed that.

RB: I can clarify that but that's just off the top of my head. So the process of repairing that sump is obviously to clean out the materials that were in there, so there's drainage aggregate. There was sand and then also then the liners as they come out.

So this is the start of that removal of the sand drainage and drainage aggregate in that area. And the general principle was

Project Update – Cell Construction



CRG PRO FLU Primary GCL and HDPE being installed in the north sump – 7/9/22

Project Update – Cell Construction



CRG PRO FLU South sump cleanout of gravel and sand – 7/9/22

Project Update – Cell Construction



CRG PRO FLU South sump cleanout of gravel and sand - 13/9/22

that everything more or less that you can see covered by dirt and materials at the bottom of the batter would have needed to have been, or has been, removed and then replaced back to the clay on the sub-base.

So again just going back in time a little bit, a little progress update there where you can see the drainage aggregate is being moved into the cell into this north-eastern quadrant and you can see a dump truck sitting on that ramp after it's been completed.

I'll touch on that again shortly. I think we talked about that a little bit.

So this is the deployment of the drainage aggregate.

So with any of the materials going into this cell or any vehicles that are in there, there's obviously a very considered process again, you may or may not recall but we actually did an ex-situ trial of the full lining system applying different vehicles running over it to see what sort of protection geotextile or cushion geotextile needed to be placed and whether or not, that was effective in reducing any noticeable or deformations in the HDPE underneath.

Part of that process is to ensure you've got light vehicles so these are very light, relatively light vehicles and they're always moving on a minimum of 300 millimetres of drainage aggregate. Where the heavier vehicles come you can see in the background here, there's actually quite a bit more depth of material. So where the dump trucks are tipping materials, they're always tipping onto a surface that is, I think it's more than a meter thick in that area. So one of the challenges that we face with this is when the plastic material warms up just through the normal course of the day, the expansion of the plastic increases the length of it and therefore you get these wrinkles forming in there.

So there's been a couple of different ways of managing that because you can't then have the material placed on top of a wrinkle for a risk of it falling over on itself when you create a stress point in the lining system. So it's essential that when materials placed into the cell of this drainage aggregate, it's not crushing any of these wrinkles. There are a few different ways of managing that, ideally you do it in cool weather. It's noticeable and we see this everyday in the morning. You get in there. You look at the cell and it's actually, if it's a cool morning, it's taut. It's actually tight, the plastic. In the afternoon when it warms up you see these wrinkles forming. So the cooler it is the better. Obviously we can't just do it when it's cool and we're approaching warmer months so

Project Update – Cell Construction



Aerial view looking east – 20/9/22.

Project Update – Cell Construction



Protection geotextile deployment in the NE quadrant – 20/9/22.

Project Update – Cell Construction



Drainage aggregate deployment in NE quadrant – 21/9/22. Strategic placement using a 6T excavator assists with wrinkle management. Cool wet weather is assisting as liner is more taut.



Hydro

another method that we found is that we can actually wet down the plastic so you spray some water into this and just the evaporative cooling from the protection geotextile cools it enough to take some wrinkles out. And then the other part is the actual placement itself, so these guys are able to take a scoop full of the aggregate material and they can place it in an area on the wrinkle or just in front of the wrinkle, so they don't sort of push these bow waves of wrinkles ahead of them and create a bigger one in the end and that's been quite successful.

But there's quite an amount of material. I don't know what the total amount that we'll be putting in there and sort of tons is but as you can imagine that's a minimum of 300 mil thick across the majority of it and then when it gets into the sumps it'll actually be sort of full depth in the sumps of the drainage aggregate.

MU: Richard as it gets warmer there, are they likely to start working a little bit earlier in the morning.

RB: It's possible, I think even we were contemplating some of these activities like placing the sand this time last year and there were thoughts around working night shifts to avoid the heat of the day. It may be that we're able to get this done within the next few weeks on the base and it might be that we can avoid any risks around that. So yes, as I described this is the dump truck tipping the aggregate out and it tips it out onto a much thicker part of the pile and that gets spread out by the line of vehicles.

Which is what's happening here you got a couple of little posi tracks and a small excavator just taking scoops, placing it out in front of it, moving forward.



We had to complete the primary barrier on the south-eastern quadrant so that's work done here.

So that was this area around the cell here, so as things stand, the only exposed dirt if you like it is in the eastern ramp, so this part of the cell coming in and then around the south-eastern sump. One of the things that's also happening, so the purpose I guess, the functional purpose of the aggregate here is to drain any leachate that might get generated in the cell.

And the whole cell is designed to fall both from the centre out to the sides being from the centre bund here and then fall towards the sumps. And this drainage aggregate is the main conduit for any leachate, but there are, again you'll probably recall and you can just see here there are actually some depressions, drainage lines or drainage channels that have been constructed into the quadrants and then directing leachate down this way. There's one next to the bund, and then go down from the west to the east towards the sump.

Now in those drainage channels as well as drainage aggregate we are installing pipe. So this is 160 diameter pipe with holes drilled in it. So just like your typical ag pipe that you might store in any drainage function and then the drainage aggregate is centred around that so that's really just to accelerate the drainage away from those areas as it accumulates in the drainage channels.

This is one of the last remaining areas of primary aggregate being installed. We had to do a bit of work on the sand drainage in the leak detection layer under this because it was sitting out in the weather for quite some time. So there was a bit of work to repair the drainage channels and remove some wetter materials. That's all now been repaired and just in front of this drainage channel now, there's been a temporary bund installed to minimize the amount of rainwater or water that ends up in the sump whilst the sump repairs are undertaken.

So, in preparation for those sumps being repaired, we needed to have a bit of an understanding of what was underneath all of the liners so the decision was taken to cut some holes into the liner system just to see what it looked like underneath, and that revealed that there were areas that were still too soft to then just line over the top of so following this, the decision was taken to cut all of the liners out and do a full sub-base repair.

Project Update – Cell Construction



Aerial view looking east – 4/10/22.

Project Update – Cell Construction



DN160 leachate pipe being installed in drainage trenches of the NW quadrant – 4/10

Project Update – Cell Construction



Primary HDPE liner being installed on the floor of the SE quadrant – 11/10/22.

Project Update – Cell Construction



Windows cut into existing liner (HDPE, GCL and GCD) of south sump to inspect the subgrade for damage – 17/10/22.

So you can say this was the temporary bund that I just talked about and now this is in the process of removing the unsuitable materials on the surface.



Fortunately, there wasn't a lot, so it was really a fairly minimal surface scrape and then a placement of some dry material where it was necessary and then a test that makes sure that the compaction was suitable for then the reinstallation of the liner materials.

MU: So Richard was that purely because it got too wet?

RB: Yes, that's the underneath. The other thing to be fair that we've probably learnt a little bit more about managing the cell and we probably should have done so previously was there's actually a groundwater sump built into the design as well. So we may have avoided more of this damage had we been extracting groundwater more routinely up to that point. That's something which is now routine in the way in which the cell is being managed during the construction phase is we're actually monitoring and extracting any water that accumulates in the ground water sumps.

This is the process of applying crusher dust on the surface to give it the right surface and compacting and providing a suitable surface to line on. What you can see here is this is the end of the leachate, the leak detection riser sumps, pipes, collection pipes so they've been just cut off to allow the liners to be placed and you can kind of see there the multiple lining system sitting under that.

So first thing to be installed is the geocomposite drainage layer which has been stitched together here and you'll note the date.



This was Tuesday, this was done and once we were committed then we had the liner up with the weather forecast the way it looked on Monday and Tuesday, we knew that this weather was coming. The lining contractors basically did an amazing job, they had a bunch of guys there. There was I think nineteen or twenty people onsite which is more than we normally have. And they got in there and got this all ready and weather tight, weatherproofed, before today, essentially by yesterday afternoon. So two days they had pretty much all of this sorted.

So the GCD going in there. The last ramp to be constructed, this was happening at the same time, so this is the last access ramp and this will form, all those ramps will then be used to access the cell, allowing us to close up the eastern batter.

GCL being deployed into the sump, so that's the second of the liner systems and then HDPE was welded in with all of the QA necessary.



So that's where it's at. There was some weatherproofing placed around the cell so that when this rain as it is now accumulates we don't have any risk of water getting under the liner system this time.

OK, so slight digression, of course, you don't need me to tell you this, but we've continued to have lots of different rain events, lot of water on the ground. And the way in which the water management is conducted on site is that all of the water is collected into predominantly these two sediment basins. And prior to them being discharged, they're required to be measured or analysed for



suspended solids and pH and then with that analysis done, they're corrected so that they're allowed to discharge and this is actually flocculent being added to the sediment basins to actually pull out the suspended solids and then, once they settle out, water is able to be discharged so then they get pumped down to the unnamed creek which is down here closer to the site.

I think we had this photo previously but just as an update, the water treatment plant is currently undergoing commissioning so the company, the subcontractor to Daracon, is Enviro Pacific Services so they designed and are running this plant. They've started to add some leachate into the plant to tune the performance of that plant as we speak.

That has to be all obviously ready to go, ready to receive leachate prior to us opening the waste in the capped waste stockpile.

OK, so one of the things that we are currently working with Daracon out is to I guess refine the methodology for how the waste will be actually transported from the capped waste stockpile and other areas, frankly into the cell.

There are clearly a number of complications around handling this material and this has obviously been well known and a lot of preliminary thought has been given into the nature of the material and the risk that it presents once we open the cell up.

So we are conducting a trial run if you like or a simulation of waste movements this Monday. We've got a pretty good surrogate for the waste. We're actually down near the capped waste stockpile.

There is a pile of anode waste that was non-recyclable from many years ago. We cleaned that up and sent a lot of it down to Blue Circle Cement, sorry. And there's some residue from that.

So we're going to use that material in the waste simulation and pretend that's waste from the capped waste stockpile and then we'll go through all the motions that we expect that the process of transporting the waste involves. Once the dump truck is then loaded, the dump trucks will measure the mass of material in in the trailer. They'll then drive around through a wheel wash. The intention is that when the dump trucks are in the area of the cell here, there's a risk that they could get contaminants on the tyres for example, so they will go over a wheel wash or a rumble grid to dislodge any loose material from the tyre so we don't want that tracked across the site essentially.

Project Update – Cell Construction



Temporary Water Treatment Plant – process commissioning is underway.

Project Update – Waste Handling

Compliance

- A lot of work has been happening in the background on the methodology for CWS waste removal & handling, gypsum addition and cell filling.
- A workshop was held on 11/8/22 between Daracon, Enviro Pacific Services (EPS), Ramboll and Hydro to review the work method statement that has been developed by Daracon and EPS for the movement of waste across site to the ECC. Comments being addressed in a final revision.
- Trial (dry run) to be conducted to simulate the weighing of waste, addition of gypsum, movement of dump trucks across site and the data collection system – planned for Monday 24/10/22.
- Health monitoring protocols being put in place.
- Site auditor to review and make comments.
- A meeting with SafeWork NSW will be held in late Nov / early Dec.

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They'll move into the area where we'll place the gypsum or add the gypsum to the truck. So we've got 10% per load, 10% mass by mass per load. So if there's 30 tons of waste goes into the truck then we need to add 3 tons of gypsum on top of that. That then will go through a wet-down to minimize any risk of dust being liberated from the truck as it moves across site and then that will drive across the site to the containment cell.

We can't really simulate the placement of the waste in the cell. Obviously, we'll do a bit of work on that when we're actually placing the waste. But the most significant risk that we've identified through this process is the risk of airborne dust and emissions from the trucks and we want to make sure that we get the right amount of material in the trucks, we don't overfill them and then when they're moving across site, the controls with the gypsum placement and the wetting down doesn't actually have any sort of dust coming off the truck.

So we'll be following that for a day on Monday, obviously taking drone footage following the trucks to see what that looks like and then identifying if there are any further controls that can be implemented to improve that.

The other part of the work method that's important to us is about that leachate generation and understanding what Daracon are able to do to minimise that leachate generation. So if you can imagine the capped waste stockpile has had all the topsoil and about half of the clay capping stripped off it. But the water that still hits that is still considered clean so as they start and expose the waste what they intend to do is effectively peel back that clean layer and create a physical barrier for any water that might fall on the cell will actually be segregated into clean water on one side which can be sent to the onsite detention and then dirty water on the other which will be directed to the leachate treatment system.

MU: So Richard, it's a bit of a balancing act then between not introducing too much water when you're wetting down the trucks because you might generate leachate from that I guess versus trying to manage dust and so forth as the trucks move around?

RB: Yes and no, I think you know to generate leachate in 30 tonnes, you'd have to throw a lot of water in it. We're talking about a spray of water at this stage.

MU: Just on top kind of thing?



RB: Just on top to create a wet surface or a wet crust so Daracon are talking about just using a water cart in the first instance and we've suggested that perhaps they could use a bit more systematic way of doing that. Just set up a spray bar, like imagine a car wash that you drive through or something like that.

MU: You drive under it

RB: You drive under it and that's got water sprays running as they drive under it.

MU: So would that be par for the course or would it depend on when you uncover some of this waste if it's already wet, you wouldn't need to, and that sort of thing?

RB: I think we would do it pretty much for every load. I mean that's yet to be determined, yet to be refined. But even the gypsum that goes on top, most of that will be reasonably dry and that will just generate, although it's inert - calcium sulphate, it will still generate dust as you're driving across the site and it's better to have that managed as well.

MU: Thanks

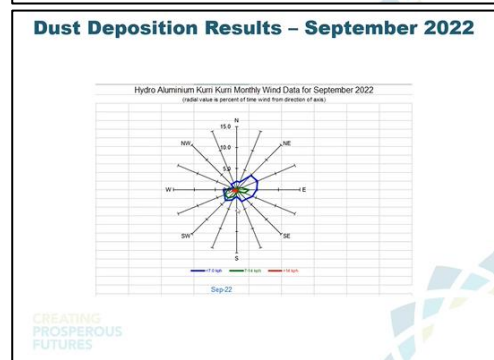
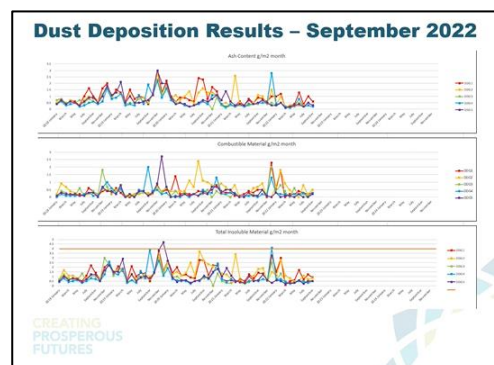
RB: Our intention is that once we've got a plan there and we've got some evidence behind the controls that are being in place, then our site auditor will also review that method and provide comments and we'll also be meeting with SafeWork NSW to just provide the work method to them and talk them through it, and see if they've got any particular concerns around that work method.

Speaking of airborne emissions, there haven't been any concerns around the monitoring of our dust deposition gauges. Again, not surprising given the amount of rain that we've had so there's not really been a lot of hot or windy weather for that matter. We haven't really had a very windy spring as we sometimes do and when we have, the rain has kept dust down to a minimum.

Which is clearly what that shows is there's been you know not a lot of high or strong winds during the months.

OK before I talk on my stuff that's this remediation activities are there any questions?

At this stage, there's still the program that we have from Daracon is that we will be expecting to start placing waste in the cell after New Year. So the cell, we're not sure yet depending on weather, we might even have it ready prior to Christmas. But given the



normal break that we will have over Christmas, we're not prepared to break open the capped waste stockpile and leave it to sit there for a couple of weeks so we will strategically open the capped waste stockpile.

For example, we might even wait for weather - if there's a bit of a long term or a medium term forecast for bad weather. We might even 'pencils down' whilst that passes.

It's a bit difficult to predict that and eventually we've got to start but the risk of generating leachate or too much leachate is certainly worth considering just having a pause on actually placing the waste in the cell.

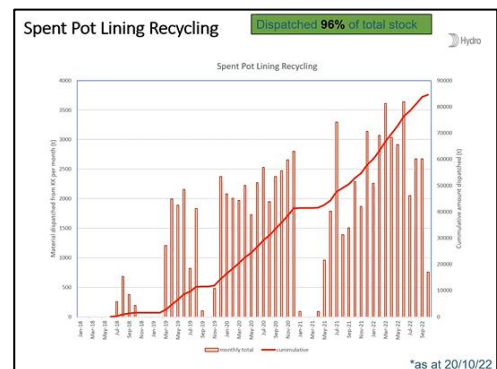
So spent pot lining (recycling) is continuing we are getting close but not close enough. To be perfectly frank with this group, I'm getting a bit frustrated with this process. Our Environmental Protection Licence basically requires us to have all of the spent pot lining dispatched from site by the end of this year. That is looking unlikely. The frustrating part about that is, it's not in my control at all. This is entirely in the control of the recycling entity who are...yeah, no, I'll just leave it at that, they're just annoying me at the moment I think they can do better. They're not trying very hard, they seem to be wanting to serve other customers, other clients, not us.

We've got the difficult part left, so all the first cut has left and that's been because they've taken preferentially the most valuable part of the material and the risk that we foresee is that this could just drag on because it is more difficult to deal with the second cut.

If we end up going to the EPA and having to ask for an extension, it will be reluctantly that we do that and we'll make sure that that's clearly articulated to the EPA and where they can provide leverage or motivation to this recycler then we'll be looking for that as well. But that all said we've moved 85,000 tonnes and paid 10s of millions of dollars to do that. We're getting very close so that's why it's a bit frustrating and it's also not the first time we've had to extend our license. We actually had to do that at the beginning of this year. So it was supposed to be finished at the end of last year but we got a 12 month extension and we're still not going to complete it.

MU: Is that about 5000 tonnes remaining then Richard?

RB: It's about 5 to 6000 tonnes remaining. Round numbers, 5, 6000 tonnes. So close yet so far.



OK then on some other matters, so on the rezoning a bit more of a frustration about to come. We were expecting that the rezoning for Cessnock would have been signed off and completed right about now. Indications from the department was that all of the map work done, all of the preparations that they have to do, was to be done by mid-October for a Gazettal, by mid-October. However, looks like the brakes are being put on as a result of the issues that the state is experiencing with regards to flooding. And the Office of Water is now holding up any rezoning where there is risk of flood impacts and they're making their own determinations to whether it's appropriate or not to rezone all or part of the footprint based on the rezoning. This is predominantly for residential developments, but because it's less risk around industrial commercial developments in and around flat areas, but as our rezoning proposal is both the employment and the resi, we are now sort of in a holding pattern waiting for the Office of Water and the Department of Planning to determine if the flood work that's been done to date is still satisfactory, which it was only a matter of weeks ago, then we remain waiting I guess.

The risk around this is again a bit like the SPL, is that our gateway expires at the start of December and the Department are within their rights to basically say that's it you've had your chance you didn't get it across the finish line by the end of the gateway, go back to square one. Now it's unlikely they'll do that in this circumstance but what it will mean is that we'll need to get a gateway extension which is a process that we will have to go through and given the Christmas break etc, then the rezoning is not likely to get through until earliest late January, February if that's the case. Which is quite frustrating. Which will make it, I don't know, that's getting close to 8 or 9 years, the rezoning for that.

It's possible that the bio cert might be finished, which we thought was unthinkable at one point but it's possible that we'll get that so that's been chugging along. Part of the process, we had to exhibit the bio cert, which we had done that finished its required 30-day exhibition period, about 2 weeks ago or a week ago, I think it was the 13th of October. So that was exhibited both through our *Regrowth Kurri Kurri* website but also on the Department of Planning's Have Your Say page. There were four submissions that were received through that period. All of them came through the Department's access and of those four submissions there were basically two main issues raised.

Rezoning / Bio-Certification

Rezoning (Cessnock)

- Still progressing with DPE
- Likely delay due concern about flood impact ????

Bio-Certification

- Public exhibition completed
- 4 submissions received
- 2 issues: insufficient total offset; site should be preserved for "ecological observation and biodiversity continuity"
- Preparing Response to Submissions to submit to BCD – No changes to BCAR
- Next steps?



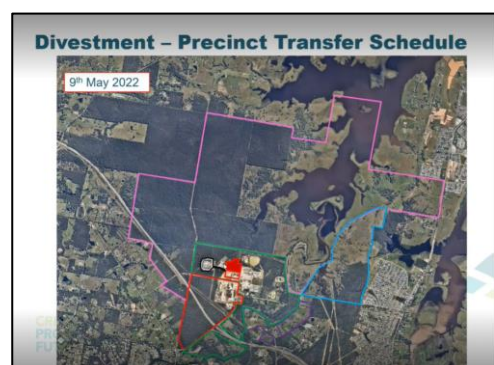
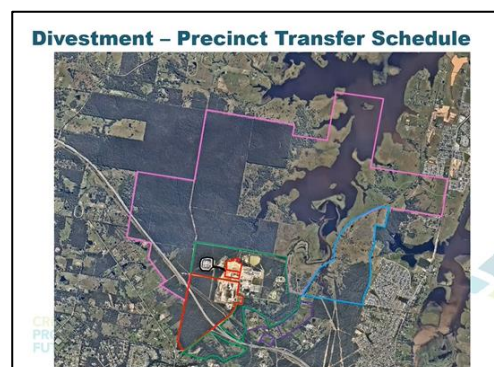
In fact, three of the submissions were effectively the same submission. They referred to the same considerations, the same areas etc. So one was from the Hunter Bird Watchers or Bird Observers Club and then my guess would be that a couple of members of that made personal submissions.

And then there was another private submission made. So the issues that were raised - three of those submissions raised their concern, that the impacts weren't necessarily their concern, it was the offsets so the related offsets to those impacts, they believe were insufficient. And the one other submission suggested that the site in its entirety should be preserved for ecological observation and biodiversity continuity purposes. So we are currently in the process of preparing a response to those submissions to submit to BCD, and we won't be proposing any changes to the BCAR as a result of those submissions based on the fact that the BCAR itself doesn't directly deal with any offsets. It simply states the amount of impacts in the area and then prescribes the amount of biodiversity credits that would be retired as a result of those impacts and then the offsets are determined separately.

However, the particular species, which sorry, I should have mentioned clearly the impacts concerning the Regent Honeyeater and Swift Parrot, are actually being offset in excess of the minimum requirement from the BAM in any case. So it's already being offset in excess of that requirement. Then the next steps will be for BCD to consider that response to submissions and then they are currently preparing the legal instrument - the Bio Certification Agreement that we will enter into and that's the agreement that will be placed on title, to control or have the land owners enforce the requirements of the bio cert. I don't have any feeling for timing of that yet, but it could be that that's still some time before the end of the year. Or maybe early in the new year so something that's happening then.

Alright this is probably my last sort of topic area to talk through and it's related to the divestment and transfer of ownership of different precincts of the site.

You'll recall that on the 9th of May, we transferred ownership of what we call Precinct 3A to McCloy Stevens, who in turn, sold that to the Snowy Hydro for the Hunter Power Project. So that's well underway.



The next precinct to be transferred is scheduled for next week, which is what again we call 3B. But effectively just to show you also the southern south eastern part of the smelter footprint and the building that was 77A is now hosting the Snowy Hydro project offices and because it fits in a neat lot - the car park, the old hydro car park across Hart Road adjacent to that and then all of the land on the western side of Hart Road as you approach along Hart Road will transfer to McCloy Stevens ownership on 25th Tuesday.

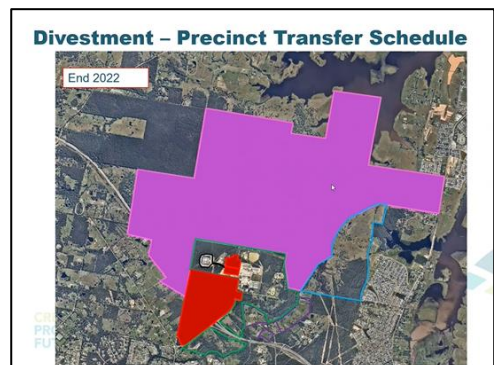
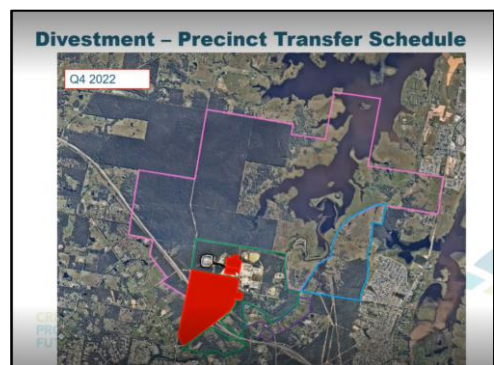
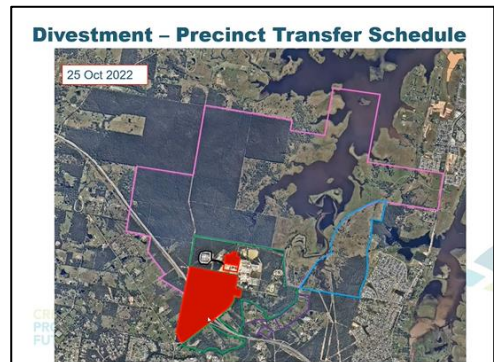
Which will then, once the rezoning comes through that control over that land, will allow them to start submitting DA's, the first DAs, for the industrial subdivision, which I know is starting something that they're starting to put their mind to as we speak.

The next piece of land that will transfer is just this little strip of land here, so that's currently with the Department of Planning having the VPA release assessed. All that remediation was completed and audited, that audit was submitted to the department requesting that that be released from their VPA controlling what can be done to that land. There's no risk around that it's just timing. That piece of land is effectively the buffer land for the Hunter Power Project, but it will also be housing the compressor station for the gas pipeline that will fuel the pipe for the power station. So APA, which is the company doing the gas connection, will have a compressor station here going on the site. And then before the end of the year, we expect that the next precinct will go.

RB: And that looks like that.

MU: Wow

RB: So this is what we call precinct one and as you can see, there are the two sort of main features that precinct one will be. The first stage, the residential subdivision, which if Shane were here, he would probably say that the DA is very close to being approved for their first stage for that area in Maitland. I think they're expecting, the mid-November, council meeting for that approval or something very close to that. And then they'll start obviously getting into the actual civils for the subdivision work. And the other part of that is predominantly it is the stewardship side area, so they're also working with the regulator for stewardship sites to start and prepare the assessment and the approvals for the stewardship site so that's the reason why that's all going at the same time. And then back to my first comment about the timing for Kerry, so



obviously one of Kerry's roles with us is to oversee issues associated with the broader land holding and the timing works reasonably well for us that the majority of that land holding will transfer to a different owner and have different management responsibilities going forward. That's not to say there isn't still a reasonable amount of land for us to look after but we obviously need to, and have been developing strategies and plans for how we're going to manage that going forward.

RB: And that be it.

MU: Fantastic. That's really interesting to see how much is moving Richard. Toby I think you've got a question. No? I was sure you had a question I was anticipating your question was around that, red section, which is that commercial/industrial zone, for want of a better word, section. And if there are any plans for that at this point in time so I'll ask that question.

RB: No nothing that I'm aware of. Nothing in terms of company A or development type, but they are, as I said, they are starting to prepare the first stage subdivision, so that will involve road and lot configurations and those kind of things.

That sort of paves the way then for an easy pathway for developers, for end users, to come along so what we found and we found this for nearly ten years, frankly, is we've had people from time to time, and I think Shane would probably tell us that they're getting inquiries quite regularly.

But because the land is not zoned and the subdivision is not approved. The timing for these people. They're looking for...

MU: Some certainty.

RB: Yeah, they're looking for an already set up piece of land ready to go and often they can't deal with the timing constraints, so even when the DA is lodged, there's probably still 12 months of approval and then maybe another 6 to 12 months of actual civil works before anything actually happens.

MU: Fair enough. Alright, any other questions to Richard around that presentation? So, be it around the cell or the ongoing development of the land and so forth?

AG: Yeah, the only question, from the presentation we had at the retired mine workers, I was under the impression that the Maitland part of Wangara had been approved?

RB: Yeah well, the rezoning has, Alan, but the DA is what's currently being assessed so that's the subdivision DA.





AG: Yeah.

RB: They've got two DAs in so they got their first stage, which is close to approval and their second stage is sort of hot on the heels from that.

AG: Yeah, and so the hold up for the above the water line connection back to the Winton Group for flood free access is being held up by Cessnock Council too, I'd imagine.

RB: Yeah, that's part of it, I think is the flood free access but it's also where there's an interface between, because I don't think I have it here but the footprint if you like, the outline for the proposed rezoning and the Cessnock area follows the flood line.

AG: Yeah

RB: It follows the one in 100 flood line and there's probably been a couple of areas, one of the last things we had to do, there was a couple of areas where some corners were squared off and some areas sort of went into that flood line, flood area a little bit.

So some work was done to show that if that was filled back to the flood line, what impact that would have on the floodplain and you're talking about you know fractions of a millimetre overall on the floodplain so whilst that was acceptable as I said a number of weeks ago to both Council and Department of Planning. Yeah, it's perhaps it's natural if not frustrating, but natural that given the issues around flooding at the moment in areas and the expectations that we will see more and more of this potentially, that they are being a little bit more conservative. I don't know, I don't think it's necessary at the moment but that's just a personal opinion. Given the scrutiny that it's already been applied. I mean, we've already had one significant delay in this process to prove that the flood level is the flood level and that was way back.

Maitland Council had to get funding to prove that and that was about a year in the process. So understandably, it's quite frustrating for us to potentially face a similar concern and some delays associated with them.

RD: Can I comment there? Can you hear me?

RB: Yes

RD: I believe that that one year hold up of Maitland, was that they had not updated their flood studies.

RB: Yeah, it was that and then they had to get funding for it and they had to engage consultants and yadda yadda yadda.

RD: Yeah

AG: I would have thought going out and having to look out at Bowditch when that water was at its peak there, that would have been that close to the 55 level up there that it wouldn't be funny.



Either the same or just above or just below but it must be very close to the 55 flood level in the Wentworth and Heddon Greta swamps.

RB: Well, I guess again, I'm sort of speaking for someone else that's not here, but talking to Shane about this issue this week.

They are going to do a bit of work to try to sort of get a bit of ground truthing if you like. I understand significant flooding / rainfall events and to the extent they can what sort of flooding that looked like, what that looked like on the ground.

Because I can say that the most recent flood event that we experience where Kerry had good water views and was isolated for a considerable amount of time if she didn't know any back channels.

KH: Yeah, I rode across the paddock in a boat

AG: and across the railway line?

KH: Across the railway line because that was underwater too

AG: Yeah, so that's got to put it up in the (19)55. While ever the flood gates are closed that back water will hold.

RB: But what we were surprised about with that, Alan, is that, from the modelling that we've seen the William Tester Drive that runs through Cliftleigh, there is pretty much bang on the nine points or 10.2 on the PMF I think it is. And the peak level of that flood if you can imagine there's those sporting fields in the hollow there, the water didn't get up to the crossbar and it didn't get anywhere near William Tester Drive so whilst it was a significant event and Tester's High went under as it does. It certainly didn't appear as though it affected the residential developments in that area and if it didn't affect those then the same planning levels are being put into the rezoning for the Hydro land as well. So hopefully that is a bit of work that can be done, then someone can see some sort of practical sense there.

MU: Toby?

TT: Am I right in assuming the future of the Kurri Speedway lays with McCloy Stevens now?

RB: You are correct Toby.

TT: So has anybody heard what's happening there?

RB: No, I haven't but I can guess, I reiterate the Hydro view of the world. There is and continues to be that whilst ever we own it, they have and they continue to do the right thing mind you, then the license will remain on foot. I know that there are aware of it - the McCloy Stevens entities. I'm not sure if they've had any dialogue as of yet with that.



We often hear lots of grumblings from Campo about what's been going on there. But again, despite that, he also understands that it's not our desire to change anything.

MU: Alright, any further questions Kerry, Alan, Toby? Rosa you've been very quiet and on mute there, the whole time, so appreciate that, anything from you Rosa.

RR: Richard, I'd like to talk to you with respects to the zoning application to Cessnock City Council, we have had discussion recently in respects to that. I think you're right, I think there is still a little bit more time to go as far as ... sorry, can you hear me? I'm very crackly.

MU: Yes, quite faint, but yes, we can.

RR: So yes, I'd like to speak to you, perhaps later on tomorrow with respects to that because I know we're keen to get that DA through ASAP for that site.

RB: Yeah, OK, well anytime Rosa that's not an issue. You just, I don't know if you've got my details but...

RR: If you can just text them through to me.

MU: I'll pass that on your mobile. Alright, thanks Rosa. Alright.

Well look, if there's no further questions to Richard or to Andrew, then I'll just ask if there's any other business, any comments or questions from the community?

AG: The only other question is, is there any sign of the generator arriving yet? First one, is supposed to be on the ship, has it arrived? Has anybody heard?

RB: I don't know, Alan, I know there's lots of stuff going on.

AG: Not on site?

RB: They're doing all of the piling works in preparation for that, but, it's not on site, no, I can tell you that.

MU: Alright well, there being no further questions then we'll just address the last item, which is the next meeting. I've got that down for December 15th being the third Thursday of the month in two months' time, any issues with that?

No early holidays heading off to go and find Santa? Oh Richard is heading off to go and see Santa inn Finland.

MU: No OK, he's going diving somewhere.

RB: Hawaii

MU: Hawaii, excellent. Alright, well look, are you heading off for all of December or should we bring the meeting back a little bit, maybe?

RB: It's actually the first two weeks, so I'm actually back after that period but it gets a bit close to Christmas if it's the week after.

MU: Yes that would be the 22nd



RB: Yeah

MU: Probably a little bit close. Alright, well you be able to delegate the presentation back to Andrew this time if you can't be there.

Yes, okay then, alright well. We'll leave that there for now. If there's any change, I'll let you know, but the planned date is Thursday, the 15th of December. Thank you all for your attendance. Thanks Rosa, for persevering on the phone there and Toby for coming in. I know it probably takes a couple of times, sometimes to get through especially when it's raining.

Thanks Rod for a special guest appearance mate.

Thanks Alan, thanks Kerry, thanks Richard.

RB: Thank you Michael

MU: Absolute pleasure, alright, we'll see you in December, hopefully, unless we don't. Alright, thanks very much.

6 Meeting close

Meeting closed: 7:10 pm

Date of following meeting: 15 December 2022