



NB: These are DRAFT minutes only, to be ratified at the next CRG meeting. Note that minutes are paraphrased to an extent and may not exactly match actual statements.

Project	Hydro Kurri Kurri site redevelopment project	From	Alexandra Parker
Subject	Community Reference Group	Tel	1800 066 243
Venue/Date/Time	Thursday 7 April 2016 Hydro offices, Kurri Kurri 5.00pm – 7:30pm	Job No	21/23175
Copies to	All committee members		
Attendees	Mr Andrew Walker – Hydro Kurri Kurri Mr Richard Brown – Managing Director, Hydro Kurri Kurri Mr Alan Gray – Community representative Mr Brad Wood – Community representative Mr Ian Turnbull – Manager Natural Environment Planning, Cessnock City Council Clr Arch Humphery – Maitland City Council Mr Ian Shillington – Manager Urban Growth, Maitland City Council Mr Kerry McNaughton – Environmental Officer, Hydro Kurri Kurri Ms Debra Ford - Community representative Mr Bill Metcalfe – Community representative Mr Michael Ulph – CRG Chair, GHD Ms Alexandra Parker – CRG minutes, GHD		
Guests/observers	Mr Shannon Sullivan – ESS Australia		
Apologies	Clr Morgan Campbell – Cessnock City Council Mr Rod Doherty – President Kurri Kurri Business Chamber (arrived later) Mrs Kerry Hallett – Hunter BEC (arrived later) Mr Toby Thomas – Community representative (arrived later)		
Not present			



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Notes	Action
<p>Michael Ulph (Chair)</p> <p>1 Welcome and Acknowledgement of Country</p> <p>Meeting commenced at 5:57 pm</p>	 <p>The image shows a presentation slide with a teal header and a green background. The header contains the text: 'Hydro Aluminium Kurri Kurri – ReGrowth Kurri Kurri Project', 'Community Reference Group Meeting #14', and 'April 2016'. The main body of the slide features a photograph of a small green seedling growing from dark soil. Text on the slide includes 'REGROWTH KURRI KURRI' and 'CREATING PROSPEROUS FUTURES'.</p>

Notes

Action

2 Meeting agenda

- Site tour
- Welcome and meeting opening
- Apologies
- Acceptance of last minutes and matters from the previous meeting.
- Project update
- Gateway Determination and next steps
- CRG questions and answers
- All other business
- Next meeting / Meeting close



3 Welcome and meeting opening

Michael Ulph welcomes the committee and confirms Rod Doherty, Kerry Hallet, and Toby Thomas are apologies but may be able to attend later.

Acknowledges Brad Wood could not make the site visit but is attending the meeting.

4 Last meetings minutes

Michael Ulph: Has anyone been through and had any comment on the minutes? I did append the environmental report that was discussed last meeting as well so you can capture that at your leisure. As well as all different rainfall events we discussed during the meeting.

Alan Gray: On page 27, the explanation about the Hart Road interchange, I would just like to put some clarification.

Ian Shillington: Just a minor comment on page 26, paragraph 2, for my quote about why that extra land was included. It said that it's the last remaining area for the Maitland Urban Settlement Strategy in Gillieston Heights. I'd like to clarify that.

Michael Ulph: Yes okay, so we will add that in Gillieston Heights there. Thank you.

Kerry McNaughton: I would like to move those.

Michael Ulph: All those against?

No objections to the move.

Michael Ulph: I think that makes sense as well. Could I have someone please move these minutes as a true and correct record?

Moved: Bill Metcalfe Seconded: Kerry McNaughton

Michael Ulph: Okay. Thank you. We will move to Andrew for the project update.

Action: Amend last CRG meeting minutes.

5 Project update

Andrew Walker: Okay, so this is a list we've been working on through our early works program. We've just been weather proofing the baking furnace building, ABF2 bake furnace building. We have sheeted all the sides of the building in and put doors up at the drive through doorways.

ABF2 Weatherproofing



This is the 7A furnace, so we've been working on removing synthetic mineral fibre. That is now finished and ready to start the next phase, which is demolition of the refractories which we will start the week after next.

ABF1 (7A) Refractory - SMF Removal - Complete



In the pot rooms as you saw we're progressing the super structure and busbar removal. So Line 3 is finished and handed over to the pot de-lining contractor and they started on the 29th of February.

Line 2 works commenced on the 12th of February and Line 2 North actually finished

Activity Update

- Early works progress
 - ABF2 weather proofing
 - 7A Bake furnace SMF & refractory removal
 - Superstructure / busbar removal
 - Pot delining
 - Bulk oil removal
 - Alternative power supply
 - Containment cell detailed design

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ABF2 Weatherproofing



Superstructure and Busbar Removal



- Contractor mobilised on site on 8/9/15
- 12 month contract
- Will generate 3,600T of ferrous scrap and up to 4,000T of aluminium busbars.
- Cathode busbars to be removed later as part of Stage 1 demolition from Sep/16
- Line 3 complete and handed over
- Line 2 works commenced 12/2/16. L2N works completed 31/3/16.
- Line 1 works now 50% complete. L1S complete except for some ACM removal.

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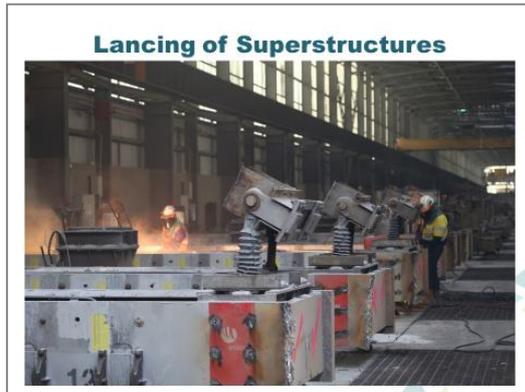
Superstructure and Busbar Removal



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at the end of March. Still a little cleaning up to do and then that will be handed over to the pot de-lining contractor as well. Line 1 is about 50 per cent complete. Line 1 South is almost finished, just a bit of asbestos removal to do. Line 1 will be finished at the end of June.

These are just a few photos, so this is Line 2 North removing super structures and laying on the pots and removing all the ferrous material.



The next slide is lancing in half so that can be removed by forklift to the scrap lay down area where they then are further processed and cut up for recycling. You would have noticed a lot of metal on the pad now. We're basically half way through.

This is the North Scrap Lay Down Area for the steel scrap so they're all the Line 1 plenums and door frame assemblies. Plenums were used for removing pot fumes from pots to direct the gases to the scrubbing system. We're using an excavator with shears and grabs to process the scrap and load it into scrap trucks. Then they are taken down to Newcastle for recycling.



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Pot de-lining, so the scope which is listed here includes removing the kaowool, which is a synthetic mineral fibre from the Line 3 pot shells. Cutting collector bars, removing the bath and alumina and the aluminium metal pad and hammering up the first cut SPL and removing the collector bars, cleaning them so they can be recycled. Removing the second cut SPL and finally cleaning the basement of any spent pot lining material.

In Pot line 3 we've finished cutting the collector bars and removing the metal pads and the bath. We've done about 40 pots where we have hammered up the cathodes and are now ready to start storing them in baking furnace very soon. We're going to be breaking it up with a pulveriser on the excavator. This is an attachment that fits on an excavator that's going to crush it down to minus 150 mm. It's a size we believe that will make it suitable for recycling and to be sent offsite. Pot Line 2 we should be in there by the end of this month. We have already handed over Line 1 South to the contractor and they have cut the collector bars in 30 pots.

These are just some photos of oxy-cutting collector bars in Line 3, and this is the machine they were using to remove the metal pads. That's the ripper attachment and then they change to a normal bucket to remove the aluminium metal pads. We're continuing our campaign to remove oils, mainly focusing on hydraulic oil at the moment. We've done as much as we can with carbon plant, except for a few assets we think we can sell, we left the hydraulic fluid in those in case potential buyers wanted to see them operating. We have now moved into the casting plant and we are progressing there.

Pot Delining

- A contract has been awarded to a local Newcastle firm for the delining of the pots. The scope includes:-
 - Kaowool removal in L3
 - Cutting of the collector bars
 - Bath and alumina removal
 - Aluminium metal pad removal
 - First cut SPL removal
 - Collector bar removal and cleaning
 - Second cut SPL removal
 - Basement cleaning
- Works commenced 29/2/16
- Potline 3 - collector bar cutting, metal and bath removal 100% complete, 40 pots have had the 1st cut SPL broken up. Pulveriser to be used to crush 1st cut SPL to minus 150mm before storing in ABF2.
- Potline 2 - work front in L2N to be opened up by late April.
- Potline 1 - 30 pots have had collector bars cut in L1S.

Pot Delining – Cutting Collector Bars



Pot Delining – 14T Excavator Used to Lift Metal Pads



Bulk Oil Removal for Recycling



11,300 litres of heat transfer medium (HTM) recycled



17,100 litres of hydraulic oil recycled

Now focussed on draining hydraulic oil from cylinders and valves and returning to the main reservoirs for further recycling

Carbon Plant complete apart from a few saleable assets

Casting – oil removal progressing

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And the power supply, mentioned at the last meeting where we engaged a company that is helping us with our alternative power supply. They're also advising us on what to do with the switch yard to keep some of the infrastructure there that could potentially be reused by a developer and also how to safely disconnect the rectifiers so they can be sold for scrap. We made a fair amount of progress in the last two months, we've got a design now submitted to Ausgrid for the alternative power supply. We're going ahead with the 1.5 MVA option, rather than the 0.5 MVA option. This is what we need for the next four years it's about 0.5 MVA, another 1 MVA capacity is available for other uses.

We've gone out to tender for the 11 KV switchboard that will go out the front, and that is 18 weeks lead time so we can get that underway. ASP1 work which stands for Accredited Service Provider so it's the ASP3 that designs the infrastructure, and the ASP1 installs it and the tender for that work will be going out on Monday to actually do the installation work for the tender. The switch yard condition assessment is progressing.

This is a photo showing where it's going to be located. There will be two kiosks. The power will come from Dickson Road with an under-bore, under the road here and come up to the kiosk here. All of this infrastructure here will be Ausgrid's including this kiosk which will have a circuit breaker and we will have our own kiosk here with another circuit breaker and a meter for measuring our power usage. All that work has to be completed by late September, early October ready for demolition so we can turn the power off on site and make it safe for demolition.

Power Supply

Alternative 11kV Power Supply to the Site

Investigation of:-

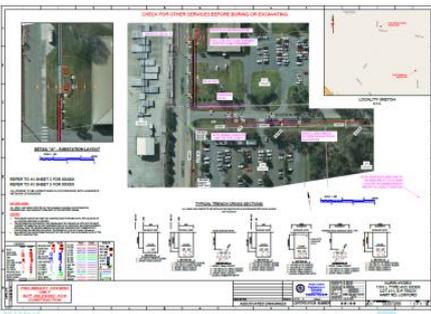
- (i) an alternative 11kV power supply to the site and discussions held with Ausgrid to allow the Switchyard to be isolated during demolition;
- (ii) disconnection of rectifiers from 132kV supply to allow them to be sold or scrapped;
- (iii) potential for partial re-use of the Switchyard in the future by keeping the 132-to-11kV service transformers.

Progress:-

- Detailed design for the Ausgrid contestable works (ASP3) received and submitted to Ausgrid.
- Going ahead with the 1.5MVA option (not 5MVA) – capital expenditure proposal approved.
- 11kV Switchboard supply currently out to tender.
- ASP1 work and cable supply to be issued for tender.
- Switchyard condition assessment to inform re-use options is progressing.

CREATING PROSPEROUS FUTURES

Power Supply



CREATING PROSPEROUS FUTURES

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For the Containment Cell Detailed Design, we need site investigations over in the clay borrow pit area. You might have remembered a few months ago we put up the slides showing remediation work that was happening on the west side of Pot Line 3 where there was a lot of refractory stored up there from the previous carbon plant bake furnace rebuilds. That was all cleaned up, now we're back to bare earth and now we can do testing. We can do geotechnical testing, checking how much clay is available before we hit rock and where the groundwater is. That is all very important for the design of the cell. We need to know how much clay is available to go underneath the liner, but we also need to know how much clay is available for the cap. Knowing the location of the ground water is also important because obviously the capped waste stockpile (CWS) material we need that dry.

We've also been taking leachate from the CWS, so you may remember we drilled six cores into the CWS to look at the materials in there, the type of waste material. We sunk some wells in those cores where we are extracting leachate and using that, because it's representative of the bulk of the waste that is going to go into the cell, we're using that leachate to do liner testing and that started about March. There is a company in Melbourne that specialises in developing lining materials for containment cells and testing those lining materials. Very shortly Richard and I will be going to have a look at that test work being done and come back and present to you the status of that. We might have to (in the future) get the cell designer here to present to you the design, when that is ready.

Containment Cell Detailed Design

- Site investigations have commenced prior to preliminary design process
 - Including bores for geotechnical testing and groundwater well
- Leachate has been collected from CWS and the **Liner testing program has commenced**
- 12 months to complete detailed design and constructability assessment

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Containment Cell Detailed Design – Geotech Work



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Containment Cell Detailed Design – Geotech Work



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That work is all happening in the design and constructability assessment and will be finished around September or October. So around six months to go. Just a few photos to show the geotechnical work.

There is about 4½ metres of clay before we hit any rock, and the five bores that we did, only one of them actually had any water in it. The other four were fairly dry which shows that the clay has a very low permeability and it takes the wells a long time to recharge with water. The water is 4 metres down. The other thing we have done is survey the area with drones using a technique called “Lidar” where the drone has a probe that shoots a laser beam down and very accurately determines the profile of the area. This red outline shows the area that we have allocated for the containment cell, and this is where we have done the remediation. We’ve got a stockpile here of some fines that should be back from the screen. Another stockpile here also of fines. This is the deeper part of the excavation where we dig down in through all the refractory that’s been stored elsewhere. This is a stockpile of ENM from the freeway construction.

So all that work is important so that we get a 3D model of the site so we can super impose the 3D model of the cell to see how much material has been moved or stockpiled.

Stage 1 Demolition. This is just a slide from last time updating you, Cessnock Council granted development consent on the 15th of March. We’ve received the updated consent conditions so we will be working on setting up management systems to comply with all the consent conditions. One of the important things is the DEMP. So this is what it talks about, we have to develop a Demolition Environmental Management Plan. The

Stage 1 Demolition

- A Development Application and Statement of Environmental Effects (SEE) were submitted to Cessnock City Council (Council) on 21 August 2015.
- The SEE described the methodology (including environmental management) to be implemented during demolition and assessed the potential for environmental, social and cultural impacts.
- SEE included specialist investigations:
 - Noise and Vibration Impact Assessment
 - Air Quality Impact Assessment
 - Traffic Impact Assessment
- The SEE concluded that the potential environmental impacts of demolition could be mitigated to minimise impacts on the community and the environment.
- Following Council review of the SEE and discussions between Council and Hydro, **Council granted development consent on 15 March 2016**

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Stage 1 – Demolition Environmental Management

- Council requires a Demolition Environmental Management Plan (DEMP) to be prepared and approved by Council prior to commencing demolition. The DEMP will include:
 - Air Quality Management Plan
 - Noise and Vibration Management Plan
 - Waste Management Plan
 - Soil and Water Management Plan
 - Traffic Management Plan
 - Stakeholder Engagement and Notification Plan
 - Work Health and Safety Management Plan
 - Demolition Strategy.
- Hydro is finalising a Smelter EMP applicable to activities at the Smelter and Hydro Land. The DEMP will be consistent with this and the Council requirements.

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demolition contractor will actually be responsible for developing that, and that will go to the council. It is based off an EMP that we have developed and included in the EMP are all these sub plans. Air quality management, noise and vibration, waste management, soil and water, traffic management, stakeholder engagement, notification plan, work health and safety management plan, and a demolition strategy.

Stakeholder Engagement and Notification Plan will be maintained throughout the demolition. A lot of what we do here is part of that, so how we inform the community of the activities here at the smelter.

There will be in that plan information on how to make a complaint, comment or enquiry and a process for recording, responding to and addressing community complaints comments or enquiries.

Hazardous materials, asbestos, so we did a lot of work last year on that and we've got another campaign starting shortly for asbestos removal and we're doing as much as we can now as part of early works prior to starting the demolition. That is all going to be done by licensed contractors.

Dust suppression techniques to avoid off-site impacts, so that is an important part of selecting the demolition contractor and making sure they use best practice in their demolition techniques. There will also be four air quality monitoring gauges. We are working with Ramboll-Environ to decide where to locate those air monitors and Kerry is closely involved in that. The implementation of an erosion and sediment control plan is also very important so that there are no off-site impacts. Timing of works, most of the work will happen from



- Stage 1 – Demolition Key Management Measures**
- A Stakeholder Engagement and Notification Plan is to be maintained throughout demolition activities. The Plan will describe:
 - How the community will be informed of the activities at the Smelter.
 - How the community can make a complaint, comment or enquiry.
 - The process for recording, responding to and addressing any community complaints, comments or enquiries.
 - Hazardous materials (such as asbestos containing materials) to be removed (as far as is practicable) and managed by a licensed contractor prior to demolition activities.
 - Dust suppression techniques to avoid off-site impacts.
 - Four air quality monitoring gauges to be established a minimum of three months prior to demolition and continue throughout activities at the Smelter.
 - Implementation of an Erosion and Sediment Control Plan that would be updated as required to reflect the dynamic nature of the demolition activities.

- Stage 1 – Demolition Key Management Measures (Cont.)**
- The majority of demolition activities (particularly noisy activities) to be limited to 7:00am to 6:00pm Monday to Friday and 7:00am to 1:00pm Saturday. Any activities outside these times would be modified / restricted to avoid audible noise at nearest residence.
 - The majority of demolition wastes would be recycled, either for reuse on site (concrete, refractory, bricks) or off site (scrap metal).
 - The vast majority of vehicle movements (particularly heavy vehicle movements) would travel to and from the Smelter on the Hunter Expressway via the Hart Road interchange. Only a small number of vehicles would travel on local roads.

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7 am to 6 pm Monday to Friday and 7 am to 1 pm Saturday to keep noise levels down outside of those hours. Any work outside that time will be modified and restricted to avoid noise. We intend to recycle as much of the demolition waste as much as we can. The concrete refractory masonry bricks will be reused on site for filling voids or making roads. Scrap metal will be recycled off-site.

Vehicle movements: The vast majority of heavy vehicles that will travel from here to the Hunter Expressway via the Hart Road interchange so only a very small number of vehicles will travel on local roads.

Richard Brown: Regarding the EIS and the project approval, we are still having discussions with the Department of Planning and the EPA.

Toby Thomas and Rod Doherty enter the meeting room.

Richard Brown: The basis of those discussions is still around the long-term management requirements and we are still waiting on the Department of Planning to outline what they want us to do essentially. We've made some proposals, we've have some discussions to justify the legality of what they are and we are simply waiting on them to respond to us. It has been pretty slow going I'd suggest.

With regards to the spent pot lining we are continuing our different phases of investigations so a majority or all of the potential recyclers have now responded as part of the Phase 1 investigations. We are seeking clarification with a number of those and some of those are now entering Phase 2, which is more or less the commercial discussion. We have satisfied ourselves that they have some capability, now we are

Environmental Impact Assessment for Stage 2 Demolition / Remediation DA (SSD6666)

- Finalised all EIS sub-reports including an EPA Auditor review
- Submitted to DoPE for adequacy assessment
 - All SEARS were addressed adequately with one exception
 - Still working with EPA and DoPE to resolve the appropriate mechanism for the resourcing and funding of the Long Term Management Plan
 - Although we believe that there are similar precedents, the EPA/DoPE are ensuring that a legally enforceable framework can be defined
- **Discussions continue with DoPE and EPA regarding the long term management issues.**

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Spent Pot Lining Recycling

- **Currently progressing through Phase 1 feasibility investigations.**
- The aim is to identify those recycling options that are most likely to be feasible and warrant moving through to a detailed feasibility study (Phase 2).
 - **Some options are now moving into Phase 2**
- Will continue with our Phase 1 investigations for each option until we can:-
 - Progress the option through to Phase 2 detailed feasibility; or
 - Conclude that the option is not reasonably feasible and does not warrant a detailed feasibility study; or
 - Exhaust the line of inquiry (for example, a party advises it is not interested)

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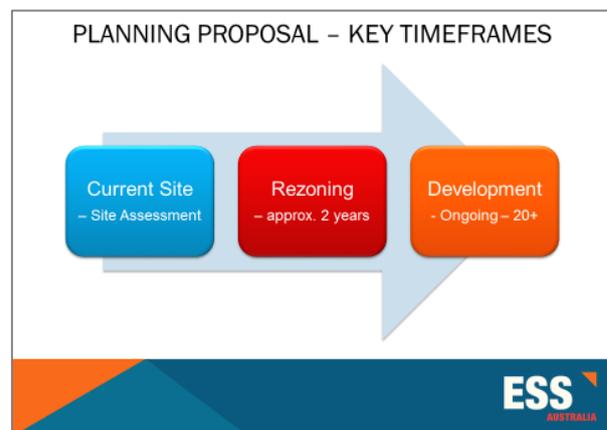
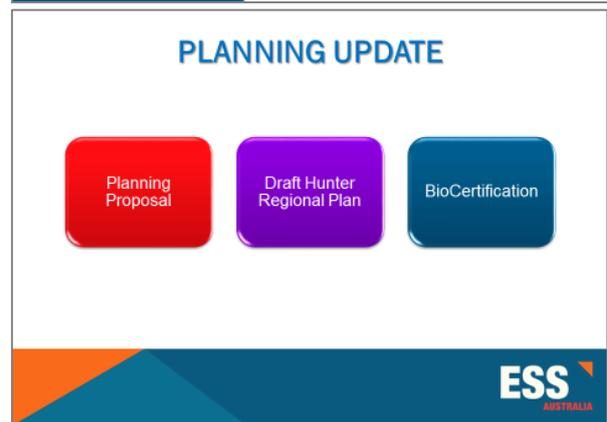
entering the detailed commercial discussions and more compliance issues. So we need to see if our compliance checks on potential recyclers and that are going on to the next phase.

6 Rezoning Gateway Determination

Shannon Sullivan: Alright so today I thought we would talk about the planning proposal and updates on that, the draft Hunter Regional Plan, and also bio certification process. So originally the timeframes that we identified was in our current site assessment work which has been undertaken over the first couple of years of the project. The rezoning work is estimated to be around two years and then development of the site, then going on to investment.

Just as a bit of a background, think we've covered off most of these before but I thought I'd put them up here to demonstrate the range of environmental assessment work that has been done on the site up until this point in time that's supported the rezoning. And at this point we've given the tick off on the level of work that has been done in preparations. A lot of this work was done in late 2014 – early to mid-2015, and then the rezoning was actually submitted June/July 2015 and was reported up to council. So we are into what we refer to as the rezoning stage of the process.

This is the rezoning plan that was adopted by Hydro and was tabled to both councils and was adopted by both councils, which is very positive. It has been forwarded to the Department of Planning and forms the basis of the planned proposals. Now there is some modifications that have come out both from



Notes **Action**

Maitland Council in terms of the overall area, but also some of the gateway determinations which are some of the conditions of requirements put on by the Department of Planning. Just before we move on, is there anyone who has got any questions around the mentioned?

Bill Metcalfe: Just about that speedway there, I see that pink section seems to encroach fairly into that top corner.

Shannon Sullivan: It doesn't encroach; it goes right over the top of it. Speedway sits right here.

Richard Brown: That doesn't stop the speedway from existing; it's just that the land will be zoned.

Shannon Sullivan: Yep.

Bill Metcalfe: What would that do with a developer but?

Richard Brown: I guess that's an issue for the developer.

Shannon Sullivan: So it was really a case of sitting down and looking at the site, and looking at what are appropriate land uses over the long-term. So at the moment the land was zoned, it was actually zoned part conservation/part rural land, and that's not really an appropriate zone for a speedway anyway. So we're proposing to zone it IN1, if it does get zoned IN1 the speedway can remain there for as long as they operate. As long as the agreement between the land owner and the operator exists. If they want to buy the land, they can buy the land. If they want to develop it for something else, there is an opportunity to develop for something else. If at some point in the future the speedway closes, all this other land is

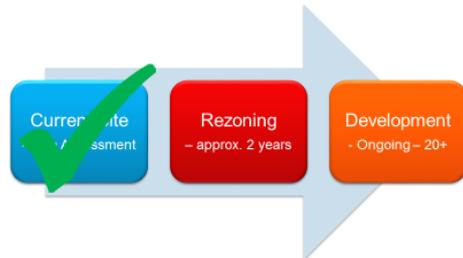
ENVIRONMENTAL ASSESSMENT

Environmental Assessment includes:

- Aboriginal Cultural Heritage Assessment
- Biodiversity Key Findings
- Bushfire Impact Assessment
- Contamination Assessment
- Detailed Servicing Strategy
- Economic Benefits Assessment
- Flooding and Stormwater Impact Assessment
- Geotechnical Assessment
- Heritage Impact Assessment
- Industrial Land Supply Analysis
- Noise and Vibration Impact Assessment
- Socio & Economic Impact Assessment
- Stakeholder Engagement
- Subdivision Design
- Traffic and Transport Study
- Visual Impact Assessment



PLANNING PROPOSAL – KEY TIMEFRAMES




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industrial land, the most appropriate zoning for it and use of that site is industrial land. So whilst it stays there, it can stay there. While it continues to operate, it can continue to operate.

Bill Metcalfe: Because it does have an impact on Kurri.

Rod Doherty: Why does it have an impact on Kurri?

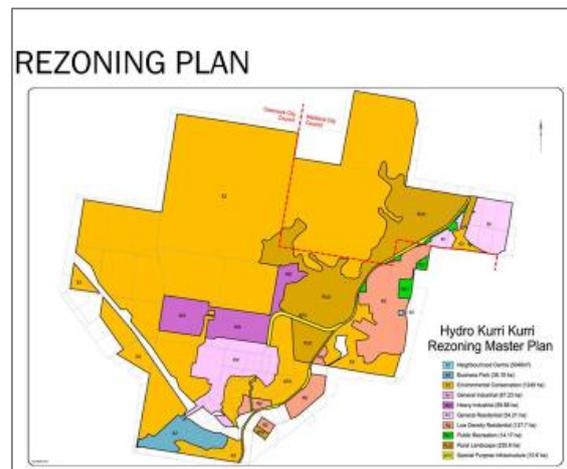
Bill Metcalfe: It has an impact because it brings people there every, they've got the Australian Championships. You've got Juniors, Seniors and everything.

Michael Ulph: So tourism?

Bill Metcalfe: It does. It brings lots of people.

Brad Wood: So how does that affect my business over here that's planned on being rezoned residential?

Shannon Sullivan: So over here the site itself, your site we're not proposing to rezone your site. But the land around it is proposed to be residential. So the same thing, looking through the site land use capabilities, and looking at this area over here overall we see this as potentially a residential precinct. It's got good infrastructure good assets, you know, sort of access to the TAFE, Expressway, all those sorts of things. So it's good developable land. So it will be proposed to be rezoned.



What the take up and the timing and the development on that site is really unknown and will be dictated by the future land owners. Whether it changes in character or not, I mean the potential for development down there is very small anyway. There's a

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lot of flooding around there, so generally the residential line is on the flood boundary, so below that line is a 1 in 100 flood event. Above the line is a flood free land and could be residential.

Brad Wood: So how would that go with deliveries for us with semi-trailers and trucks coming down through there?

Shannon Sullivan: Well at the moment the road reserve as it is at the moment it will remain. If there is an idea to change the road reserve, well you have to go through a very detailed process to do that, so the road will pretty much remain intact as it is.

More than likely we'll end up with some scattered development of houses around that, probably on larger lots or something like that. There is not enough land around and also there's no requirement to actually build other roads off that to create something else. The difficult thing for Hydro at the moment when you look at the aerial photo and the houses around there, we spoke to the council, minimum lot size for rural land is 40 ha.

Kerry Hallett enters the meeting room.

So what's there at the moment can remain as it is, but if you want to try and change and probably make some more regular boundaries, your site is a very small site. If you wanted to actually increase that, change the lot size, you can't do it. The minimum lot size is 40 ha. There are some houses there at the moment that you would keep, and you'd probably just create different configuration of lots around it. It doesn't really make sense to demolish the house, just to make two lots to try and sell it to the market. So really the character down that



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end is probably not going to change that much.

Alan Gray: We spoke about getting a Scout camp down of the end where the Scout camp is now. Is that sort of been lost, or?

Shannon Sullivan: That's flood prone land.

Alan Gray: Yeah. We won't camp there when it's raining.

Shannon Sullivan: Yeah. Well at the moment its rural land, I mean it's sort of a recreation area more or less. There's a cricket field down there and those sorts of things. In the short term that's not going to change. At some point in time Hydro is going to divest of all their land. So someone else will buy that land. Whether they buy it in a holistic sense, or whether it's just carved up there's going to be a residual small amount of land. We've actually identified that to be part of the conservation corridor, that's because it's a riparian corridor, the creek line is there. Now there's conservation benefit to try to have that corridor maintained or improved, both in terms of habitat also for the riparian corridors.

Rod Doherty: Can you show us on the map there where the TAFE College actually is?

Shannon Sullivan: TAFE College is right here. So that's Bowditch Avenue there.

Rod Doherty: That's fine. Okay.

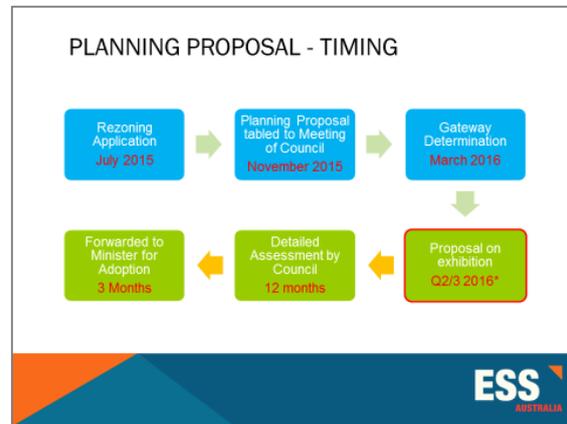
Alan Gray: I'd like a bit more thought given to the proposal we talked about earlier on. We've only got about a dollar we can give you for the flood prone land down there for the Scouts. But it's been on there for a while.

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Rod Doherty: Smelter can always gift it to them.

Shannon Sullivan: I think there's plenty of time to probably talk about that some other time, let's progress through. So as I said, plenty of proposal and timing. Gateway, the applications were submitted July. Went to both councils and were endorsed by both councils and then a fairly critical milestone in the project is the gateway determination which was March 23rd 2016.



So for those people who don't really understand the planning process, it's simply a case of, the Gateway is literally a gateway so it's a milestone where the Department of Planning endorses the planning proposal. So they endorse the actual rezoning of that land to whatever the proposed land use is. So it's gone through two key milestone gateways at this point in time. One is going out to council and getting an endorsement from council, so that council staff and councillors say that, yes

the proposed zonings are appropriate, and that more importantly now the Department of Planning has also endorsed that. So the proposed zoning is consistent with broader strategic ideas, but also the proposed land uses are appropriate for this site.

Richard Brown: Mostly.

Michael Ulph: Sorry can you just, you've got an asterisk next to the date there. What's that?

Shannon Sullivan: The proposed exhibition. So originally we had this sort of Q2/Q3. Normally with a planned proposal when you submit it, it goes through a gateway. There is an instruction, there's an instruction on this gateway determination as

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well, that it's on exhibition as quickly as possible. But then it outlines a number of requirements, often it could be studies that needs to be done or additional information provided and those sorts of things. Now with the gateway requirements that are found on here, which we will get to on the next slide, that timeframe at the moment is fairly variable. Ian is that a good phrase, variable?

Ian Shillington: Yeah well I think they've allowed up to 36 months. So 3 years.

Shannon Sullivan: So normally gateway determination, most of the ones that I've seen, even for large industrial sites, it's sort of 12 months to 18 months. Especially when such as this project, a lot of the work has already been done. But there are a few variables in there which would dictate what the timing of that is and a lot of that work has been identified needing to be done prior to going to exhibition. So really if you want to take best case scenario, it could be on exhibition Q2 this year. Worst case scenario, it could be on exhibition Q3 2017, which is probably not what Richard really wants to hear. But that is literally I would say the range that we are looking at and we will get to some of these points on the next slide. So as said, key project milestone is a gateway.

Importantly, one of the things the gateway's highlighted is the coordination between Maitland Council and Cessnock Council for both strategic planning work, develop control plan, Section 94 plans, and servicing strategies. Both councils to this point have worked really well integrating it together and there's been a strong commitment from both councils moving forward to look at that real structure between Gillieston Heights, right through Clifftleigh and into Heddon Greta.

PLANNING PROPOSAL UPDATE

- **Key Project Milestone - Gateway Determination - March 2016.**
- **MCC & CCC coordinating on strategic planning issues across the site & LGA boundary - DCP, Section 94 and Servicing Strategy**
- **Rezoning of the full landholding within the Cessnock LGA, key Gateway element:**
 - Biocert needs to be in place prior to rezoning
 - Future Zoning of the containment cell
 - B7 & B1 zonings to be excluded
- **Rezoning of the full landholding within the Maitland LGA, key Gateway element:**
 - Flood free access to be resolved for land in Gillieston Heights
 - Inclusion of land east of Cessnock Road
- **Common Gateway Conditions:**
 - SEPP55 - Remediation of Land and the Contaminated Land Planning Guidelines
 - Rural Lands
 - Aboriginal and European Heritage
 - Detail Acoustic and Vibration Assessment - Cessnock Road/SMR rail corridor
- **Gateway Process - 36 months from the date - being 23 March 2016**



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Now that Cessnock Road corridor is a real key growth corridor for both councils, and this, not so much a trigger but it's going to be sitting within that overall planning work. So out of the gateway, as said before, 36 months is the timing of it and that is a fairly long timeframe for the process but that is because for the Cessnock LGA, now I'll probably jump around a bit, and we'll get to some slides here in a minute. But one of the things they've said is that the bio certification needs to be in place for the Cessnock LGA prior to the minister making the plan.

So early on we estimated the bio certification of the land would be somewhere around the, say 2-year process. So then you take 2-year process and you'd need to get that done before the council can actually adopt the planning proposal and then send it back to the Department of Planning. So that's why it starts getting into that extra amount of time.

Similarly, the bio certification and the council's rezoning plans for both Maitland and Cessnock, there is an intention for them to be exhibited at the same time. So again, when you start looking at how that works in terms of timeframes it starts to get a bit of a stagger in between what Maitland's exhibition timeframe might be, what councils were for the planning proposal, and then what would be a normal exhibition timeframe for the bio-certification process.

We need to get those all to line up because ideally they're going to be all on exhibition at the same time. One of the other key questions that probably delayed the gateway determination a little bit was the question around the containment cell. At the moment the application has been sort of submitted with the Department of Planning, it's still sitting in abeyance and they raised the question of what is going to be the long term

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zoning of the containment cell. They said it should be SP2, we've proposed IN3, but that needs to be sorted out within the gateway determination. The Department of Planning has said it should be sorted out, it can be sorted out even before or it can be sorted out after exhibition, but it needs to get sorted out sometime within those 36 months. So ideally within that timeframe the EIS will go on exhibition, be assessed, be approved and that footprint will then be known and be able to be determined.

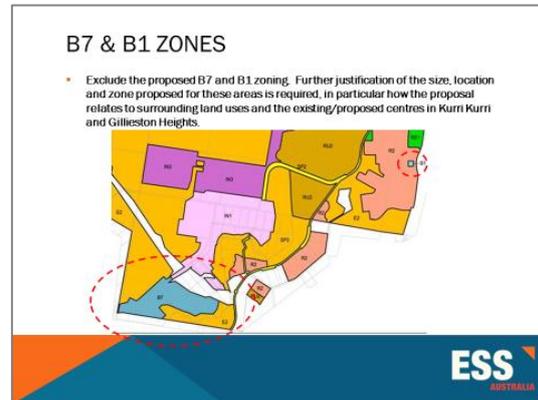
And then lastly, which is probably one of the more unique aspects of the gateway determination is they request that the B7 land be excluded, B7 and B1 actually.

Rod Doherty: Did they give an explanation for that?

Richard Brown: Nope.

Shannon Sullivan: The B7 on this land is the Hart Road which is the lead up to the interchange, and then also the lead into the site. It's been supported by council as a good strategic location for a business park or a business development. And for some reason the Department of Planning have said this, said that it should be excluded, both this site and also the smaller B1 site over here. Then also they've said further justification needs to be put forward for the size, location, and zone proposed in these areas. Particularly how the proposal relates to surrounding land uses and existing proposed centres in Kurri Kurri or Gillieston Heights. So Kurri Kurri's the existing, Gillieston Heights is the proposed.

Michael Ulph: In that top middle, that was a little community centre wasn't it?



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Shannon Sullivan: Yeah, neighbourhood centre. Small little B1, half hectare. So the idea with that, it was just day-to-day convenience, could be small take-away, small IGA, childcare centre, something people drive past drop-off, pick-up, those sorts of things. There's obviously some concern around how that may impact on the proposed Gillieston Heights commercial centre, which I think is it about 1 ha, 2 ha site up on the main road, Cessnock Road there.

Ian Shillington: Something like that.

Shannon Sullivan: Something like that, it's on the new single intersection at the Walker development there.

Ian Shillington: Yeah.

Shannon Sullivan: But then probably more fundamental to the project is this B7 and how it may impact on the Kurri Kurri area. So at the moment Cessnock Council is going through their broad strategic work including their economic work and their centres work. We spoke with Bo and he has also addressed it with Mark and Gareth internally and they're looking at, one of the things we got to go back to the department is Cessnock are supportive of it, they think that their strategy is going to support B7 or some other B zone in there whether it's a B6 or a B5. Whatever that zone may be. But the question really is what will department need to support that rezoning of B consistently.

Rod Doherty: Just on that, Cessnock City Council LGA doesn't have any bulk goods zoning whatsoever, so what's the B7 allow?

Shannon Sullivan: B7 allows bulky goods. It's actually a business park that allows bulky



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goods. I think council do have a little bit of B7, surrounding that Bunning's new development.

Rod Doherty: There's nothing up there.

Shannon Sullivan: It's called Cessnock City I reckon or something like that.

Rod Doherty: Precinct

Shannon Sullivan: Yeah. So I mean there is a little bit but this isn't going to impact upon that. I think if we go to the next slide we can see this is just a zoning, we haven't really put any layers on so I apologise for that. You can see here the Kurri CBD, it's currently a B2 zone. There are a lot of smaller things, there's B4 around the BEC area here. We can't probably really see how it's going to impact because the type of take up you're going to have in here could be bulky goods, could be business park, it could be engineering services, it could be a whole range of things that are unlikely to take up space within the Kurri Kurri CBD.



Rod Doherty: As long as Woolworths is not allowed in there.

Shannon Sullivan: Well Woolworths the supermarket would not be allowed to be within a B7 zone, so that's pretty simple. So I did say that, Richard said that, the only thing that the CBD doesn't have is Woolworths. I think there was talk that Woolworths could be going to the Gillieston Heights one up there so, but I don't know whether that's still going to go ahead or not.

Michael Ulph: So is it fair to say with your B7, the proximity to the expressway is where the value is added for that B7 precinct?

Shannon Sullivan: Yes.

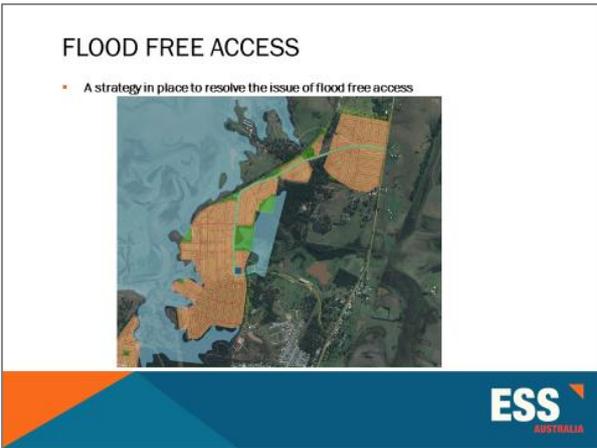
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Richard Brown: It's consistent with developments elsewhere off major roads.

Shannon Sullivan: There's also things like B6 enterprise corridor which talks about development along main roads. Or B5, Maitland adopted B5 business development is their B zone, bulky goods-zone. But yeah, it's taking up that proximity to the expressway and also in all reality proximity to future employment land so it's going to be IM1 up there. So it's complimentary on either side.

Now when I look at the B7 here you think about Tuggerah Business Park or Warabrook. Now those sorts of things as I said, it could be large engineering services, could be distribution, now on a smaller scale, not the same as an IM1 but something a bit smaller. A boutique, building supplies, those sorts of things. So it could be a range of activities, but as I said the type of activities you're probably not going to get taking up the main street of Kurri Kurri.

On the Maitland Gateway here coming from Maitland Gateway is flood free access to Gillieston Heights. So everyone knows it's a very topical issue, politically topical issue at the moment, so when we put forward our proposal when we started planning it 3 years ago, one of the things that came up about the initial flood mapping and other things was that there was this ridgeline that actually runs through the site which separates the Testers Hollow and the broader Wallace Creek area, to the Wentworth Swamp system that runs through to Farley. So apart from the benefit being its developable residential land was that the secondary benefit was that it can actually create this, sort of circuit through the site which is good for an actual development, gives you two



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points of entry. So that's good for bushfire protection and other things like that but the other benefit was that there was this potential alternate route around Testers Hollow. So we talked about it sort of inadvertently here and there for a period of time and then April last year Gillieston Heights was isolated on both sides and it became more of a prominent issue and started getting media attention. It started to become a political debate, and then after December or January storm event when Testers' was cut again. It has now become a very political issue. It's something we've put forward in the planned proposals. It's been identified as a potential flood-free access.

There have been questions raised from the Department of Planning and the Office of Environment and Heritage if this is actually a true flood-free access so we need to do some further work on that and some discussion with OEH about what their concerns are. That will be developed and some more information will be provided to council and the Department of Planning to support that in the long-term.

Alan Gray: I think one of the things with that, that needs to be taken into consideration, which has got to be it's only a second means if it goes under, because I would believe when that development goes on both Cessnock and Maitland council are going to be stuck with the maintenance of that road.

So in selling it, you're selling it to both councils and to the people it's only a secondary roadway for that short period of time.

Kerry Hallett: Well the other thing too is the way that developments go, they really need to know how wide the roads going to be.

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Rod Doherty: That's exactly right. If it's just going to be another access road it's got to be a minimum of 11 metres wide?

Kerry Hallett: I mean we're talking access roads. It has to include trucks and buses. We're not just talking cars up and down the street.

Shannon Sullivan: Oh, for this alternate route around?

It's going to be a spine road to the development site. So it's probably going to be, you know, in the order of around 20 metres wide. Wide enough lane for buses, cycle lanes, parking, those sorts of things.

Rod Doherty: But at this end? At Cliftleigh end it's not. I was in there yesterday.

Shannon Sullivan: Yeah. It's probably not, and that question was raised and it could be the case where you just don't have parking on the street or something like that.

I'm just saying that they've built their road already.

Rod Doherty: But it's a residential road.

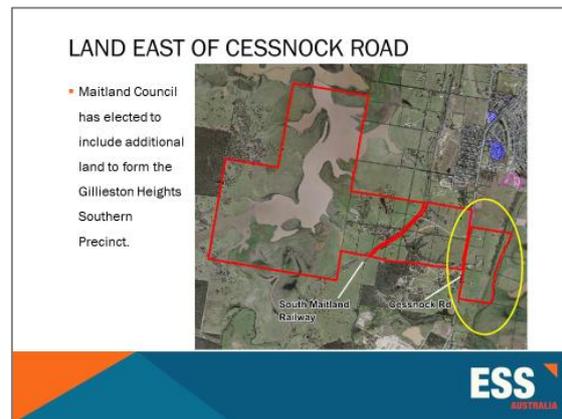
Richard Brown: Keep in mind the development of this strategy had no ambition to develop a flood-free access. It's a consequence of the land being flood-free.

Alan Gray: But I know the feedback I'm getting on because I am the one who supports it whole heartedly. It's the council that worries. They will be saddled with the cost of the maintenance of the road, and I've been saying to them that it's not a road that we use every day. It'd be only for emergencies and so on. In selling it we need

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to, when we talk about it that council can worry about that, they may only use it as a through-road once every 5 years.

Shannon Sullivan: One thing I want to say just quickly we did meet with Anna from the RMS a couple weeks ago and we talked about the alternate route around and Testers Hollow and all those sorts of things. The RMS are looking at much broader issues around infrastructure than just Testers Hollow. So across the Wallis Creek flood plain and across the old 55 flood mitigation scheme, there's Testers Hollow, there's Cessnock Road on the northern side of Gillieston Heights but more importantly with them there is the New England Highway which cuts just as much as Testers Hollow.



So when you start looking at the hierarchy for RMS, and as I said it's about a broader flood mitigation scheme right across the Wallis Creek plain. The New England Highway probably sits as a higher priority than what Testers Hollow does, and that's one of the things they said to us. Don't start talking about Testers Hollow as a solution needing for something to come through because there are a lot bigger items in the hierarchy than Testers Hollow. And the other thing they said was, we don't really see the public benefit being, in terms of constructing that road, because they know that in the long-term something needs to be done in Testers Hollow. Whether that's only 5 years or 10 years, whatever that timeframe is, you know, they're not going to be dictated by land development. We're just putting up a rezoning proposal we think provides access to our own site and has a potential alternate benefit for the public.

Okay so the other bit is the inclusion of this land up here, Cessnock Road, but before we do that I'll just say also there was some



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other common gateway outcomes which was, SEPP55 remediation lands just relating to the contamination of the site. Rural lands studies, so overall at the moment the site is pretty much all rural land. So when you take that much rural land and propose to zone it to anything, even though the majority of this will go to conservation, it's going from rural land to something else so they want to understand what the impact on rural lands are.

Similarly, we spoke to Cessnock Council the other day and they're doing a broader rural land study as part of their strategic work anyway so it's going to be picked up in that, more than likely.

Aboriginal and European Heritage, we've already done a lot of work on European Heritage across the site and it's mainly around the South Maitland Railway rail corridor which was picked up by the planned proposal gateway determination. Aboriginal Heritage has also been done.

Detailed acoustic and vibration assessment, again, in relation to Cessnock Road corridor and also South Maitland Railway, so we'll look at that a little bit further. One of the things I was going to talk about is the inclusion of land east of Gillieston Heights. So it picked up on that point that Ian made at the start of our minutes from the last meeting where Hydro put forward a planning proposal to rezone their land, which is obviously this land on the west of Cessnock Road. But there is this remaining parcel, or parcels of land within the council's urban settlement strategy which was identified as being category one and category two land and so as part of that, looking at the broader Gillieston Heights, right through Cliftleigh and Heddon Greta area it is a logical step to include some of that land within the rezoning

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now rather, than having it left out. So the rezoning process as yet for that land is a little bit different, or the timing for that is a little bit different because those land owners haven't commenced rezoning processes yet. They haven't done the environmental assessment work, they haven't started investigating or looking at yields layouts, and all those sorts of things that's been done on the Hydro site.

So this is one of those areas of the site which I was talking about again, in terms of the exhibition period. It could change the actual timing of the exhibition. So our preference would be that the site is held back or is put forward as a Stage 2 and the Hydro land as a Stage 1 because they're going to take probably 12-18 months to get their investigation work done, and actually get to the point where Hydro is at now where they can put something on exhibition. But again, that is going to be dictated by the Department of Planning, and also partly by council. Again, why the department has given us 36 months to complete the rezoning of the overall site.

Okay so probably importantly for your information is around consultation requirements for the gateway. Generally, the gateway determination outlines a range of things that need to be done on exhibition, and also outlines the exhibition requirements or consultation requirements. Community consultation, the councils, each respective council, and preferably it will be done concurrently, will be planning proposals for exhibition for 28 days. That will be available in public locations, libraries, council buildings, it will also be notified in the local media. Generally, they don't mail out things, so even if you are an adjoining land owner or the like. People often say 'I wasn't notified', the rezoning's, especially this scale

REQUIREMENTS FOR CONSULTATION

- Community Consultation
 - 28 days;
 - Public exhibition; and,
 - A public hearing is not required.
- Consultation with public authorities
 - Each authority given 21 days;
 - Some may result in ongoing dialogue and input
- Timing for these actions.

PUBLIC AUTHORITIES FOR CONSULTATION

- NSW RFS
- NSW Office of Environment & Heritage (OEH)
- Transport for NSW - Roads and Maritime Services
- NSW Aboriginal Land Council
- NSW Mine Subsidence Board
- NSW Department of Primary Industries - Agriculture
- NSW Department of Industry - Resource and Energy
- NSW TAFE (for Cessnock)
- Hunter Water Corporation
- Relevant Rail Authority for South Maitland Railway
- South Maitland Railway
- Cessnock City Council/Maitland City Council
- NSW SES

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they generally will not notify them. There will be enough media, and there will be enough availability in the public realm to address that requirement.

Ian Shillington: We would generally notify the land owners and adjoining owners.

Shannon Sullivan: Alright. The third thing they dictate, in terms of the community consultation, is whether a public hearing is required. Both planned proposals, there is no public hearing required. So there'll be no public forum or meeting, or anything like that will take place where people can come and stand and ask questions.

The public authority consultations, so we will get to the next slide where we identify the authorities but each authority has sent out the planned proposal and they will be given 21 days to respond. That response and discussion may result in an ongoing dialogue with further input. The consultation with agencies will occur prior to exhibition and the exhibition will occur, usually the exhibition occurs prior to the council completing their assessment. Then tabling it back to council.

So these are the authorities identified. I'm not going to run through them all because you can read through them. There's no real surprises, this is a general range that people that are going to be referred. The key agencies that will be referred in terms of this process, obviously OEH, Transport for NSW in terms of the road, both Cessnock Road but as well as the interchange on the Hunter Expressway. Mine subsidence, in terms of the Gillieston Heights element. Gillieston Heights and Mine subsidence is a very topical issue so you need to have that sign off by the mine subsidence board. Hunter Water Corp, obviously in terms of servicing

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and infrastructure. Each council has got a requirement to refer to the other but that's not exactly required because they're pretty much intertwined anyway, in terms of process. So before we move on to the Hunter Draft Plan, any questions around the planning proposal's rezoning process?

Kerry Hallett: With your mine subsidence, bearing in mind I lived there and I know all the holes, and the holes that magically appear. How are you going to get around that if you're residential?

Shannon Sullivan: Get around that? We don't get around that we just don't zone it.

Kerry Hallett: So that's just going to be left out, those strips? Yes, I'm just thinking of that other house in Gillieston Heights that's now unstuck.

Shannon Sullivan: The Neil house? So that's way up the other side.

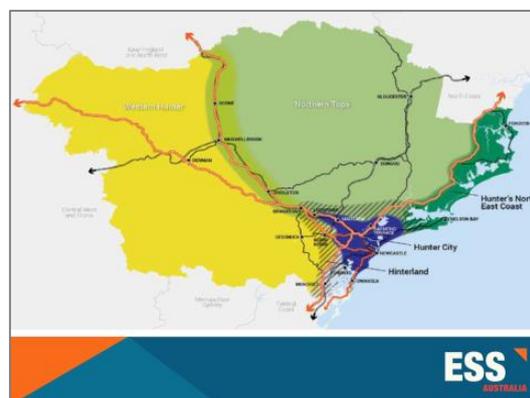
Kerry Hallett: Yeah but I know the holes down through there.

Shannon Sullivan: Yeah, so this is the area that's identified as subject to mine subsidence. So this area down here is where that where that heavy localised subsidence was, when everyone dumped everything back into it. Areas on the northern side of the railway line that Hydro reached in and pulled everything back out and filled it and re-contoured it. The mine subsidence mapping indicates that that is the seam and that's the mine subsidence area.

Alright so draft and a regional plan. So it's been coming for a while. The Lower Hunter Regional Strategy was put out 2006. It's supposed to review every 5 years. After

DRAFT HUNTER REGIONAL PLAN

- The NSW Department of Planning & Environment has prepared and is currently exhibiting the Draft Hunter Regional Plan and Draft Plan for Growing Hunter City.
- The strategies outline a 20 year plan for the Region and to establish a new metropolitan 'city' being Hunter City, which has the largest economy of any regional city in Australia.
- The Hydro Land is located within the 'Hinterland', which is an area within 20-30 minutes of Hunter City and being the interface between rural and metropolitan areas.
- Exhibition closed 24 March 2016.

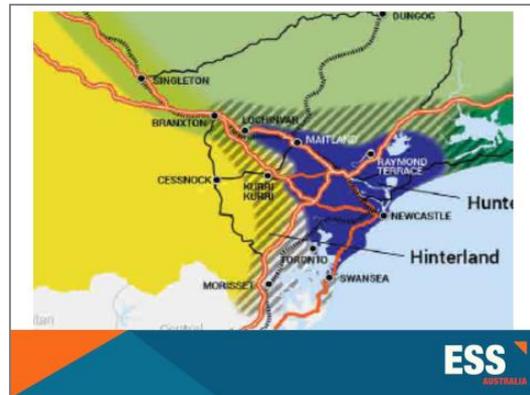
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about 6-7 years they put out a discussion paper and that was circulated for 2-3 years and then they started planning the regional plan. Probably one of the key differences is that the Regional Plan is massive. So before there was a Lower Hunter Strategy, Upper Hunter Strategy, and then you had the Mid-North Coast, or Mid Coast or something like that. They've just amalgamated them all into one single plan. You can see that the plan is very big and takes in a very far reaching area. All the way up to Forster, down to Morisset, and inland way up to the Northern tops, Gloucester, up that way. So what they did interestingly with the new plan is that they created this plan as an indication. The previous Lower Hunter Strategy use to sort of come across, it didn't even go to Singleton, it cut across Branxton, come down around Cessnock. It wasn't that much bigger than the Hinterland and Hunter City but now they've incorporated a much larger amount of area.

Our site sits in the area they call the Hinterland. The actual Maitland LGA is the extent of Hunter City. The overall structure and strategy around it is that Hunter City is where everything should be and where the growth is going to occur over the next 20 years. Anything outside of that, the Hinterland area, this shaded area is interfaced between Hunter City and the rural area. And really what's outside of the Hinterland should just remain rural land. That's pretty much what the strategy says.

Bill Metcalfe: Is that the strategy that left the Expressway out of it?

Shannon Sullivan: Correct. It does also bring in a whole range of conservation measures up the top through the Barrington and also the mining lands, and all sorts of things. It's a much larger strategy and



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- The Hydro Land is located within the 'Hinterland', which is an area within 20-30 minutes of Hunter City and being the interface between rural and metropolitan areas.
- Our submission requested the Hydro Land be included within the Hunter City area and being identified as a commercial/industrial area and an urban release area within the strategy.

ESS AUSTRALIA

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incorporates a whole range of different types of economic drivers. It looks at the airport and the actual Port of Newcastle being the sort of global entry point into the region. It brings in a lot more economic activity instead of simply development.

The Lower Hunter Regional Strategy used to be just a development document, whereas this looks more at natural resources, industry, manufacturing, the whole range of things, especially the agricultural reserves further up the Hunter. So in going really broad they've created this supporting document which is the plan for the growth of Hunter City, and everything is really focused on Hunter City. Both existing urban areas, growth corridors, and those sorts of things. We put together a submission which really identified the merits of the site, highlighted the planned proposal and what the outcomes that were achieved. Our request was that the Hunter City boundary could be extended to include the site. I know that Cessnock Council put together a whole range of other issues, which partly included comments around that and the Hunter Expressway, and a lot of other comments.

Council similarly had comments and included our reference to our site which looked at picking up this growth corridor along near Cessnock Road, and in between Maitland and Kurri Kurri. It should be included within the Hunter City Plan in its entirety. What the timing of the draft plan is and what the outcomes are, that's probably going to be dictated by time and also, I don't know about a political agenda but.

Yeah, so, you know there is a lot of sort questions being raised by councils and by other people. I think the benefits, in terms of the site is there isn't anything in the current Hunter draft, Hunter Regional Plan that

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prevents the site from being redeveloped or rezoned. It does tick some boxes in terms of activity, in terms of industry and employment generation on the Hunter Expressway. It does tick boxes in terms of new urban land being adjacent to existing urban land. So there isn't anything in the strategy that would prevent the site from being rezoned and that's been I think endorsed somewhat by the gateway being issued even though the draft is still out there, well it's close to an exhibition now, it's sort of going through that review process.

Richard Brown: One of the conditions in the gateway was demonstrating how it met the sustainability criteria of the existing plan. How would that work if the new plan is adopted and endorsed?

Shannon Sullivan: If the new plan is adopted and endorsed between now and when it goes on exhibition, I would think that that would supersede it.

Ian Shillington: I imagine so.

Shannon Sullivan: So it's really around not being identified in the current strategy and the Lower Hunter Regional Strategy, only really identified the original footprint of the Gillieston Heights and the Walkers Stockland Mirvac development on that other side. I would say it would just supersede that requirement so you wouldn't need to complete that.

So our submission requested the land be included in the Hunter City area, be identified as commercial industrial area, or urban release area within the strategy. So how long that is going to take to get back, considering that fact it was promised probably every 3-4 months for about 2 years. That's not being critical of the

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department, that's what they did. They're saying it should be adopted by August or September or something this year. I'd be surprised if it does get adopted this year, but you know, we'll wait and see. From what I understand there's going to be a thousand submissions made, some very critical of it, especially around Expressway and around that critical infrastructure. Some of those areas have we've included.

Ian Shillington: Around two-hundred and sixteen submissions and they will all available be on the website.

Shannon Sullivan: Importantly in terms of this region, unfortunately Cessnock previously was identified as a regional centre and now they're pretty much excluded from the whole strategy.

Rod Doherty: It's a settlement now.

Shannon Sullivan: Well it's a settlement. Similar to Morisset, it was identified as an emerging regional centre. So there's so many sort of aspects of it that don't really seem to make sense. The other thing was from what the discussion we had leading into preparation to plan was that it was going to really unlock the impediments to development. So it was going to look at what the issues were around residential land and it was going to provide a strategy to do that. Everyone knows the biggest issue around residential land is water and sewer. It doesn't really talk around sewer at all. Sewer infrastructure, so I mean that's a pretty critical element of any delivery of infrastructure within the Hunter region. I think that was one of the main criticisms coming out of it, they were saying you know, we're going to get rid of the blockages and you look at the strategy and it doesn't talk around anything what the blockages.

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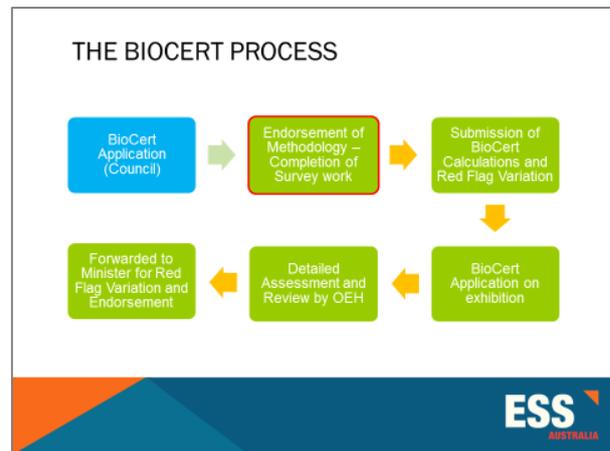
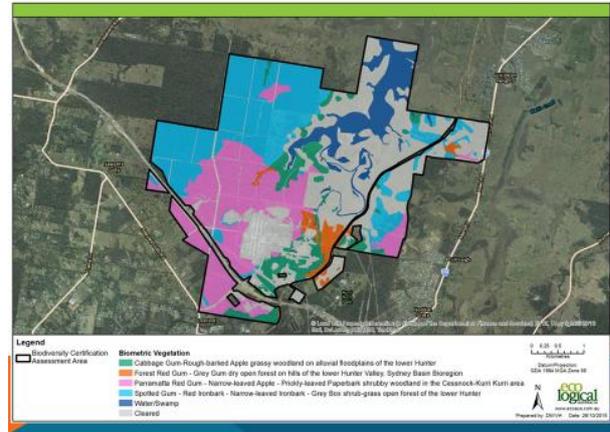
impact area, pretty much all the species were counted individually, which was a lot. In the offset area, that was based on plots using a general guide as to what the density of species were in that area. Based on that it was extrapolated out. We actually had to go out and do some more field work because the number of plots was not sufficient for OEHL to be comfortable with that extrapolation because there were zero inflated counts and skewed distribution.

Bill Metcalfe: Impact on Koalas habitat?

Shannon Sullivan: So one of the other questions that were raised was assumed absence of presence of some species. So when you go look at a site, especially a site such as this you look at the atlas database and there is some species that would be present, or that were likely to be present, or that were present in this general area. There was one recording of koala some years ago within a 10-kilometre radius, and so they assume this could be koala habitat even though there has never been a koala found.

Rod Doherty: It was photo shopped on the side of the carport.

Shannon Sullivan: Okay so, that's why the question is around the assumed presence or absence of some species. The site is probably likely to have foraging habitat for Regent Honeyeater. Which is fine for us because we are offsetting a massive amount of habitat for Regent Honeyeater. Now that's a good endorsement overall and it's one of the benefits of the planned proposal and the bio-cert process. And so this is what we're looking at, at the moment, so the actual offset credits generated calculations and credits required to offset the impact of the proposed areas that we're going to be developing. So as a last point, with many



- ### KEY OUTCOMES
- Coordination between DoP&E, CCC, MCC & OEHL.
 - MCC & CCC rezonings to run concurrently, exhibiting rezoning proposal concurrently.
 - Biodiversity Certification process progressing, with anticipation of exhibition concurrently with rezonings.
 - 0-6 months:**
 - Work through requirements of the Gateway determination
 - Progress the Biodiversity Certification with OEHL
 - Exhibition of Planning Proposals & Biodiversity Certification Strategy
 - 6-12 months:**
 - Ongoing progression through the rezoning process
 - Strong Community/Media/Industry support
 - Determine market interest & divestment opportunities/options

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things probably over the next 4-5 months that may need to further modification, the zoning plans due to biodiversity constraints. So certain tweaks to the plan, saying there could be certain tweaks due to other constraints or other aspects.

Michael Ulph: So Shannon, I've heard of that offset being through a multiplier effect of ten-to-one or five-to-one, two-to-one or whatever. Have you got to that stage yet?

Shannon Sullivan: Roughly. So originally the credits, there's two things. One is the credits calculations and the balance for that. So overall it ran a positive, in general I'll say. There's some that are close, there's some that are in a minor negative, and then there's other areas like Lower Hunter Spotted Gum up here which is in a massive surplus Parramattensis are in surplus, Grevillea are in a surplus. There were a couple of particular species that had been impacted on significantly, but they're only a very small number of species. So we're going through an assessment of those, and that's when you start looking at what is known as a red flag variation. So for all threatened species and for also any endangered ecological community, which are all these, the top four.

When you impact on those areas even though you're offsetting them, you need to have what's known as a red flag variation. So it's just a specialist report that goes from council as the proponent, through to OEH which justifies the clearing of that particular species. So even though your offset area could be in a positive for either species or ecosystem, you still need to justify and get an endorsement from the Minister of the Environment that says, yes you can clear those species. So even though you have an offset ratio and you can say 'yes, like for like', and its right next door which is ideal,

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and it's in the correct calculation offset proportion, there still is the question that you need the endorsement from the Minister to actually be able to do that.

Michael Ulph: Okay. So my question was about did you negotiate a number for just like every tree we're going to give back four trees or that sort of thing.

Shannon Sullivan: There's no negotiation. There's a set-ratio depending on species and each species and each ecosystem has different proportional ratios. Like one might be seventeen-to-one, some might be twelve-to-one, and some might be forty-to-one. You've just got to work out what the offset is against that.

This gives you a bit of a representation of the type of assessment work. Rapid assessment, that's all done in different locations. The red dots are biometric plots. Since that data was done, over two weeks ago and we just did an additional 55 biometric plots. That we think now is probably a sufficient number of plots to satisfy OEH but we have to table it back and wait for them. Just what I was going to say is a bit of a comparison. You think around the smelter footprint itself which is around 50-60 ha or something like that, 60 ha. Overall this development footprint that we're proposing is around 200 ha, so you're only clearing around 140 ha in that area, as an offset, we are proposing in the order of around 800-900 ha. So when you start talking about ratios and that sort of thing, that's what we're talking about. Clearing an additional 120 ha beyond what's already cleared, your offset is in the 800-900 ha ballpark.

So it's not a sort of one or two-to-one, it's five-to-one or six-to-one, even on that sort of scale. So the bio-cert process, where we're



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up to, applications have been made by council on behalf of Hydro, as the proponent.

We've done most of our field work, we've done a methodology, and we've put forward some of our assessment work methodology justifying that to the OEH. There's currently a little bit of dialogue with them around whether that survey work is sufficient and whether the methodology is going to be endorsed. Once that is done we will get into the stage of looking at any final modifications for the actual footprint or rezoning and the bio-cert site. Then we start looking at submission of the bio-cert calculations in completeness, red flag variations and those sorts of things. And all those suite of documents would then be placed on exhibition at some point in time, with the rezoning proposals.

So what are the key outcomes since last time I came and talked, obviously coordination between Department of Planning, Council's, and OEH. I'd probably say at this point it's been very, very good. We've had a few meetings where we've had everyone at a round table. The approach that Hydro have taken in terms of the balancing of impact areas and also looking at what's the land use capability and the rezoning. It's been a fairly transparent process. They haven't tried to take too much land or rezone too much land, or impact on some large extent of footprint or anything like that. They've just simply looked at what are the capabilities of the site and what is the balanced approach in terms of conservation. And then that dictates the footprint. I think due to that process, you know, all those four parties really come to the table, which has been very good up to this point in time.

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The MCC and Cessnock Council rezoning's are running concurrently and will be exhibited concurrently which is good, so you get a good understanding of the site. And the biodiversity certification similarly is anticipated to be exhibited at the same time. Over the next 6 months, work over the gateway requirements. Try to complete any additional work and try to get clarification around timing and certain requirements that have got to be done.

Cessnock Council are going through their own strategic planning work at the moment. So we're talking to council and they're going to talk to the department about whether some of that work is going to be sufficient to justify the rezoning, or whether more independent individual work needs to be done at this point in time. Progress the bio-cert with OEH and then, ideally, exhibition the planning proposals and the bio-cert strategy at some point in time in the next 6 months. Fingers crossed. And after that ongoing to progression through the rezoning, more support in terms of the community and media. Then also at some point in time Hydro are starting to look at divestment strategies and opportunities and what their options are in terms of the land as a whole, as segments, or whatever that may be.

Michael Ulph: Alright, that was fantastic. Thank you. Any other comments or questions around that? Quite a lot of information to sort of sink in.

Richard Brown: Well you add on to that, that's the rezoning requirements side, with the demolition issues, there are remediation issues. You can see the complexities involved in the whole project. It's a big piece of work, and you've got to do it. That's only



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<p>just the approvals, and then you actually have to do it.</p> <p>Michael Ulph: Alright, this brings us to the next part of the meeting which is called CRG Questions & Answers. So if you've had any question from the community, now's a time to bring them to the table and see if we can get them answered.</p>	

**7 Questions and Answers from the
CRG/ General Business**

Rod Doherty: Just on the minutes from last month, you mentioned that you weren't marketing the website. I do, so when people ask me questions I actually direct them to the website where they can get all the information that's available to them. Now I was on it the other night and a guy, an Aboriginal Elder in our community text me the masterplan on his phone. So I went on to your website looking for that masterplan and I couldn't find it. So I don't know, we've got factsheets and that but I couldn't find a copy of the actual masterplan. Is it easy to find on the website?

Michael Ulph: Alright, well thank you, we will take that on board and have a look at it, see what the architecture looks like. We were looking to redevelop the one we have now.

Rod Doherty: I think the masterplan maybe should be a standalone click on the homepage of the website. You've got a list of things on the website saying there's the factsheets and so on. I think that the website should maybe just have the masterplan there and have it probably called current masterplan so when I'm directing people to it and they say 'oh, how big is it?' well I can say go to the masterplan. Because when I went in there and tried to find it I had to get people to find it.

Debra Ford: I think it was on the back of those information flyers, original ones. It's on one of the factsheets. I've printed some off for the office.

Review website layout and promote up to date masterplan.

Michael Ulph: Well I guess now that we've got the gateway determination we've got a more current masterplan illustration, and that can be updated.

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So when I said we don't advertise, what I meant was that we don't buy space in the Herald online or we don't boost posts or anything like that. But every time we have sent mail out to locals or we have put ads in the local paper we identified the website.

Brad Wood: Yeah, one of my neighbours I was talking to him the other day, about last week. Richard said that he's not getting involved in getting private owners involved in the redevelopment. He said to me that's really not true because if we're getting rezoned our council rates will be going up a lot more than they are now. He said he's already paying a couple thousand in council rates and that will more likely double if he gets rezoned. And also he showed me he's got two roads going through his property along the developer proposal.

Richard Brown: The comment that we made is still true. I mean our application is not to rezone anything other than our land.

So the decision to rezone land then rests with council and the Department of Planning. Now if they choose to then to extend that to other areas, that's not our doing. Of course it wouldn't happen if we weren't proposing ours. We acknowledge that, that's quite reasonable.

Regarding the rates question, I don't know what drives the rates. I don't know if anyone around the room has any comment to that.

Debra Ford: Generally, we were speaking about this before and it's the Auditor General. They come up with the, what the land is worth around the area and that's what your rates are determined on by that.

Ian Shillington: It's also determined as I understand it by the use as well.

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Rod Doherty: Absolutely. In our new fees and charges could add new rates, land rates that you've got 3 variances on rural land. If it's on rural land now they've got 3 variances there where there's productive rural land where you're just living on it. Then if it's been rezoned, RU2 which is rural residential. I don't even know where it is the property you're talking about.

Ian Shillington: If the land gets revalued it goes up.

Shannon Sullivan: One thing I was going to say as well is when we looked at it, when we proposed to rezone the land, when we did a structured plan on site. It is one of the requirements of council that you identify how adjoining land can actually be integrated within that. So that they're not sterilised or isolated. So when we did the overall structure plan, the road layout and that sort of thing we incorporated a design over all the land through Bowditch. So land that was Hydro land, or land that wasn't Hydro land, and that was simply to demonstrate how land could be developed.

Michael Ulph: So it's just indicative, it's no sort of final idea or anything like that?

Shannon Sullivan: Yeah. It's not a proposal to sub divide their land or anything like that, it's just simply on a masterplan or an overall planning design to show how that land in the long-term could be integrated within Hydro's land which is going to be rezoned.

Ian Turnbull: And further to that when council looked to resolve the gateway. One of the recommendations was that they engage the actual land holders that were adjacent within the footprint of Hydro's land that was adjacent. So he will be contacted by council saying this is the proposal, this is the rezoning, let's have

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a discussion about whether it's appropriate to rezone your land or not.

Richard Brown: And that would go for you too Brad and your properties.

Brad Wood: That's still a while off though isn't it before we get to that sort of stage?

Richard Brown: I'm not sure.

Michael Ulph: I suppose what it highlights though is that there are landholders there that maybe aren't as informed as they could be. If they're seeing things and thinking things, then maybe we could step that up a bit. It's going to happen in due course but maybe we could do something in the interim to set people's minds at ease.

Bill Metcalfe: The only question I had is about if there are any jobs out here, how you find out. I get people asking me, that's all I ever really get asked.

Richard Brown: I guess that all of the work that we are doing, none of it gets done as Hydro. I mean we don't, we're not employing.

Bill Metcalfe: Yeah I told them that. You don't hire but there are contractors.

Richard Brown: Yeah there are contractors.

Bill Metcalfe: I don't know how find out what contractors or if they're looking for people or what. I don't know if that's a website issue where you could put if there is jobs or not, or I don't know who they go through to hire or what. It's just a question in my community that I get, is there any jobs being generated in the demolition.

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Richard Brown: I mean there are contractors and some of the contractor's subbie to other contractors, local guys as well.

Andrew Walker: Yes, so the contractor that is doing the substructure and busbar removal, they're using Monfabs as a subcontractor. So we've got a crew of their guys helping us.

Bill Metcalfe: My question is I don't know who the contractors are. That's what I say.

Andrew Walker: Well Monfabs have also been doing work in the bake furnace as well, directly for us. Where it's appropriate we'll look at local firms. Where it's more specialised, demolition work sometimes we have to go further afield like Sydney.

Michael Ulph: Alright. Well if there is nothing else that has come from the community I'll start the call for any other general business, any other questions?

Toby Thomas: Has there been any report on the Mural Committee?

Michael Ulph: Yes, and actually I've made a note here to mention the 3 action items we had last time that I didn't bring up them at the beginning of the meeting.

So the first action item was for me to contact Mr Colin Maybury, and thank him for his service on the committee which I did.

The second action was for Shannon to attend and present on bio banking at a meeting when there was something to discuss, and that's just happened so that was very timely, thank you.

And the third action was for Michael to arrange a meeting with interest parties and move forward the Murals proposal and we did that. We had a meeting, it was quite productive.

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Rod was present along with several others who contributed to the survey. We've moved forward, and I think at the beginning we didn't really know what everyone was thinking but over time we've come to a bit of an understanding and a shared vision or goal. Toby you weren't there but Towns with Heart was represented. Kerry was there, and so what the idea is for this point in time is because Towns with Heart is managing so many of the murals around town it makes sense for Towns with Heart to continue to manage this new mural when it gets built. For Towns with Heart to lend their tender documentation to the process.

Richard Brown: I think we'll take it one step further. I think we'll offer there to project manage the whole Towns with Heart with something that we would adopt.

Michael Ulph: There we go, and moving forward on that basis we did talk about sorts of things that may or may not be in the mural. But we haven't decided on anything in relation to that, we're going to have another meeting. Our next meeting is on May 3rd, so watch this space. It's the same day as last time, and it's the first Tuesday of the month.

8 Meeting close

Meeting closed: 7:24 pm

Next meeting: June 16, 2016



Alexandra Parker

GHD – Stakeholder Engagement and Social Sustainability