

Project	Hydro Kurri Kurri Site Redevelopment Project	From	Sonya Pascoe
Subject	Community Reference Group Meeting	Tel	1800 066 243
Venue/Date/Time	Thursday 15 August 2019 Hydro Aluminium 6pm – 7.20pm	Job No	2218982
Copies to	All committee members		
Attendees	Mr Richard Brown – Managing Director, Hydro Kurri Kurri (RB) Mr Kerry McNaughton – Environmental Officer, Hydro Kurri Kurri (KM) Mr Allan Gray – Community representative - Retired Mineworkers (AG) Mr Iain Rush – Cessnock City Council (attending for Martin Johnson) (IR) Cr Darrin Gray – Cessnock City Council (DG) Mr Brad Wood – Community representative (BW) Mr Andrew Neil – Manager Strategic Planning, Maitland City Council (AN) Mr Toby Thomas – Community representative, Towns with Heart (TT) Mrs Kerry Hallett – Hunter BEC (KH) Ms Debra Ford - Community representative (DF) Mr Rod Doherty – Kurri Kurri Business Chamber (RD) Mr Michael Ulph – CRG Chair, GHD (MU) Ms Sonya Pascoe – Minutes, GHD		
Guests/observers	Shannon Sullivan – ESS (SS)		
Apologies	Mr Bill Metcalfe – Community representative (BM) Mr Andrew Walker – Hydro Kurri Kurri Project Manager (AW)		
Not present	Ms Tara Dever – CEO Mindaribba Local Aboriginal Land Council (TD) Cr Robert Aitchison – Maitland City Council (RA)		

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Notes

Action

1 Welcome and Acknowledgement of Country

Meeting commenced at 6.03pm

Michael Ulph (Chair) (MU)

Acknowledgement of country.

Introduction of people at the table. Shannon ESS

Sonya Pascoe from GHD taking minutes.

2 Meeting agenda

- Welcome and meeting opening
 - Apologies
 - Declaration of pecuniary interests
 - Acceptance of minutes from the last meeting
 - Project update
 - Rezoning progress update
 - Approvals and other project items
 - CRG questions and answers
 - General business
 - Next meeting and meeting close
-

3 Welcome and meeting opening

MU welcomed attendees and noted apologies.

MU asked those present to declare any pecuniary interests.

MU: The only thing beside the standard agenda is to talk about the rezoning process, so would anyone like to declare any conflict in our discussions tonight? None.

Notes**Action****4 Last meeting minutes**

MU: Can I have someone move that they are a true and correct record if there is no items to discuss around the minutes?

TT: Yeah I'll move that

MU: Thanks Toby

AG: I'll second that

KH: Deb said her name wasn't on it as attending last time

MU: Ok, so we'll need to make an adjustment

KH: It would have been the June meeting

MU: Thank you. So apart from that we have a mover and a seconder?

TT moved the minutes.

AG seconded the minutes.

5 Project update

MU: Moving right along. I'll pass to Richard for a project update who is speaking in Andrew's absence.

RB: Regarding our demolition progress, most of you turned up in the dark so you wouldn't have seen the fact that there is still nothing out there. We have been concentrating mostly I think on stage two works. Which is this big box here [gestures to slide].

That is what was the footprint for our metal pad and caphouse stage two works have been ploughing through there, and we've had a couple of little structures here [points to slide] and I noticed there was something missing down here [gestures to slide]. But we've also had a nice updated aerial photo.

That was actually in June. But it is showing pretty much what we've done, so lots of "not-buildings" down there. I have another - just a little drone pass that I'll show at the end too, it's also got some good visual details.

Demolition Progress – CMA Contracting



White boxes indicate areas which have been demolished.
White line indicates boundary between Smelter North v's South

MU: Is that from Google Maps?

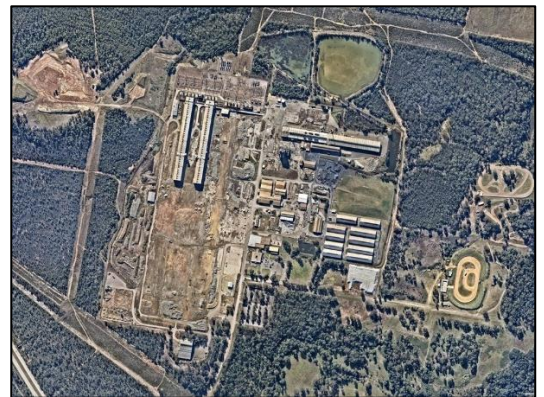
RB: It's from Nearmap. I actually have another one, which is the whole site as well, thanks to Shannon. So another aerial there. It's a bit hard to get too much out of that apart from giving a bit of perspective on site. I'll talk a little bit about the pile you see here, but that was some of the refractories consolidated from another spot on site.

This is probably where the major focus of the remaining stage one demolition works is being on is this last sort of free standing



Agenda

1. Project Update (RB)
2. Rezoning Update (SS)
3. CRG Q&A – CRG Members
4. General business

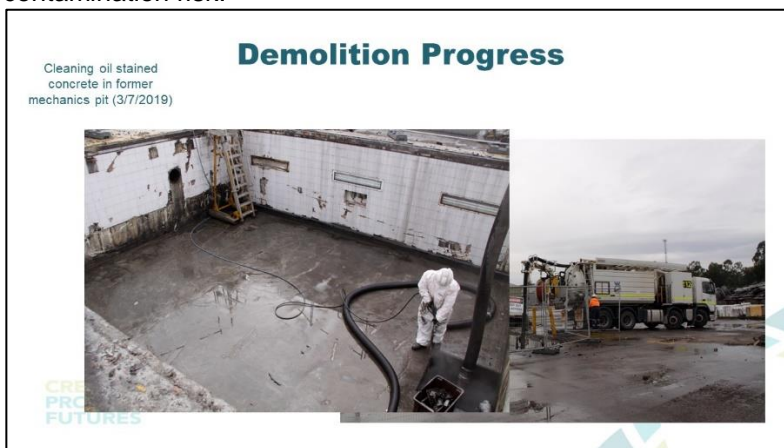


Demolition Progress



building in the carbon area, the paste plant, so they're preparing to segregate that into a couple of parts to fell. This front apron here will be... is being prepared at the moment, so that means there's some bins in there which needed to be emptied, there will be some columns, they will attach some cables to the top of that and they pull that away from the structure and the structure behind that will be felled similarly, and what remains behind that, which I don't actually have a photo of, is a concrete stairwell. And at this stage the thinking is that they would use a similar methodology where they will weaken that structure and pull it over, rather than use explosives which was another consideration that we had for that structure.

A part of the process were going through you will probably recall is that the scope of works for the demolition is to remove the infrastructure to 1.5 metres. Anything that is below 1.5 metres needs to be acceptable to the auditor to remain on site so that means it basically needs to be inert, doesn't have potential contamination risk. This is an example where a lot of this infrastructure will remain in place. This is a mechanics pit that was in a mobile workshop. But if you can imagine a mechanics pit was full of oils and greases and the like. So this gentleman here is steam cleaning the concrete and the tiles in that area, so that then can be validated so when the stage two works are completed, that will be cut off probably at 1.5 metres below ground surface, and the remaining slab and infrastructure will stay in place without any contamination risk.



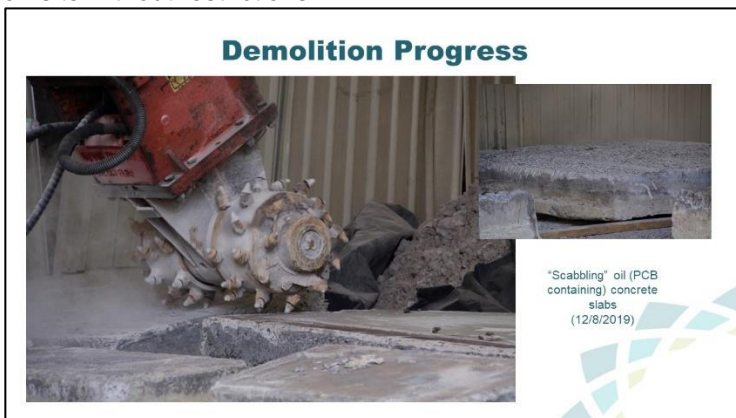
Another example of that same methodology of what will be retained on site, with regards to that stage 2 scope. This is part of the plant where there was some sheet piling installed historically for a building that was in place, actually there was a tunnel that was constructed underneath this building for passing conveyor belts and the like through, so you can see one side where the sheet piling is at the ground surface, and the other side where the



contractor has removed that sheet piling down to the 1.5 metres below ground. They will obviously then will take the remains, other side out as well, and back fill to the original ground surface.

And this is what we hope the whole site looks like ultimately, and this is an area that has been completed so the scope of works is completed, so obviously the buildings are gone, and the infrastructure below ground has gone down to 1.5 metres, the surface is being prepared and then validated by the environmental consultants. Gradually, surely, we are actually getting the site into position where the whole site will look like that

Just a couple of other little things that's going on, you may recall Andrew mentioned – some substations around the site where the oil in the substations contained PCBs. The soils are being removed and remediated, there was some oil stained concrete slabs associated with those substations, and we have been stock piling those to then batch remove or batch clean those. We've done some core sampling through the slabs just to check the depth of the impact, because we didn't really want to necessarily scrap the whole slab, because they are quite expensive to, we would have to break them down and get them thermally treated interstate. So what we were able to do was demonstrate that the depth of impact was really very shallow. So the auditor was satisfied that we were able to remove the staining and that surface layer, and that remaining concrete could be crushed and reused on site without restrictions.



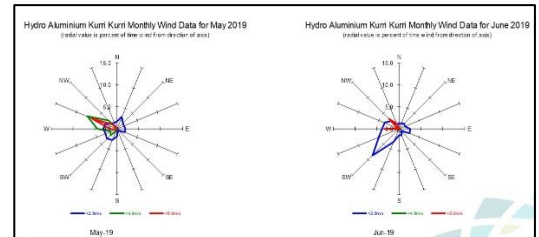
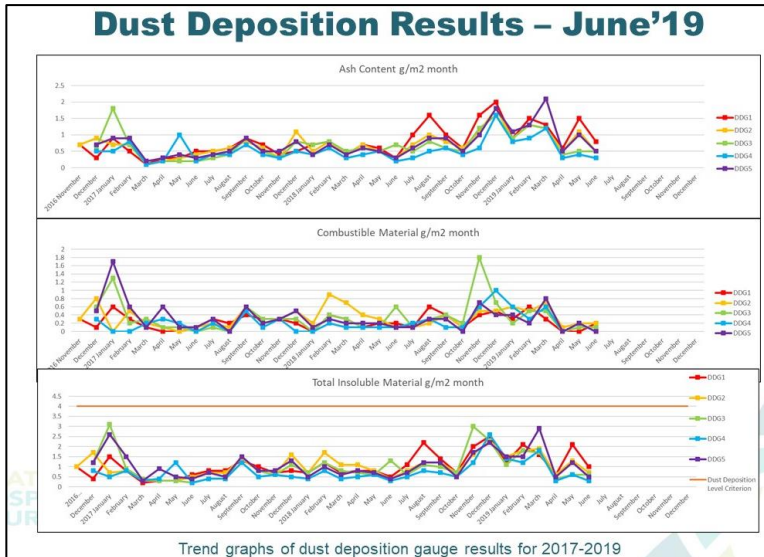
This is a machine that our contractors call a 'hedgehog'. It looks more savage than a hedgehog. But quite effective at scabbling the surface of the concrete. And you can see, this is kind of the end result, the oil stained section is removed, it's probably down to a depth of 10-15 mm, the concrete that's actually taken off is then collected and will then be disposed interstate as PCB contaminated waste.

We continue to deal with the presence of asbestos materials on site, so this is the cast house, which would, again, parts of the cast house are quite old. This is a power conduit that's run from the substation adjacent to the cast house which is actually in this area up here, and you can see how the little pink paint here is actually conduit that runs right through into the cast house, and there's a piece of the asbestos conduit that the contractors are removing here, and you can see that slab there with the conduit that's passing through there, will be set aside and then set with the other asbestos contaminated concrete that we have got on site. It will ultimately go in the cell.



The area where it crossing underneath the road is marked so that so if that road were ever to be removed in the future there is a known - marked and surveyed on drawings - so there is a known area with asbestos contamination.

Regarding dust results, the latest results I have were June, and you can see that most of the results look quite good, you will no doubt expect and I'll expect that results that come out for August will be considerably different to that, with those winds we had last week in particular, very, very hard to manage dust. The prevailing conditions in May and June, we didn't really have a lot of strong winds, again those wind roses will be considerably different for August.



This is the some of the early works we have been undertaking. So we had from several years ago now the refractory materials that were placed in the clay borrow pit area, we removed those and stockpiled them on the western side of the site to facilitate hopefully an early sign-off and re-deployment or re-development of that part of the site, we have been consolidating all the refractory materials into one stock pile. It ends up being quite a large stock pile, you can see the stock pile here, when we showed you the drone fly by it looks a lot redder than that. These red bricks you can see at the top are just light weight insulation bricks. They were actually stored behind the building here, and we have grabbed all that together. That material will be - as inert material - will be re-placed back into the void that the bake furnace has at the moment. So once the bake furnace has the SPL removed from that, that will be re-placed back into that void.



Site Locations



This is interesting, so this is down on Dickson Road, the stockpiled material from the early works remediation – so this is asbestos contaminated soils - basically waiting then to be transferred in to the containment cell once it is constructed – you can see the aerial shot of that there. What we've needed to deal with – we actually just had a three strand barb fence along the road, and about a month ago or so, we had some interesting visitors to the site. It was two mothers and some children and their body boards. They decided that this would be a good idea, to ride their body boards down the piles. Regardless of the fact that there are big signs on the fence saying Asbestos Containing Material, and who would do such a thing? I have no idea.

MU: It's a pretty short ride.

RB: So we have just installed an 8 foot cyclone wire fence with barbed wire on the top just to stop people from going in there. The mind boggles.

And then really, the last piece of our early works - actual works that's going on is at 2 and 4 Dawes (Ave), so Brad you would obviously be very familiar with this work, next door to Brads place. When we started to – and Andrew might have mentioned this at the last meeting – when we started to look at different parts of the site most of the ability to remove asbestos in soils was pretty easy because they were concentrated deposits of asbestos in where building have been pushed into a ditch or simply pushed over and they were quite concentrated so you could limit the amount of material that need to excavated around that in order to get a clearance validation.

This site was a bit different than that, we actually found asbestos fragments spread quite widely over the land and probably the practices that we applied to begin to remove that, exacerbated

Early Works Remediation



Fencing of Dickson Rd
Stockpiling Area –
47,000m² / 30,000m³ of
Waste (18/8/19)

CREATING
PROSPEROUS
FUTURES



Early Works Remediation

Asbestos removal at 2
Dawes Ave
(19/7/19)



CREATING
PROSPEROUS
FUTURES



Asbestos removal at 2
Dawes Ave
(15/8/19)



CREATING
PROSPEROUS
FUTURES

that problem because the soil there is so light and so fine that any vehicles that traversed the site pushed fragments deeper and deeper into the soil, so we kind of made a situation worse for ourselves. So, to avoid having to transport thousands of tonnes of dirt with a few fragments of asbestos we've employed a screening technique that basically screens at 6 mm, so anything greater than 6 mm is considered asbestos contaminated, anything that passes through the 6 mm screen is considered to be asbestos free. Because this is bonded asbestos material there is no fibres present, we have been able to demonstrate that through material sampling that it's an effective cut off level for the screening.

BW: So the machines driving over it don't break it up into small pieces?

RB: No, that is an essential part of what we're doing, and it's a really good point you make Brad, and the reason I put this picture here is because that is an expectation the auditor has, is that we do sample the asbestos in the material that is coming of the screen to make sure there isn't any fractures, to make sure there isn't any evidence of clean surface fractures, because if it looked as though if the vehicle or the screening process itself was actually breaking the asbestos material, then we'd have a problem. And so far that's proven to be ideal, that hasn't happened. The screening process itself is pretty gentle, you can imagine it's a horizontal screening process, horizontal movement of the screen is quite gentle on materials and doesn't actually break those asbestos fragments down.

MU: Andrew went into a fair amount of detail on it last time.

RB: So we're probably, as of this week, were probably about 80% of the way through 2 Dawes, the 4 Dawes lot that is a bit smaller, so that's yet to be commenced off site, so were probably 60 to 70% of the way through that whole job, but as you can see from that aerial, we've pretty much scraped the surface of nearly the entire block of land to recover not very much asbestos, but it hopefully demonstrates the extent to which we're going to make sure we get the clean land holding once were completed.

BW: So we've still got to put up with dust for a couple more months yet do we?

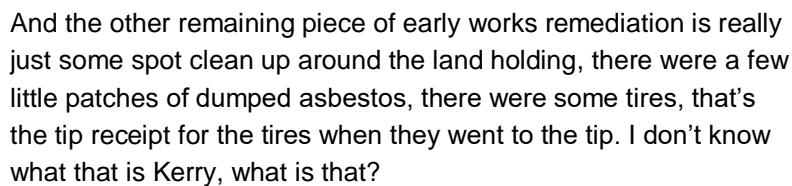
RB: No, I would say a couple of weeks.

KM: We actually, yesterday we reseeded the rear of the property.

RB: It has been longer than we thought, one of the challenges that we've had is the weather and because you're screening down to that – not just the dust - but once the material gets wet, the soil



Early Works Remediation





that are felled and scattered across the site. To explain the purpose of those, they have a number of functions, it is actually best practice for remediation to do this.

They help with the soil erosion, preventing soil erosion from wind and water, so provide a barrier for that, they help with the reestablishment of plants and if ultimately that site were to remain as bushland for want of a better word, it would help with the re-establishment of fauna. The site itself is being seeded just with a seasonal grass, just to bind the surface together, and the trees help keep those seeds in place and provide places for the vegetation to kick off, which it has done. For those who travel along there, you will see it starting to green up. And I would guess that within the next 6, certainly 12, months, you may not even see those trees in there - the trees that were felled.

IR: Just to confirm, they are there permanently until they rot in situ?

RB: They are, that is correct, or they get cleared for some other purpose. Ultimately that piece of land is proposed as urban land, so is being rezoned as commercial land in our re-zoning proposal

IR: So in that point in time they might be removed?

RB: Yes, if we can eliminate people trying to take firewood souvenirs, which we have seen. So, hopefully at least you understand the purpose of them and if questions get raised, you can explain its part of rehabilitation of the site.

IR: There have been a few concerns with Cessnock Council.

RB: You'll actually see if you drive along the Hunter Expressway, the same thing applied when they built the Hunter Expressway. They collected logs and stacked them up along the side of the road as well, for the same purpose. I am sorry, I did have some photos, I will see if I can find it... I took some photos yesterday, just showing some of the vegetation that's starting to take. Some flowers and some grass cover.

BW: So what are your plans on 2 Dawes Avenue there to stop (dust).

RB: The same thing, we'll seed it up, spray it and seed it up so no dust is coming up once it's done.

BW: Once it's done?

RB: Yeah, we started to do it already, so the majority of the back of the block is already done, and then once they've progressed into the front of the block we'll continue that... behind the screen.

BW: There will be none of it left after the weekend.

RB: They only did it yesterday.

DG: Couple of showers would be good.

KM: We used the water truck to make sure it's watered in.

Procurement Plan – Remediation Contract

- Procurement analysis finalised.
- EOI issued on 22/1/2018 and closed on 28/2/18.
- EOI submissions and meeting with shortlisted candidates.
- Supplier qualification audits for the shortlisted companies completed (Jul'18).
- Expecting to have a civil / earthworks / remediation company as the Principal Contractor with a specialist lining installer as a subcontractor to the PC.
- Tender issued in Dec'18.
- Tender documents included – scope of work, detailed design documents (including drawings, tech spec & others), draft AS2124 construction contract with amendments plus various project-related documents (eg. EIS, draft conditions of consent from DoPE/EPA and various Hydro management plans – WHS, EMP, asbestos management plan, etc).
- Contract scope has two separable portions – SP1 is for works that can be done before approval is received and SP2 is for works that can only proceed after approval.
- Tender closed 21/3/2019.
- **Currently in discussions with tenderers on technical and commercial issues.**
- **Expected award in Q3 2019.**

RB: Regarding the procurement, there are not many changes to the words on the slide, so were continuing to finalise discussions with tenderers, predominantly on commercial issues so negotiating the final terms of the contract. We do expect that we will be in a position to award that contract within this quarter, that contract is actually designed to be awarded pre-approval, so the contract can facilitate some early mobilisation activities as well as being involved in the preparation of all the management plans that are associated with the contract work.

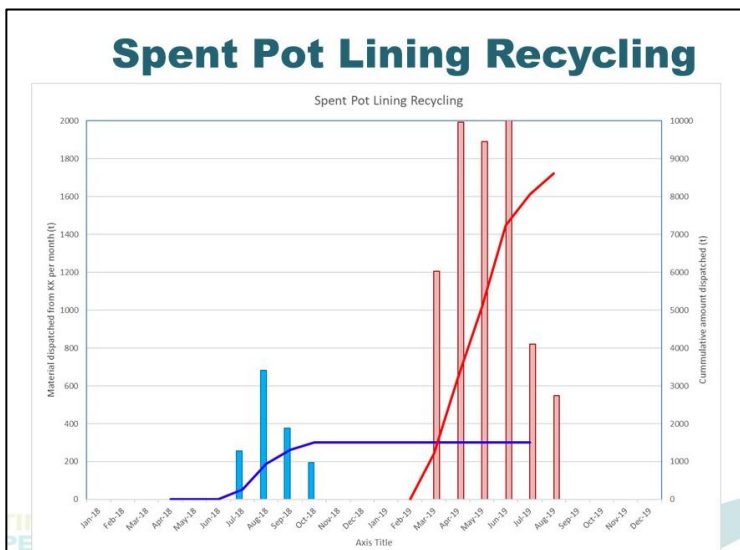
Environmental Impact Assessment for Stage 2 Demolition / Remediation DA (SSD6666)

- Response to Submissions (RtS) Report
 - Final RtS to be submitted to DoPE
 - DoPIE has received feedback from EPA and as such have commissioned an independent review of the proposed containment cell funding model to ensure necessary conditions included in consent.
 - **DoPIE has provided DRAFT consent conditions for review and comment**
 - **Expect conditions relating to Containment Cell covenant and financial assurance later in August**

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6666

Which flows into this. We have been now provided some draft conditions from Planning, for us to review and comment on. We have looked at that, there is nothing that is really concerning to us in there, so we have made a few comments and sent it back to Planning today. The major issues that are omitted from that at this point is the waiting on the conditions that are associated with the

covenants around the containment cell land and any financial assurance requirements that go along with that. I've said in the past that Planning have engaged some independent advice for reviewing our proposed funding model for the containment cell management and were expecting feedback from that... any time... they should have had it to us probably by now, but within the next couple of weeks we expect to get that feedback, and how that will then flow into the conditions for the consent.



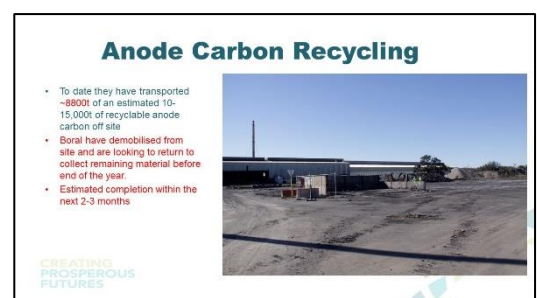
Spent pot-lining. Still progressing well, I put those two photos as recent photos showing the two bake furnace tubs with first and second cut. Now, prior to us commencing the recycling activities these tubs were pretty much full, this one was right up on the ramp, the first cut. So, a bit of a physical observation that there is actually some material moving and just in terms of the total tonnes as of Tuesday I think we've moved more than ten thousand tonnes off site with our contractor B getting close to their ten thousand tonne allotment which will be finished by early September, so in preparation for a potential award of another allotment of material.

MU: So, Richard that's ten thousand of the total of

RB: Of the total of eighty.

Anode carbon, so we mentioned the previous meeting that we had Boral recycling on site removing and recycling anode carbon, so they have taken nearly 9 thousand tonnes, about 8,800 tonnes of anode carbon taken off site for recycling for out to Berrima cement works.

I'll call it a pause, they've had a pause in their activities and demobilised from the site. We're expecting them to re-mobilise in the next month or so to complete their collection of recyclable





material of which there is probably still another 5 or 6 thousand tonnes available.

And now for the highlight of the evening...

MU: Just quickly are there any other questions for Richard in relation to those slides and his presentation?

BW: Yeah, the neighbours have asked me a few things about the dust and what not. You've answered a lot about the asbestos there, because they are worried about the asbestos being blowed up over them. So there's Asbestos. People were getting sick from it, there is asthma sufferers out there, getting pretty crook especially after the weekend, my daughter, two of the neighbours, old mate up the road, he's been pretty crook lately because of the amount of dust in the air. And they're not very happy with the lack of dust suppression going on, like over the weekend there were no water carts or anything down there.

RB: From what I understand Brad, leading into the weekend, or late last week, I wasn't there so I can't say what dust was coming off, but I know the contractor used a substance Dust Pro or Dust Ex which is a surface binder, but applied to the site to minimise the amount of dust, that doesn't say that it eliminates it, I understand that the conditions that we had were pretty horrific regardless, but I will pass on your concerns to the contractor and see what we can do to try and mitigate even more than what they're are doing.

BW: I know it was unusual, the winds, but the amount of dust that was coming off it was unbelievable.

RB: I will pass on those concerns.

MU: If you do notice it, make a phone call, give us a call, no matter when it is, you can call that 1800 number, because I carry that phone on the weekend, and I will call Richard, or somebody, and we'll make something happen.

RB: If you are concerned let us know and we can hopefully take some action straight away.

KH: I did also have a comment from somebody quickly about dust, about a month or so ago, I did point out to them that the dust was probably coming from the Blue Meadows, because we were at home watching them doing the roads and there was dust blowing everywhere, they had no water tanks.

BW: The amount of dust the houses are collecting is ridiculous, how much is actually getting inside the house even when it is locked up.

RB: As I said, hopefully the majority of the site has been seeded and controlled, and will eliminate a lot of it. In terms of the works, it's not finished, so we can see what we can do to eliminate or reduce that as much as we possibly can.

MU: Anything else?

Over to you Shannon.

6 Rezoning progress update

SS: I was just thinking before when Michael said: "Shannon's here and he was on the project before I was on the project", few times Richard and I spoke about it, when you get to a lengthy project like so, in terms of Cessnock, we started meeting with Council before Gareth was the director, before Martin was the manager, before Keren or anyone was there, Ziggy who is there now. I think we have been through 3 or 4 OEH project people, in terms of Maitland, new manager, the original project officer who handled it has gone. It is really carrying through an extended period of time now.

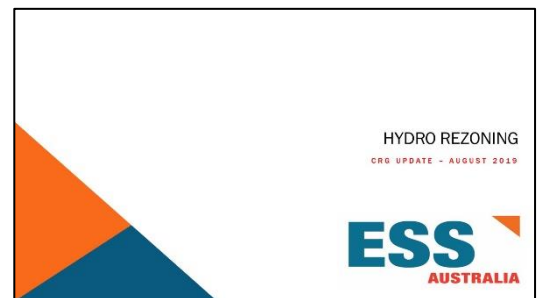
MU: But, I will just point, we have a lot of long standing CRG members, so well done.

SS: I will just talk today about the planning proposal, Hunter Regional Plan, Newcastle Metro Plan and talk a bit about bio-certification.

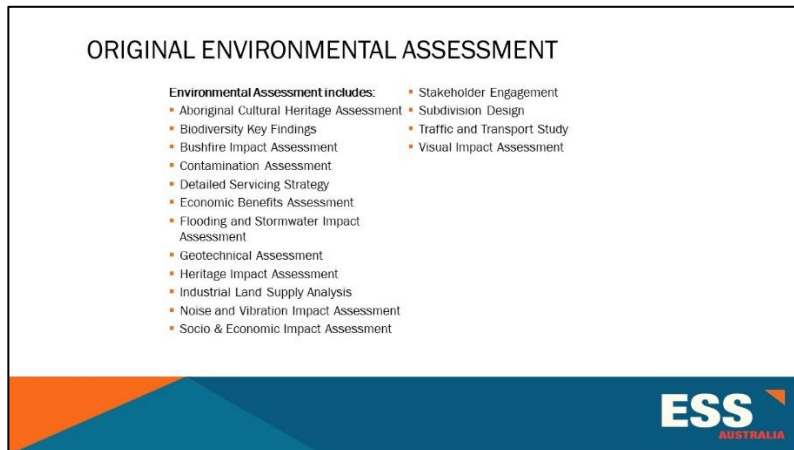
So again, going back to the original timeframes of work that was done to original work on site at Cessnock was done 2014-15, application was submitted to both Council's around that 2015 time with the gateway determination issued in March 2016. Everyone knows their maths, 3 years from 16 is 19, so the gateway determination was due to lapse March this year, both Maitland and Cessnock Council have made application to the Department to extend that gateway, that is currently being reviewed, and the department is going through the original gateway conditions, working with both Councils on how to progress that matter forward.

In the likely event that the gateway extension is granted, the request was two years, so we think the two years extension will be granted. Further to that, I think it's from the March date, so it will be March 2021, hopefully that will be the end of the rezoning process.

The original environmental assessment work that was done for the planning proposal so I won't really run through all those, but I

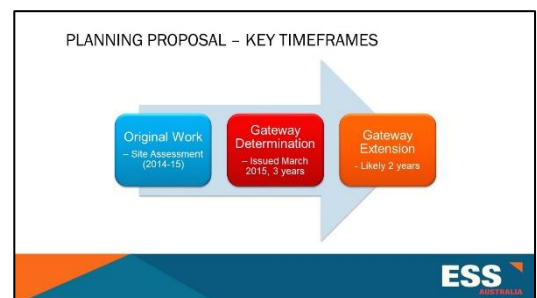


will say they were very comprehensive in nature, which was the intention of Hydro at the time to prepare all the reports that were required.



Additional environmental assessment work, since the gateway was granted, there was a number of conditions that needed to be satisfied, some of those have been done, flood modelling as meeting the requirements of OEH, the strategy for flood free access, I'll get to that later. Economic assessment justifying the B1 and B7, that's in the Cessnock LGA. Ongoing biodiversity issues, which we'll talk about. Further contamination assessment. Just addressing some of Council's questions around SEP 55, also the site audit statements and other work has been ongoing.

Land suitability and capability assessment, so these areas of the site that we were proposing to rezone are currently RU2 rural land, so the Department asked us to go out and do an assessment and say "is this primary agricultural land? Is it good agricultural land? Should it be suited to a higher agricultural use rather than being rezoned?" so that work is being done and then any amendments to the rezoning that may result from that work, so I'll talk about some of the amendments we made already, but there might be a few minor adjustments depending on some of the outcomes of the work that is still to be done. So, the two main outstanding items are traffic, which we'll talk more about later on, just in general intersection locations on Cessnock Road to facilitate access for the residential component, but as well as the Hart Road interchange and then just general Cessnock Road. And the completion of the bio-diversity works, which is a key component to Hydro's commitment to the overall project moving forward about offsetting their impacts, establishing a really good long-term legacy in terms of environmental conservation, but also, it is the legislative requirements now that you need to be able to demonstrate that any impacts are offset.

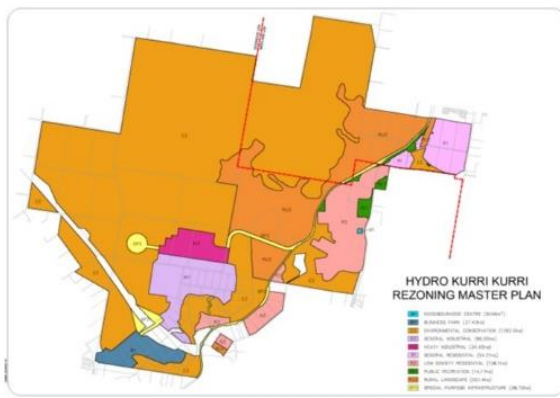


Once all those things are done, then we can hopefully we can get into agency consultation and public exhibition of the planning proposal. So this is the original rezoning plan, I'll just point a few things to highlight that they've some minor amendments on. So around the footprint of the containment cell we originally identified that we would have a fairly regular form around the containment cell, the containment cell is round in nature.

We intended to develop around it seeing as though we would have infrastructure and other things to there. But, due to a number of factors, including the fact that maybe the uptake for industrial land is not that high in demand, but also, it is a little bit isolated in terms of location and getting services across to the site. And also that the area around the containment cells itself, its bio-diversity, its Kurri Kurri sand swamp [woodland], so we have reduced it down to just purely the containment cell, so that rectangle there [points] we have dropped that finger of IN3 off the proposal at the moment, so that remains as rural land, we've also reduced the footprint in the top corner a little bit, just to look at maintaining some biodiversity.

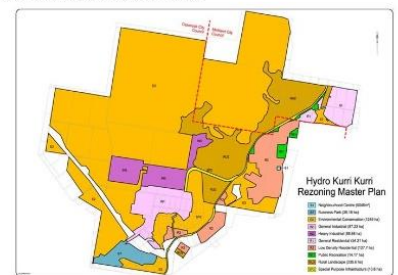
ADDITIONAL ENVIRONMENTAL ASSESSMENT	
Additional Work Required by the Gateway:	Still to be Done:
Done: <ul style="list-style-type: none"> • Flood Modelling to address the requirements of DEH • Strategy for Flood Free Access for residential development • Economic Assessment - justifying the D1 & D7 zones • Ongoing Biodiversity (discuss later) • Further Contamination Assessment • Land Suitability and Capacity Assessment • Amendments to the Rezoning Plan 	<ul style="list-style-type: none"> • Traffic Analysis and Intersection Design • Complete Biodiversity • Agency Consultation • Public Exhibition

UPDATED REZONING PLAN



This is the updated zoning plan. You can see the adjustments there, we've reduced the footprint down here. We've also changed the zoning to a SP2 zone, that was an outcome of discussion with the Department, both in terms of the rezoning as well as with the SSD application with the Department of Planning for the containment cell, they always said it should be nominated as an infrastructure type zone, so we've decided to change that now. Reduce the footprint around here, and there [point] and that industrial finger up there [points]. The idea original of the finger area up there [points] is that it is flood free land, it could be developed for some purpose, it could be a purpose that might be an isolated land use, that you don't actually want it located next to another land use. By leaving it as RU2 land, that doesn't prevent it

ORIGINAL REZONING PLAN



from being zoned for that purpose in the future. So, if at some point in time there's a rail line that comes in here and someone wants to build an isolated storage facility or some other kind rail maintenance facility, they could, in theory, just come off there, and develop it on that site, so it won't sterilise the site, it's not a biodiversity conservation area, it just removes it from the current proposal.

MU: Shannon, if that were to happen, what sort of work would need to be done to change the zoning of that smaller portion, would it have to go through the same long period of work?

SS: How far through is the aerial photo... I'll leave it to the end when we look at the aerial photo. Because at the moment, it's actually the irrigation area. It's cleared, no vegetation on it, its flat, it will just be an amendment to the LEP. In terms of... there might be some traffic impact assessment, or noise or visual assessment. In term of the land use capability and those sorts of things...

MU: There's already of work done around what's there and so on

SS: Yes

SS: It will be an extension on an employment area, or something like that

IR: Would the bio-certification agreement look at that as well? That might be another element if you decided to rezone that land you have to offset a proportion of the land

SS: Yes, I'll get to that at the end.

Also, we've included the northern ramps in the SP2 zone. So, originally, with the original proposal we didn't have those northern ramps. It's one of those things that was picked up reasonably early by the gateway requirements. And so when we went back RMS when they did the original Hart Road interchange design, they had a configuration with northern ramps, so we just adopted their same design. So what the final design is, whether it's a staggered T intersection, whether its roundabouts, those sorts of things, really comes around the capacity of the interchange and what land uses eventuate in terms of the employment land. Is there any questions generally on the rezoning plan?

IR: In terms of the B7, are you set on the B7?

SS: No, so, with ongoing discussion with Cessnock Council I understand that we adopted a B7 because originally Cessnock had B7 as their business development park zone, it was like

Cessnock Civic was a similar – it was a B7 zone, it is a little bit different from the standard B7 zone, my understanding is that there are ideas around changing B5 and B7 to make them more consistent with the template LEP. So we were looking at just adopting whatever Cessnock Council looks at adopting in their broader strategy. It's just more around the intention of having that business development / business park – something like that – on that Hart Road interchange. It's an ongoing dialogue we've had with Council for a while.

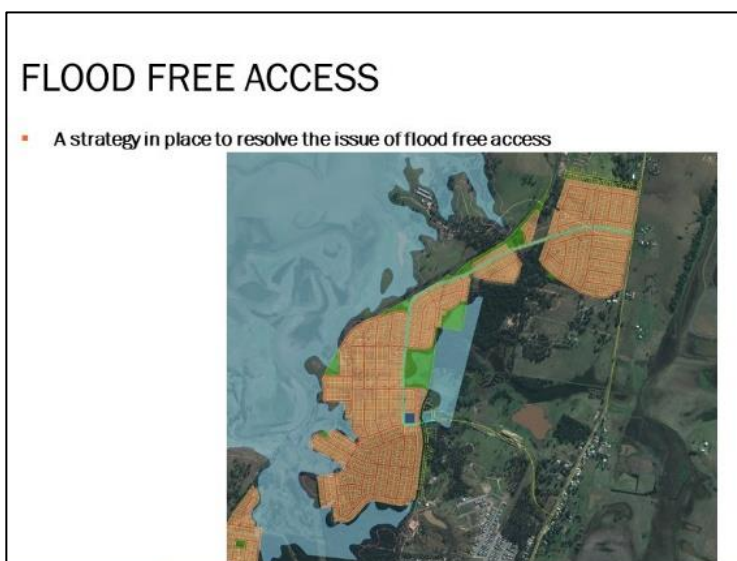
RB: It could be “B question mark”, we don't really...

SS: Yeah. It could even be B6, even, which is... an activation corridor or something.

IR: We are currently developing a local strategic planning statement, as you are aware we were looking at industrial zonings and these zones at the moment it's a question we've raised, it's good to know you're flexible in that regard.

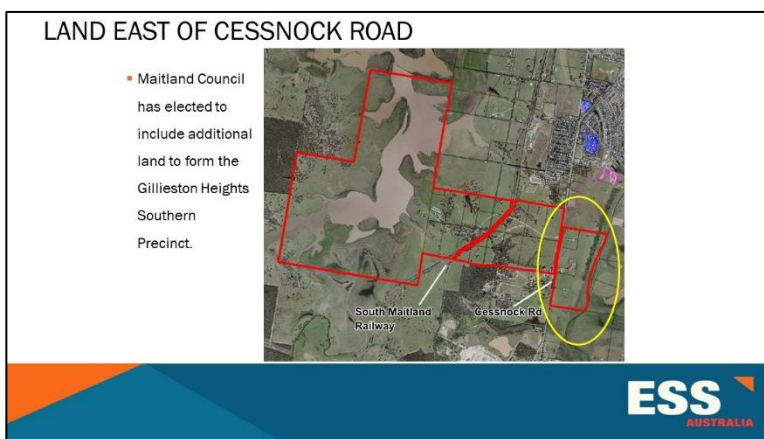
SS: I remember having an early discussion with James Sheldon from the Department about that, when they said about the B zone and we weren't sure what council were going to do. Now he said, it could even be an IN2 – a light industrial zone – or something like that. It's just a matter that they're happy with it being an urban footprint of some form, they understand the function being a light industrial or a B7 or B5, or whatever it is. It is just how the land use fits in the broader commercial hierarchy.

IR: That's good to hear



SS: We talked about this earlier, flood free access – so, one of the documents very early in the process was around the Gillieston Heights major flood event, when it was isolated from both north

and the south, RMS had major concerns and flooding was heightened. Hence why we've done more flood modelling work. We've always identified that through the development on the site it will provide a flood free access. Our understanding is that Testers Hollow, whilst it will be upgraded and widened, or whatever the process might be, it's not going to be elevated to 1 in 100 level. So, our gateway requirement says that we need to have a strategy in place for flood free access. The upgraded Testers Hollow will not facilitate that, so we have always said: "this internal road will be above 9.7m AHD" which is a 1 in 100 flood, and while it's the intention it's not going to be a bypass for Testers Hollow. Because it's not a bypass, but in the event of an extreme flood, it could facilitate that movement of traffic at a slow pace, or whatever it may be, for a number of days while Testers Hollow is inundated. So, that's the strategy around it.



So, land east of Cessnock Road, I left this slide in because it's easy to talk to, this was brought in when the gateway was first done, and the report went up to Council because Council brought in this additional land. So this is the largest landholding that isn't owned by Hydro that is part of the overall strategy with the two planning proposals across both LGAs. So my understanding is that most of the work has been done in terms of the strategic work for assessing the capability and appropriateness of the land use on the other side, which is likely mostly residential. So these traffic issues have arisen around Cessnock Road and the intersection across here is both is both round the duplication around Cessnock Road, cause as development occurs around Gillieston Heights any developer is required to duplicate the frames of the road, which is occurred through the main part of Gillieston Heights and also to the north and also through Cliffield to the south. Then the other questions really outstanding is the intersection, so there has always been a concept of an intersection that will access the Hydro site, due to the inclusions of land east of Cessnock Road,

that intersection then also has to facilitate access to the east of the site.

The Walker Development to the north of that did have a left-in/left-out, which they removed, because their intention is to access through that land which we'll call the Warby land, because that's the majority of the landowner. Through the Warby land, we come out at that point, so that becomes fairly critical in terms of the overall traffic management for Gillieston Heights, especially on that eastern side. And then the capacity and the design is the big question. So when Hydro did the original body of work, we just had a three way, which was just simply an in/out of Cessnock Road and then Cessnock Road itself, but we need to facilitate something that is a four way, or something equivalent that works for access to both sides. So that discussion is being held by the Department of Planning and the RMS, and both councils at the moments, and that is ongoing a little bit. And that has caused some delay in terms of the progression of the rezoning at this point.

The other thing, I'll just jump back to, not all of the Hydro developable area will likely to access out of here, some will access out through the Cliftleigh lights there, and similarly, with Cessnock Road and the engineers within Cessnock Council are looking at some of the appropriateness of that intersection for development capacity, as well of some of the staging of the roundabouts and road layouts and that sort of thing through the Cliftleigh area. So all those broader concepts around traffic movement, both out here at Cessnock Road and also through here at Cessnock Road, now are being considered as part of overall traffic impact.

AG: When Flow was talking about taking another road and joining it up with that, the roundabout at the back of the high school over the TAFE bridge and down Bowditch Lane and over the Slaughteryard creek, and picking up with that sightline again.

SS: So I think you're talking about coming through here somewhere...?

AG: Straight over and down... not sure the direct line, but then talked about crossing the expressway, from the roundabout at the back of the high school out over the TAFE bridge and out Bowditch Lane more or less.

SS: So, that's Bowditch there, so that's the back of the TAFE site, there's Bowditch Lane coming through here, there was I think some discussion ...



AG: Back onto Northcott Street I think.

SS: Even, very early, in the process, we did what we refer to as a Preliminary Master Plan, we even looked at, if we go back to the rezoning (slide), we looked at the concepts even around going from Dickson and try to go across and cross the rail corridor and across the creek, we looked at all these northern connections through here. The question really is around viability, what the level of the road would need to be, whether it is a 1 in 100 road, or whether it can be below the flood level. There is some difficulty through here because there are some other land owners and there is some slopes and gullies and the like.

It's around what the future developer or development may hold. I think Flow were looking at a very aspirational development outcome. They had a significantly increased yield which was around partly facilitating some of that increased infrastructure. So at the moment our concept is to simply pair it back to more-or-less the original footprint and the original concept. If at some point in the future some other developer becomes involved and wants to increase the yield and look at some of those options, those are some options that are available

AG: Certainly takes some Cessnock traffic out of the road

SS: I think the idea is not necessarily having the Hydro site taking traffic out of that corridor. I know there was some discussion, even with RMS at some point, Martin Johnson's raised it around trying to get local traffic off the Hunter Expressway, how that happens looking at that, whether it's through the TAFE area here through here, or whether it's somewhere else, it becomes very difficult. There's lots of different land owners, and really, in urban release areas, which gets a benefit in terms of take up and those sorts of things, it's difficult enough getting Council to fund certain projects if you're talking about something like that, an off expressway connection, it's tens of millions of dollars. They can't get that amount of money to raise Testers Hollow, so, not sure. Anyway. Slight digression.

Also I think it's worth noting that Cessnock Council at the moment have looked at the Cessnock Road corridor, from Clifftleigh through Heddon-Greta, in terms of a land use strategy. I think there was an invitation from Maitland to get involved and participate in that. But, from very early in the process, Councils have always talked to us about having some broader traffic corridor strategy, and I think that is something that RMS are looking at, at the moment.

Before I move on to general requirements around agency consultation and the like, any other questions around the rezoning or any matters?

So, once we get through those milestones in terms of the remaining work that needs to be done, then the next few steps are consultation with public authorities, so there is a list of authorities on the Gateway, which we need to consult with, or the Department or the Council needs to consult with as part of the process. Generally each agency has 21 days, the likelihood of all agencies responding in 21 days is generally low, some of those agencies take a lot longer. One of reasons why the Department is talking with RMS so much at the moment is try to minimise any delays through that agency consultation with RMS. Once that is done there is opportunity to go on public exhibition, 28 day exhibition period. The Gateway said there is no public hearing required. So, it will probably just be put in the local media and displayed at Councils and those sorts of things.

Now, moving on from the rezoning, I'll just jump in to the broader Hunter Region Plan that has been done. I'm not sure what has been presented to the room previously

MU: Not a lot.



SS: So, earlier in the process there was a draft Hunter Regional Plan that largely got scrapped, and they came up with a new Hunter Regional Plan 2036, which was much better in terms of structure. Key things for the site in terms of the Regional Plan 2036 is that it is identified in this broader area, which is a greater metro area and it is identified as being part of what was referred to as a Growth Area. So, there is a couple of key Growth Areas as part of the plan. Down here in Morisset, but from Cessnock through Kurri Kurri and into Maitland. There is a large area here which is already identified in terms of urban development, residential development, but this connection through here and the

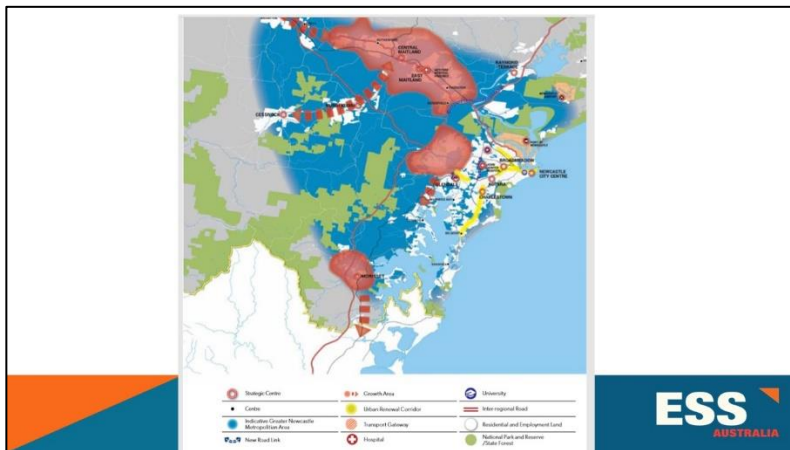
REQUIREMENTS FOR CONSULTATION

- Consultation with public authorities
 - Each authority given 21 days,
 - Some may result in ongoing dialogue and input.
- Community Consultation
 - 28 days:
 - Public exhibition, and,
 - A public hearing is not required.
- 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 TAFC (for Cessnock)
- Hunter Water Corporation
- Relevant Rail Authority for South Maitland Railway
- South Maitland Railway
- Cessnock City Council/Maitland City Council
- NSW SES

status of that, in terms of the Regional Plan is fairly significant in terms of the site. As a growth corridor, hopefully, that means that there would be a strategic merit obviously given to the project, and then facilitate some greater collaboration between agencies, which I think is the key word. Our minister was talking about it last night over and over again.



HUNTER REGIONAL PLAN 2036

- The NSW Department of Planning & Environment has adopted the Hunter Regional Plan 2036 and Greater Newcastle Metro Plan.
- The strategies outline a 20 year plan for the Region.
- 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.

The next piece of work that came out was the Greater Metro Plan, specifically looking at the greater metro area identified in the Regional Plan, again, picking up this corridor through Cessnock, Kurri Kurri into central Maitland, which the site sits within. Fortunately, I know it's only very diagrammatic, we have some nice house release area lot sitting right on top of our central residential precinct. And then you can see the Loxford area picked up. Interestingly, the proposed stewardship site - the biodiversity area - is not really identified in this plan, even though they have green corridors and specific green areas that were identified. But I would say in the future, after the stewardship site is created, some of this mapping might be updated to include that, maybe even look at that as a node, or transitional area for biodiversity and the like.

IR: I think also when we complete our LSPS, it will inform any revision to a Metro Plan as well, so you will find that will...yeh...impact that.

MU: Ian, what's the LSPS?

IR: The Local Strategic Planning Statements that are required by the state Government.

AN: And the two documents do talk to each other, so ours and Cessnock's LSPS will inform all the reviews of the Greater Newcastle Metro Plan and vice versa, so there will be a greater level of collaboration between state and local government.



[illegible]

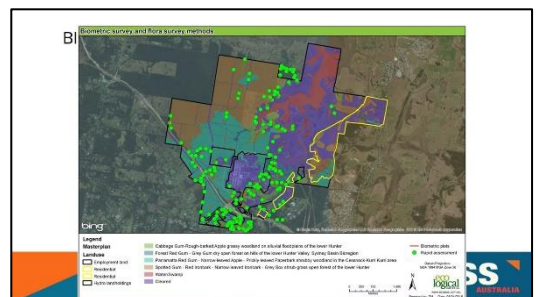
Figure 10: Housing opportunities

200

Legend:

- Major Transit
- Housing Subsidies
- Housing Alternatives with Skill
- Other Housing Initiatives
- Strategic Corridor
- Green
- Environmental and Open Space
- Waterway
- Regional Road
- State Road

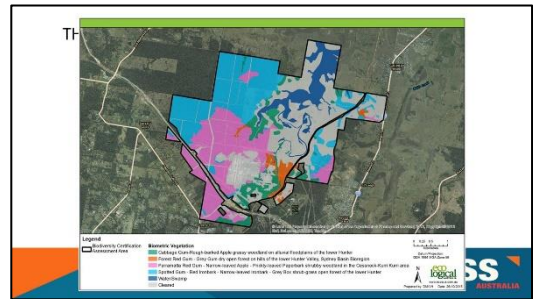
- The impact of development and conservation measures on biodiversity values is quantified using biodiversity credits which are defined by each of the vegetation types (**ecosystem credits**) and threatened species (**species credits**) present.
- **It provides certainty** – If the Minister confers biocertification on land, under Part 7AA of the TSC Act, a consent/approval authority does not have to take biodiversity issues into consideration when assessing future development applications.
- Continuing to progress the Biodiversity Certification of the LEP:
 - Support from Cessnock City Council as the ‘proponent’ for the process.
 - Continuing to work through the process with OEH, as the assessing authority.
- Liaise with the Department of Planning & Environment regarding the rezoning and consideration of the BioCert outcome for the rezoning.



Page 1 of 1



This is basically a blurb around our overall process and legislation, but “since this time, government has adopted a new biodiversity reform package” so there is a new piece of legislation, the important key characteristic of the new legislation, is that it, what I referred to as, it decouples the impact assessment and the stewardship site, credit creation site process. So what will happen as an outcome of this is that instead of being a simultaneous process, it will generally run concurrently, so Hydro still has a very firm commitment in creating a stewardship site and having that



positive conservation legacy on that site. But, the rezoning itself will not create a stewardship site.

MU: Do people have a good understanding of what a stewardship site is? There's a few no's, so can you give quick description.?

SS: Under the previous legislation, it used to be referred to as a bio-bank site, the change in terminology now is to a stewardship site. So what will happen, and what was proposed to happen previously, is that a large area of the site, including all this veg, this bit up here is Mindaribba land, but the remaining area land through here is owned by Hydro, so to offset the impact, there is a calculator. So, ecologists go out and they do environmental assessment work, they assess the impact of the proposed development on the existing vegetation, as you can see here this area through the top of the site, and through this area here, has been identified for residential area largely because its cleared, its grazing country.

NEW BIODIVERSITY LEGISLATION

Provisions to apply for biodiversity certification are contained within Section 8 of the BC Act.

Steps involved in biodiversity certification include:

- Planning and design of the development, including identifying the specific area that will be subject to the biodiversity certification application.
- Consultation with OEH and relevant local council.
- Preparation of a formal application. This involves an accredited assessor applying the BAM to the area subject to the biodiversity certification proposal (area of impact associated with the proposed development) and preparation of a Biodiversity Certification Assessment Report (BCAR). The BCAR assesses the impacts on biodiversity values of conferring biodiversity certification on the development lands only and to quantify and describe the biodiversity credits required to offset the impacts to biodiversity values.
- Public consultation and notification of the proposal and response to any submissions.
- Determination of the application by the Minister for the Environment.
- Ongoing review and auditing of compliance activities.

NEW BIODIVERSITY LEGISLATION

The Planning Proposals included a commitment to complete a Biocertification Assessment for the site. Works on the Biocertification commenced in 2014 in accordance with the BioBanking Assessment Methodology (BBAM) (OEH 2014).

Since this time, the NSW Government has adopted the NSW Biodiversity Reform Package. This package includes the gazettal of the *Biodiversity Conservation Act 2016* (BC Act) (the *Threatened Species Conservation Act 1995* was repealed) and the adoption of the Biodiversity Assessment Methodology (BAM) to replace the BBAM. The Biocertification Assessment for the site was not completed before this change meaning this assessment will need to be completed in accordance with the BAM (OEH 2017).

Still there is a few scattered paddock trees and things like that, so you need to offset those to switch off that legislation for the DAs and the subdivision when it subsequently comes at a later stage.

So, to assess the impacts, what's done now is that they will assess it based on what they call credits. So there's ecosystem credits and species credits, so depending on what the integrity of the current vegetation is, whether it's intact, a low standard, degraded standard, or largely understory cleared, all those sorts of things. They come up with a credit generation per square metre, or per area of footprint, generally per hectare, and that needs to be offset then against an area that can be created or preserved, or offset. So, there is two mechanisms generally which you can offset under the new legislation. Please, I'm not an expert on it, and its only pretty new legislation, even though they talked today at the UDIA (Urban Development institute of Australia). They have had only one stewardship site created after this point over the first couple of years, we got a number of applications at

the moment. So, there is processes of strategic stewardship, strategic assessment and individual assessment. I really won't go into detail, it really is pretty dry.

MU: In a nutshell, it's about conserving that land that has got threatened species on it, because it's of high value as an offset area, and stewardship is about keeping that land in good condition, and managing it in perpetuity. Is that still the case?

SS: Yes

MU: And that allows you then to develop other land, insuring that the conservation happens and is managed really well.

IR: And that's another point too, it's not a one-to-one ratio. It's fairly, significantly higher in terms of...

SS: That's what I was going to say, credit calculation is generally – if it's a like-for-like in terms of intact veg being cleared for intact veg being offset, you get into ratios of 8:1, 10:1 even higher, depending on the level of impact that has previously occurred against that community. So if it's a very rare community, then there is a greater community it's a higher multiplier, if it's a common, it's a lower multiplier. All those sorts of things feed in. So the intention has always been from Hydro is that this area here would be conserved as a bio-bank site, which will now be a stewardship site. So, there is management measures, there's other things need to take place to make sure that vegetation is managed in perpetuity. There is the opportunity to include other fringe areas they may regenerate, or they may increase the footprint of that stewardship site.

So it's either a case of taking or maintaining current, high—level intact vegetation, or it can take lower quality, degraded vegetation and re-establish it to a higher level. That would generate more credits, but obviously would occur over time and take a little bit more effort. I hope that helps explain it, I wasn't really prepared on stewardship sites, sorry.

MU: Thanks

SS: So just jumping back – so the steps in terms of legislation. So planning design and development, including identified specific areas, will be subject to biodiversity certification applications.

Consultation with OEH, which is now called BCD, so I apologise for that, I have my acronyms wrong. So they've had an update after the recent change in department, and relevant councils. The preparation of a formal application which includes the accredited assessors the BAM area, so these are all acronyms. I won't go into detail because there is a lot of acronyms. And public

consultation of the notifications of the proposal. So the original gateway required Hydro as well as the Department and both Councils to exhibit the bio-cert, consistent with the planning proposal there is same requirement for the exhibition of the new biodiversity offset strategy as part of that planning proposal. And then determination by the minister and then ongoing review and order of compliance. BCD will require that whoever owns that stewardship site to manage it and maintain in accordance with the commitments they have made as part of the stewardship agreement. And they need to have auditing and reviewing and compliance processes as part of that.

MU: so, it could mean in the future that big site has to have some land manager type people, going there and making sure that it is in good nick, EECs are thriving, weeds kept out. So that's employment.

RD: Keep the lantana out.

SS: And that's it for me.

MU: Any questions?

IR: Is it possible to get a copy of that PowerPoint?

SS: Absolutely fine.

MU: And you have a video.

RB: Yes, I forgot about that.

MU: But first, are there any other questions from the community or general business?

RD: Darren and I have been involved with Heddon-Greta people who are pretty stressed out with lack of transport infrastructure. And one of the questions about our Council now is doing a study of that residential area to come up with various things. There is also another study we heard about, is a land use study in that expressway corridor, have you people been approached by anyone about that land use study?

RB: We know what you're talking about – the Hunter Express Way Study

SS: Do you want me to respond? When the Hunter Regional Plan 2036, they had 9-10 priority actions to be done in the first 2 years. One was the creation of the Greater Metro Plan document, another one was the Hunter Express Way Strategy, it's been more than two years, and so originally there was a body of work that done by a consultant with the Department and a few other agencies. That was finished more-or-less 12 months ago from what I understand. We have asked many, many times - as being a

fairly strategic and significant land owner on the Hunter Expressway with a planning proposal currently in – to have some discussion and we get lip service saying: “yes, I think that would be a good idea, and when it gets to a draft then point we’ll talk about that”. It just keeps getting pushed further and further back...

RD: That study was supposed to be completed in 2018.

SS: Yep. And then we had a meeting with James from the Department and a few other people, as well as council, a couple weeks ago. I asked the question about that again and James indicated that a draft was likely to be on exhibition sometime this calendar year. Which my understanding was that it would be late in this calendar year.

DG: I suppose my concern, is getting down to the weeds of... we’ve got the Heddton-Greta Strategic Plan, the impetus of that was, I know Flow said were not here to solve Council’s issues with roads, and that infrastructure. However, we have these massive developments over this side of the railway line, plus going over. We’ve got Heddton-Greta sitting there and there doesn’t seem to be any integration between all the strategic planning...

This corridor study was meant to be finished in 2018, and they’re dragging their feet with it. You guys are doing something over here, I still bewildered on how they all are talking to each other. You have the traffic studies, the corridor studies. There is no correlation between any of them. And I think Heddton-Greta’s an example of it too

SS: The feedback we’ve been given is that our proposal is not inconsistent with the Hunter Expressway strategy. The strategy talks about the function of the corridor and the function of the interchanges on that corridor, and it should facilitate employment, logistics and transport based activity. It shouldn’t encourage residential development that impacts on interchanges. That’s the level of feedback I’ve got.

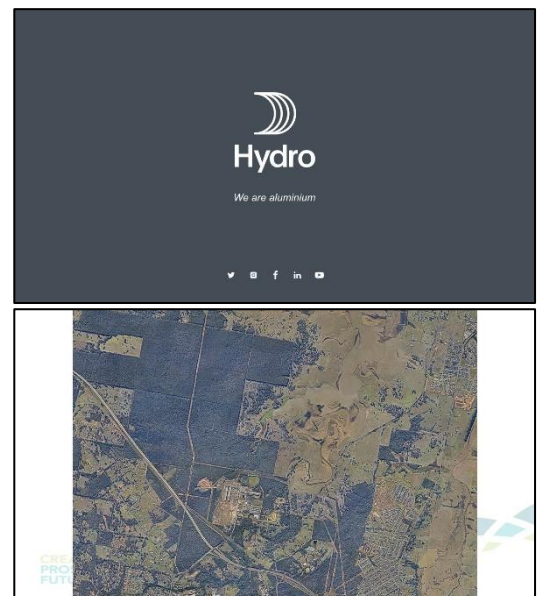
DG: What does that mean? So..?

IR: It may not say much about the structure of roads, it’s more around the land uses around the roads.

SS: And around interchanges

RA: And restricting residential development from being located close to interchanges in favour of employment generating land.

IR: More about use than structure. So in terms of the work you want, in Council in terms of what’s going on in the corridor it may not have too much of an impact on that.



DG: Yes, so the off ramps, how do you design your site so it is broadly in line with...

RB: We only say broadly because we don't know what it says...

SS: We haven't seen it, that's just the feedback we've got. My understanding is that the strategy land use is...

RD: Whatever this strategy is it seems to be that when I mention the word residential, with residential stuff it means they want to keep the corridor area for industry of some kind.

IR: The original purpose of the corridor is freight, I think they're pushing that through the plan.

SS: It's part of the national freight network.

IR: No one's seen it, no one knows exactly what it says. So potentially this development is consistent with it

KH: Who is doing it?

IR: RMS

SS: And the Department

KH: Which department?

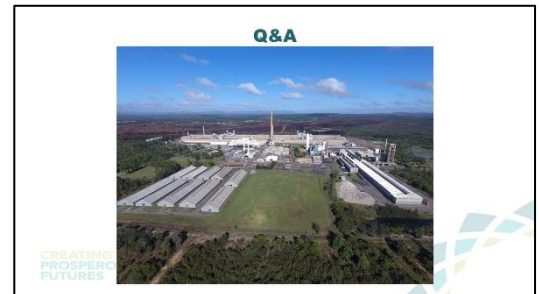
SS: The Department of Planning. My understanding is that it is not going to be a far reaching land use strategy, it will be literally a corridor strategy. So in terms of the Kurri Kurri interchange at Heddon-Greta it's likely to extend as far as the abattoirs on the southern side and the service centre and up to the edge of the golf course on the northern side. It's not going to look at any broader networks and the like.

RD: It is only really from the visitor's setup along the Expressway to Lovedale. Beyond the visitors centre on the Express Way you have got Mt Sugar Loaf reserves. Once you get to Lovedale you get into rural, grape growing area again. So it's only a tiny area from Buchanan to the edge of Lovedale that...

DG: The northern ramps at Hart Road and the roundabout at Kurri.

SS: You have got Buchanan as well. There is still the Amble Creek proposal that's up at the Lovedale interchange as well, and there is some other stuff around that, so there are a number of interchanges with land use already as well as other things that are coming online.

MU: Thank you. Anything further?



BW: I was asked when will you look like putting it back up for tender for another developer.

RB: We've been talking to a number of different potential options. So we may not do that. So sort of dusting off what we did previously in terms of going to tender, and who came second, and those kinds of things and we've been having some discussion. Those discussions may end up with something fruitful, they may not. I don't know.

7 Approvals and other project items

MU: We have one other item of general business and that was around the heritage items on the site. Pleased to report we had a meeting 2 days ago, so thank you Ian for facilitating that. We had a meeting at Cessnock Council with Kimberley O'Sullivan, and Kimberley is in the library.

IR: Yeah, Kimberley is one of our librarians who is also trained as an archivist.

MU: We spoke... Richard, myself, Kimberley and Ian met and talked about what could be a solution. So rather than me paraphrase everything we talked about we thought we might invite Kimberley along to the next meeting to have a chat. To give her an opportunity to see what's there as well. At the end of the day the area they have down there is climate-controlled and will always be there, and will be run in a professional manner by paid staff, as opposed to any of the other options. I wouldn't like to pre-empt any outcome at this point, other than to say that it was an interesting discussion and we'd like to have Kimberley come along to have a meeting. Anything else on that Richie?

RB: I thought what Kimberley spoke to, was really good. In terms of other collections of regionally historical that they manage, digitise, exhibit, curate essentially, so there's the potential for something similar to occur with the Hydro based collection.

MU: If you're interested to see how they exhibit things, there's an exhibition on the Rothbury Riot coming up shortly, so keep your ears open for that, you may want to have a look there at the library to see what it looks like.

Any other items?

Now 30 seconds of video

[plays video].

8 CRG questions and answers

None.

9 General business

MU: I will close the meeting at 7.20pm.

MU closed the meeting at 7.20pm.

10 Meeting close

Meeting closed: 7.20pm

Date of following meeting:

Thursday 17 October 2019.