

Project	Hydro Kurri Kurri Site Redevelopment Project	From	Sonya Pascoe
Subject	Community Reference Group Meeting	Tel	1800 066 243
Venue/Date/Time	Thursday 16 April 2020 Via videoconference (Microsoft Teams) 6.00pm – 7.23pm	Job No	2218982
Copies to	All committee members		
Attendees	Mr Richard Brown – Managing Director, Hydro Kurri Kurri (RB) Mr Andrew Neil – Manager Strategic Planning, Maitland City Council (AN) Cr Robert Aitchison – Maitland City Council (RA) Cr Darrin Gray – Cessnock City Council (DG) Mr Toby Thomas – Community representative, Towns with Heart (TT) Mrs Kerry Hallett – Hunter BEC (KH) Mr Michael Ulph – CRG Chair, GHD (MU) Mr Andrew Walker – Hydro Kurri Kurri Project Manager (AW) Mr Iain Rush – Cessnock City Council (IR) Mr Kerry McNaughton – Environmental Officer, Hydro Kurri Kurri (KM)		
Guests/observers			
Apologies	Mr Allan Gray – Community representative - Retired Mineworkers (AG) Mr Rod Doherty – Community representative (RD)		
Not present	Mr Bill Metcalfe – Community representative (BM) Mr Brad Wood – Community representative (BW) Ms Tara Dever – CEO Mindaribba Local Aboriginal Land Council (TD) Ms Debra Ford - Community representative (DF) Ms. Sonya Pascoe – GHD (Minutes) (SP)		

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Notes

Action

1 Welcome and Acknowledgement of Country

Meeting commenced at 6.03 pm

Michael Ulph (Chair) (MU)

Acknowledgement of country.

2 Meeting agenda

- COVID-19 impact and response
 - Demolition / remediation update
 - Approvals and other items
 - CRG questions and answers / general business
-

3 Welcome, apologies and checking technology

MU welcomed attendees, acknowledgement of country and noted apologies.

MU asked those present to declare any pecuniary interests.

4 Last meeting minutes

Toby Thomas moved the minutes.

Andrew Neil seconded the minutes.

5 COVID-19 impact and response

RB: Firstly I would just like to thank everybody for this unusual circumstance in which we are meeting. Clearly we want to keep continuity and as much normality about our processes as we possibly can. So it is much appreciated that everyone was able to try and adapt to the technology. I think that's kind of a consistent situation we find ourselves in. I think everybody's life, I certainly don't think it's limited to our business, or just one persons' business. It is everyone's lives that has been affected and I want to spend just a few minutes talking about firstly, how Hydro as a company is being affected by this.

It's a bit more general information, it's not specifically related to the current project as such, but I thought it might be interesting to you to hear about how a multi-national organisation such as Hydro is trying to deal with this situation. Then I'll spend a few minutes talking about how we at Kurri have responded to the issues presenting at the moment going forward.

COVID-19 (Coronavirus) : Impact and Response

Hydro global

The Covid-19 situation continues to affect global economy and aluminium demand. Hydro is continuously assessing and adapting to the changing market situation. While the situation is leading to closures and reduced production at many Hydro sites, some plants are re-opening to meet customer demand.

People impact

- Direct impact is currently quite minimal
- Closely following the local situation in areas where the health care system may be challenged.
- 2100 employees temporarily laid off.
- Collective vacation and prolonged Easter break at some sites.
- Hydro donates significant funds to support community (hospitals, food baskets test kits in the state of Pará in Brazil) as well as UNICEF's emergency fund, Humanitarian Action for Children.

Operational impact

- Mostly running as normal with some reductions due to local shutdown requirements (eg. Southern Europe)
- Customers significantly affected with reduced demand (eg. automotive sector) which is affecting product mix and postponed orders
- Depressed commodity prices (including Aluminium) is affecting profitability and along with reduced demand (increased global inventories) will put pressure on high cost smelters
- In line with IMF predictions, expect protracted recovery period

Coronavirus on Workplace

So, as a multi- national company, we are affected globally by the virus. And what we're seeing now although different parts of the world are affected in different ways, to different degrees it's fairly evident now that the whole world is affected. So to a more or less degree, every part of our business is affected by the virus. As you appreciate, things move very quickly, it is very difficult to predict what's coming next, so Hydro, like other entities and individuals, is continuously looking at situations, looking at the markets, looking at guidance from health authorities and governments, and trying their best to respond to the situation as they present themselves.



Agenda

1. COVID-19 (RB)
2. Project Update (AW)
3. Approvals & Rezoning Update (RB)
4. CRG Q&A – CRG Members
5. General business





So in terms of direct impact on people, I guess we can consider ourselves quite fortunate in that we have 36 thousand employees across the globe, we don't have a lot of infections, and to my knowledge we don't have any fatalities resulting from that, which is good. We are having areas where large numbers of people are being quarantined, because of close contacts to infections or symptoms, travel restrictions and the like, which is clearly having an impact. But generally speaking I think we're fairing quite well in terms of direct impact.

Where it is affecting people at the moment is from an employment perspective. Although operationally we are reasonably stable, I would suggest at the moment and running mostly at capacity, there have been some temporary shut downs. You'll appreciate that's there's government imposed lockdowns in countries like Italy and Spain and France, there have been in China. We have got operations in areas that are severely affected so they have temporarily shut down by those entities or organisations.

Hydro has also acknowledged their role in society by trying to help out those less fortunate than ourselves. They've been making significant donations to the hospital system in Pará in Brazil, where we operate mines and refineries, providing food baskets, COVID-19 test kits and the like, as well as making donations to UNICEF, their Emergency Fund and their Humanitarian Action for Children Fund.

In terms of the operational impact, like I said, most of the operations are running with some restrictions, but reasonably normally, which is difficult. What we are seeing is that our customer base is significantly affected. So, Hydro supplies a lot of their products into the building industry, which is less affected but a significant proportion of the products go into the automotive sector. And as you probably appreciate, with the economic situation we find ourselves in, there isn't a lot of people out there are buying cars at the moment, with the knock-on effect being factories being shut down. So that affects our products, results in postponement of orders and the like, and is expected that, as we've seen in the last few days, in line with the International Monetary Fund's predictions, the depth and the length of the depression in the economy, globally, is likely to be significant and protracted. So we expect that this would take a lot of time, potentially years, to recover from this.

We're also seeing, as production levels globally, in the industry were in, aluminium, are maintained for a period, when demand drops off what we see is stockpile inventories grow and that puts downward pressure on an already depressed metal price, and in

turn what that does is actually puts significant pressure on high cost smelters, and what we've seen and experienced firsthand is that those high cost smelters are the first ones to get curtailed and it's kind of a natural scenario where if there's too much capacity in the marketplace then capacity has to come out somewhere.


Though that's not a nice rosy picture, I guess its reality and it's where we find ourselves. We are very confident as an organisation in our 115 years of existence, we've seen other challenges. We've seen the Great Depression, we've seen the second world war, we've seen the GFC. We do have the capability to be enthusiastic in these crisis situations and we are very confident that we will see this out, and hopefully become even stronger at the other side.

COVID-19 (Coronavirus) : Impact and Response

Kurri Kurri

In response to the COVID-19 pandemic, the KK organisation and project has responded in a manner consistent with Australian Government and Health guidelines and Hydro directions:

- Project and Site Contractors continue to work on site with the same 'speed' as normal, albeit with adaptations to enforce social distancing as per their own company directives.
- Hydro project supervision has been segregated to maintain an "on site" presence but with strict distancing and hygiene requirements.
- Other Hydro (and project) staff that can, are 'working from home'.
- So far there have been no infections or close contacts to infection.
- Despite this, contingency plans have been prepared in case there is such an issue.
- All plans are being adapted as Govt, Health and Hydro requirements change.
- Despite the current ban on international passenger travel to/from Australia, this does not extend to freight movement and therefore the import/export of materials required for the project remain largely unaffected (eg. sales of AI busbar, export of processed SPL from Regain, import of specialist liner materials for the cell construction).



So, at Kurri, of course we are far from immune to the situation, we have had to make changes to the way in which the organisation functions and the way the project is operated and managed. Clearly this is done consistent with the Australian government guidelines, all the health recommendations, as well as company directives, in fact we were probably a week ahead of what became a recommendation from the government. We were probably a week ahead of that, from a company directive to start and change the way we worked.

The project and the sub-contractors are actually continuing on site, and they're continuing to operate, and I've used the word "speed", but "normally", albeit with the required social distancing changes to the way in which they work. They are talking about things like their start-of-shift meetings, hygiene procedures, segregating lunching arrangements and the like, but it's very important to us, but it's extremely important to the contractors

themselves, because if they found themselves in a situation where someone was to get the virus, or through their own actions, they were creating a situation that lead to them being shutdown then obviously that has a direct impact to the employees, or the contractors and the contracting company themselves. So they are very motivated to make sure they do the right thing and at this stage they continuing to operate – in our view - very well.

So that means we still have to maintain a certain level of project supervision. Although the majority of the major contractors are operating under our Principal Contractor arrangement, legally, there is still a significant role for Hydro project staff. So we have to be there, be present to give advice to what's required, to help with things like validation sampling with the environmental consultants, and generally be supportive of the contractor on site. So we have maintained an onsite presence but with very strict distancing and hygiene requirements. That means, where we would have had half a dozen Hydro project staff in and around the place, typically we might have two or three, and we segregate people's involvement. So we might have someone there in the morning, someone might come in the afternoon and there is no specific, direct contact between the two.

Other Hydro staff and project staff are working from home. That includes myself. I haven't been onsite for a few weeks, so trying to do the right thing, as I am sure each of you are as well. Again, we haven't had any close contact to infections or direct infections, and that's fortunate but in the event that there is something like that, and I think maybe it's becoming less likely, but a certain point in time we expect it's a matter of "when" and not "if", we certainly have put in place, or put together plans for how to respond to that. As have our contractors. And of course those plans are dynamic they respond to changes as required by the rules that are brought down from the government and from health authorities.

On one specific matter that I was asked about, and I thought I would respond to here as well, is about freight transport. Now, you are all aware that there's a ban on international passenger travel to and from Australia, but at the moment, this does not extend to freight movement. So the import and export materials that are required for the project at this stage are unaffected. So, were preparing to sell aluminium busbar which will get exported internationally. We know that our processed spent pot lining materials are also then going off site. We'll be importing specialist liner materials for the containment cell construction. And again at this stage there is no indication that the freight movement will be affected.

So it's obviously very "interesting", in the inverted commas sense, but I think the Hydro team and the project staff onsite have done an exceptional job to keep things moving, keep everybody safe. Like I said, it's challenging, it can be difficult at times, but were obviously trying to do our best under the circumstances. That's it. I'll hand over now to Andrew for the update.

MU: just before you do that, I'll ask if there are any questions in relation to your piece there Richard, just to see if people have questions in relation to Hydro's response and what's happening on site. Anybody? Alright. Thanks, Andrew.

6 Demolition / remediation update

AW: OK, thanks Michael. As you can see, there is not many buildings left on site now so I just marked up this yellow box here which is central workshops and you'll see a few slides, that area is being demolished at the moment.

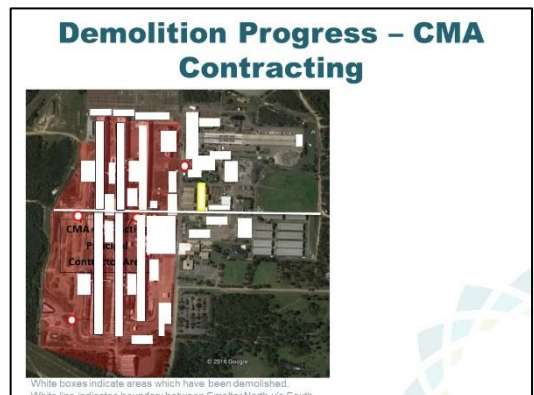
Just a few aerial shots, so that's how the smelter was about three years ago and that's how it is today. So there's not many buildings left in the potline footprint.

This is looking from the switchyard, south, you can see what was left of lines two and three in February.



This is our north dam, so with the rain that we got in February, our dams are full again, which is good. So we have water for dust suppression for CMA to use to wet down the roads and also for the concrete crushing.

This is showing the road, what we call the Western Ring Road and the western stockpiling area, being graded by CMA. And



that's in preparation for handing that area over to Daracon. Which I'll talk about in a minute.



Just another view of smelter south, looking north. And north-east.

And this is the northern end of the Western Ring Road, after the asphalt was removed. It's showing CMA removing the stormwater pipes and stormwater drains and you can see some busbar stacked up on the potline footprint.

This is a bit later on, in April, you can see the switchyard and all the transformers and rectifiers have now been removed from those bays there. And I've got some slides showing that happening later on.



Another shot of the potline footprint showing the concrete foundations, which will be removed by the 160 tonne excavator, the big yellow one in the centre of the screen.

Starting to get a bit of green grass growing, Kerry's gardeners have been sowing seeds in the south there. That will help when we get dry weather just to reduce dust emissions.



OK, these are just a few shots of demolition in the potline area. This is line 2 being demolished back in February.

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Line 2 demolition (6/2/2020)

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Line 2 demo (10/2/2020)

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Line 3 North (10/2/2020)

Line 2 & 3 Busbar (10/2/2020)

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This is showing line 3 north and the busbar removed.

One of the things we had to do to be able to demolish that last part of line 2 and line 3, we had to put timber hoarding up to stop anybody wandering into the switchyard from the southern side. Because once the potline is removed, there is no fence to stop

people walking in there. And after that demolition took place, we had to erect a fence. And I've got some slides on that later.

This is looking at line 3, the day we demolished it.

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Line 3 North ready for final demolition (9/3/2020)

And a couple of days later, that's line 2 getting demolished, last few bays at the northern end.

This is showing the asbestos removal crew removing asbestos from the concrete foundations. Some of them are quite large, weighing over 40 tonnes. The one in the bottom right there.

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Asbestos removal and detailing area (3/4/2020)

Another view of that activity in the asbestos detailing area. CMA engage HAZMAT to do air monitoring of that activity and do a visual inspection of all concrete blocks before they're passed to go

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Timber hoarding to allow demolition of northern bays of Potlines 2 and 3 (8/3/2020)



Line 2 North Demo (12/3/2020)

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Asbestos removal and detailing (30/3/2020)

to crushing. The air monitoring results have all come back as below 0.01 fibres per ml. Which is continuing good results there.

You'll notice the ones that have been passed have a green tick and the date written on them by the HAZMAT occupational hygienist. So, they're OK to go to crushing, those ones in the top left.

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A shot of the 160 (excavator) pulling foundations out of the ground.

This is just showing the concrete crushing activities. There was a large stockpile of concrete, and the crushing crew have been doing an excellent job. They're now up to 155,000 tonnes of crushed product. And it's crushed down to minus 40 mm. So the material gets fed into a jaw crusher which you can see – I don't know if you can see my cursor there, but that is the jaw crusher which is like a pre-crusher, then it gets put through a screen set at about 60 mm.

And from there it is fed into an impact crusher, which does the final crush down to minus 40. And obviously any oversized product gets recirculated and it's quite a good, consistent product. In the background you can see the stockpiles, they're 4,000 tonne stockpiles and we take five samples from each stockpile for testing. And that's tested in accordance with the RMS spec.

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Milling asphalt from western ring road west of Line 3 (26/2/2020)

Also, back in February, we demolished the southern gatehouse and the foundations for the weighbridge, as it was no longer required and Kerry's guys have put a new fence in, so that temporary fencing has been removed now.

Other activities was some further milling of asphalt from the Western Ring Road west of line 3.

And then CMA were digging swales. That's to allow water to drain from the northern part of the demolition site, across to the western surge pond.

CMA have also been grading the western stockpile area and Western Ring Road, ready for hand-over to Daracon.

The road is like a crest in the middle, and then it falls down to the south and to the north so water can get away. Part of their scope is to make sure it's a free draining site.



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Demolition of South Gatehouse Area (21/2/2020)

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Cutting of drainage swales west of Line 3 (26/2/2020)

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CMA grading the western stockpiling area and ring road in Smelter South (26/2/20)



Here, CMA are removing the stormwater drains and stormwater pipes from the Western Ring Road, because they were all in that 1.5 metre zone below ground so they all had to be removed.

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Removal of stormwater pits and drainage pipes on western road (28/2/2020)

Just a close up, just pre-cast concrete.

Over in the central workshops area, CMA have been busy demolishing the old boiler makers workshop

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Demolition of 26C Boilermaker's Workshop (26/2/2020)

That's a view looking at it from the breezeway near the central stores area, and the ore bin workshop.

This is a little bit later, this is another building called '56c', like technical services and maintenance offices. So that building is getting demolished there.



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Demolition of 26B/C and 56C (27/3/2020)

This is the stage 2 demolition works in the rodding area of the carbon plant. So, the concrete slab, getting hammered and pulverised. That was taken over for crushing to the crushing plant across the road.

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6A Baghouse & Stack Foundation Area – Anthracene Oil Contamination Evident (11/3/2020). However this contaminant does not appear to be mobile as nearby groundwater monitoring wells showed no contamination.

The carbon plant, we've had more issues with contamination, so this is showing what we call the 6A green mix scrubber area, so this was the foundation for the baghouse that we removed, and also the green mix scrubber stack.

This was tested and found to be anthracene oil contamination. So we had a storage tank for anthracene oil that was just to the south of this area and that was used to make rodding mix. In the first 30 years of operation we used rodding mix to rod the anodes prior to conversion to cast iron rodding in 1997.

I remember that oil tank being removed when I started in carbon in that year in '97. Also, when we put that green mix scrubber in 2002 with the surf project, we did detect some anthracene oil, so we were thinking this could be an issue. However, it doesn't appear to be mobile, because we have groundwater monitoring wells nearby, and we haven't picked up any contamination in those wells. So it just seems to be a localised problem.

That is the timber piles that were under the foundation for the green mix scrubber stack. You can see the oily residue just to the south of there.

This is the oils coming out of the walls of the excavation.

And that's a day or two later. As you can see there is quite a bit of oil floating on the water.

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Stage 2 demolition works 8A Rodding Area in Carbon (4/3/2020)



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Oil staining and seepage from walls of excavation (11/3/2020)

Groundwater is quite close to the surface here, so water infiltration is a bit of an issue. But this has now been cleaned up and the contaminated soil has now been removed and has been backfilled with crushed concrete, which has all been tested by Ramboll. So its fine, it's been cleaned up now.

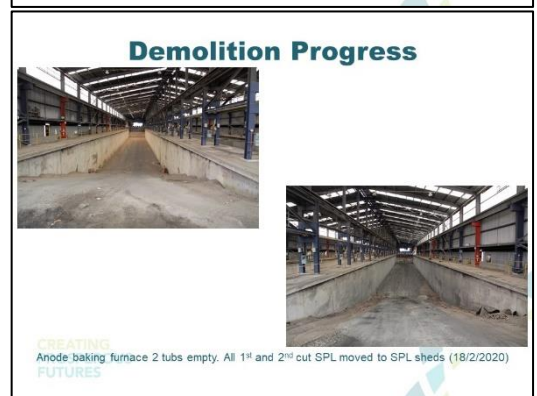


We also had an unexpected find of ACM asbestos conduit near the carbon plant that wasn't on any of our drawings and it just appeared to be just a short run of conduit that finished in that marshalling box there. So maybe there was other conduit there that was removed in the past when other work was being done in the carbon plant. But that's all been removed and that soil was sampled and found to be free of asbestos.

We are now moving on to, we've only just come back to removing the foundations for the green mix tower because of the rain we got in February, we had to wait for the area to dry out a bit. But the good news is the foundations don't have any asbestos on them and the ground so far under the green mix tower appears to be clean, there's no hydrocarbons present there.

The other thing we've been working on is the bake furnace, so at the last CRG meeting I talked about how we engaged a contractor to remove the remaining first and second cut spent pot lining from the bake furnace. And that's all been transported to the SPL sheds. So you can see there that was empty at that time in February.

We then had CMA remove the eastern wall of the bake furnace and we did that so we could get the vacuum trucks to back down



the ramps into the furnace tubs to clean any residual dust off the concrete tub walls and tub floor.

So you can see that's what is happening here. We have engaged a cleaning contractor, and a vac truck, to come in and remove any traces of SPL dust, and that dust was emptied into the SPL sheds. So that was in March.



Just a few more photos.

They had a bobcat and got it to scrape any residual dust off the ramps, and that was also put in the sheds.

See it there being tipped into a truck and to be taken to the SPL sheds.



This is a bit later, this is the south tub where we had the second cut. Which is mainly refractory material that is getting vacuumed up. And just on that, we had both Ramboll – from an



environmental perspective – and our occupational hygienist, Jim Orr, come and inspect both tubs and the working floors and they were happy with the cleaning we had done. So that is now ready to be handed over to CMA for demolition. So it will be handed over on Monday.

One of the first things CMA will do is to punch holes through the bottom of the bottom floor of the bake furnace. So where that man's standing there, there are concrete cooling vaults, which are like small concrete culverts about 150 mm thick, and they're about 450 mm deep, and below that is a 600 mm bearing slab and its actually about 800 mm at the ends of the furnace. So it's quite a substantial slab, and that's sitting over 500 steel piles that are driven down to bedrock 14 to 17 metres below that. So, there's going to be quite a bit of hammering involved to get through that bearing slab.

So, the reason were doing that is so that if we get water infiltration when there's no building there anymore there is a connection to groundwater, so water can flow through the structure, flow in and flow out. Otherwise we run the risk of having two big swimming pools sitting there because there's no connection to groundwater at the moment.



Demolition Progress



Removal of control rooms, A/C's, DC isolator switches and rectifiers for Trimet (Feb'20)

This is now the work we've been doing in the switch yard, so as I mentioned earlier we have now removed the last 3 rectifier units, or transformer rectifier units, those were the units installed by Areva, back in 2009/10. So we actually did sell the rectifiers to another smelter, which is owned by Trimet, which is a smelter in Hamburg, Germany. And representatives from Trimet came out and supervised the removal of that equipment. So they took the control rooms, the air conditioners, the DC isolator switches on

the busbar at the back of the rectifier bays and the rectifiers themselves – which is the big cabinet you can see in the bottom right.

And they were packed on flat racks for shipping.

After that work was finished we then... we had already awarded a contract to the same company who had already taken all the other rectifiers, the 14 Fuji units and that's a scrap metal dealer that specialises in electrical equipment from high voltage switch yards and substations. So they came up and removed the oil from the three transformers and that happened in March. And that takes quite a few campaigns because once you take the oil you have to wait for the residual oil in the windings of the transformer coils and the paper elements to drain out, then you've got to come back and remove more oil.

Once all the oil was removed, they then started dismantling the transformers. Here you can see the three big copper coils and the transformer shell.

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CREATING PROSPEROUS FUTURES Packing of rectifier cabinets on flat racks for Trimet (26/2/2020)

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CREATING PROSPEROUS FUTURES Oil removal from 6A transformer to allow it to be scrapped (2/3/2020)

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CREATING PROSPEROUS FUTURES Areva transformer removal (19/3/2020)



And this is a transformer shell being removed onto a low loader to be taken off site.

In this photo you'll notice... so that's the transformer shell obviously, these transformers we want to keep for MCS. They're the service transformers there is actually four of them in the switch yard. So we had to isolate two out of the four. The two that were closest to where this work was happening because we didn't want to run the risk of a malfunction with the crane potentially coming into contact with live equipment. So that all had to be isolated as part of this work.

Here you can see another aerial shot, this is showing the rectiformers bays, so they're all empty now. And were now moving into the next phase of the work in the switchyard and that will involve removing all the redundant aluminium busbar, or switchyard busbar as we call it.



Here, this is a photo showing a fence being installed. So we had to put a fence in on the footprint of the former potline 2 and 3, that is to make the yard secure so for the Australian standard it has got to be 2.4 metres high with three strands of barbed wire at the top.

And it has all got to be earthed. The whole switchyard has a network of earth straps which are about 300 mm below the surface and they're all about a metre apart all these straps that are interconnected and that's for the safety of people working in the yard. Anything they touch has to be either connected to the earth grid via the earth straps or, if they bring mobile equipment into the yard, they have got to connect what they call a trailing earth to the mobile equipment and connect that to the earth grid. That is just to protect people, if there were ever a malfunction on the high voltage side of the yard people don't get electrocuted.

So this fence – we're about to get a contractor in to connect all the earthing straps to it, so that will be done within the next week or two.



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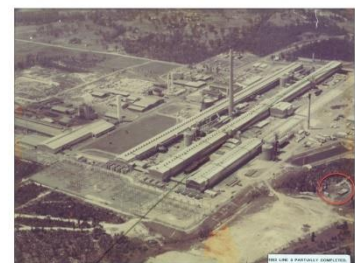
Our next challenge – Switchyard busbar removal

This is our next challenge, this is all the redundant busbar that I mentioned, so it's going to be quite involved to get this out because, if you look here, the new busbar that was installed in 2009/2010 as part of the KKSUP [Kurri Kurri Switchyard Upgrade] project but we need to keep the ramp above it, and these concrete columns removed without damaging anything. It's all doable, because it was all obviously installed previously while the smelter was running, but it just going to take quite a bit of effort. By the way, all this busbar was cast in Austria and brought out, but it was all put together by Forgacs in their workshop in Carrington and they installed it all on site. And it's very precise work, cause the busbar was designed to move, so as it heats up and cools down, it expands and contracts and it's got this sliding mechanism – that you can see here - and these guides, these are like pads made of nylon, that allow the busbar to move as it heats up and cools down. Down here is very congested, we have got the original line 1 busbar, but we've got new busbar on this side. So very congested.

Something else that we knew that we had to get done, we wanted to get it done before CMA demobilised from site in August this year. We noticed these remnant structures which are in this red circle, that were part of the line three construction project. This photo was taken back in 1983.

And those structures were never removed by the project team. And we believe it to be an area where they did coating of structural steel, so we found some residual paint here on this concrete slab and this pit – I'm not sure what it was used for – and some residual steel frames and things. So we've removed all that

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Remnant structures from Line 3 construction project (photo taken in 1983).

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Remnant structures (21/2/2020)

material and had Ramboll come and inspect it. So that's all been done.

Remediation



Remediation of the old Fire Training Ground (17/3/2020). Traces of PFAS found. Similar treatment as for PCB-contaminated soils. Sent to the SOLVE facility at Altona, Vic for heat treatment following EPA approval.

Another piece of work that we've been doing – so in the south-west corner of the site there was an area that was a fire training ground and we found traces of PFAS chemicals, albeit at very low levels – it was below any risk to human health – but it was above the ecological limit which is – you're talking parts per billion which is 10 to the minus nine (10^{-9}). So the units are micrograms per kilogram. The limit for an industrial site is 140 micrograms (μg) per kilogram (kg). so we have been working on remediating that site and Enviropacific Services have been helping us with that, because they have a facility down in Victoria called the SOLVE facility, it's a heat treatment plant. This PFAS contaminated soil is similar to the PCB contaminated soils that we sent there previously, that you would remember I spoke about the last couple of meetings. We've done the same with this material, we've sent it down there. It goes through a thermal desorption process and then the soil is safe. It can be recycled. In our case, there were some traces of metals and a little bit of fluoride, so it's actually gone to just a general solid waste landfill after the heat treatment process. We had to get approval from the Victorian EPA to be able to send that soil down there.

So the next few slides just show the remediation happening... a little bit later. So we have been digging down to between 300 mm and down to 1.1 metres and that was all from investigations done by Ramboll test pitting and we also had monitoring wells put in.

This slide just shows some site won fill material – actually it was some material Daracon brought back from the clay borrow pit and it's been tested by Ramboll and its certified clean. That's the



FTG Remediation – 18/3/2020



FTG Remediation – 24/3/2020



Site-won fill material for FTG Remediation – 24/3/2020

material the bulldozer's sitting on and that's what we used for the capping which has just started this week.

Another photo, close up.

An aerial shot.

Sampling being done by Ramboll and EPS.

And the testing has shown it's all come back OK, so this is now being backfilled with that fill material.

Just a few more...

MU: Andrew, sorry, I might just jump in while were on those last slides, so the fire training ground remediation, Robert Aitchison just put a question up about the PFAS industrial "can be up to 140 ppm [corrected below], what was the count on this site?" You mentioned it had to go off and be and heat treated and so on. Do you know what the level was at that site?

RB: If you want to keep talking, I'll go back through the RAP and see if I can find it.

MU: OK, cool.

AW: So that's parts per billion, not million. 140 parts per billion.

So these are just a few more aerial photos. This was taken in April showing the footprint of potline 3, the slabs that were removed by the 160 tonne excavator.

Aerial Photos



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FTG Remediation - 24/3/2020



FTG Remediation



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Sampling by Ramboll & EPS Supervisor - 7/4/20

FTG Remediation



Backfilling with suitable site-won fill material (15/4/20)

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Looking further south and Daracon, which I'll talk about in a minute, they have started to bring back dirt from the clay borrow

pit area and that's being stockpiled there in what we call the western stockpiling area.

That's the fire training ground again.

That's the fire training ground again, with the material being loaded out for transport to Victoria. You'll notice there's a turnaround bay that was put on the clean area. We used crushed concrete and we made sure trucks drove on the clean crushed concrete and the diggers were able to reach the trucks from where they are sitting on that loading pad so we didn't have any cross contamination of the trucks with any of the contaminated soil.

Again, looking at the potline 3 foundations being removed, looking south.



And this is the backfilling – some aerial shots of that, on the fire training ground.



Just on the water situation, so last meeting I mentioned we were running very low, we were trying to get the last little bit of water out of one of the corners of the north dams, but I think it actually started raining at the last CRG meeting, and it didn't stop for quite a few weeks.

Water for Dust Suppression



Dams have refilled after recent rain. Currently on Level 1 water restrictions from HWC (photo of Eastern Surge Pond taken on 10/2/20). Working on a Water Efficiency Management Plan with Ramboll for submission to HWC.

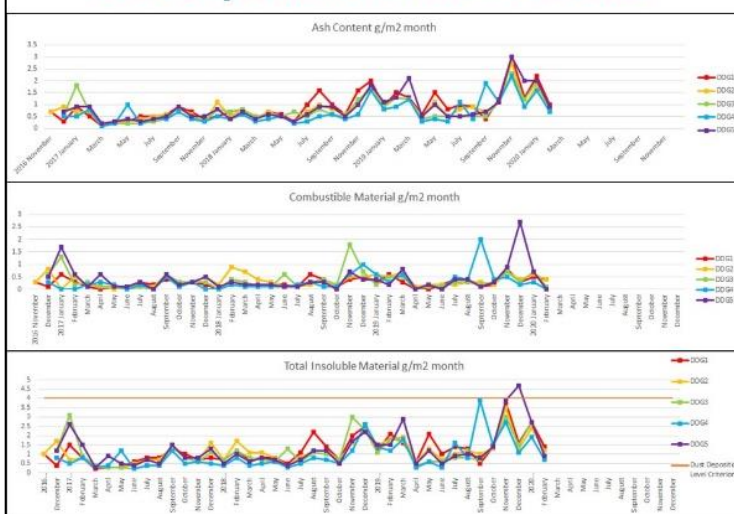
Remediation



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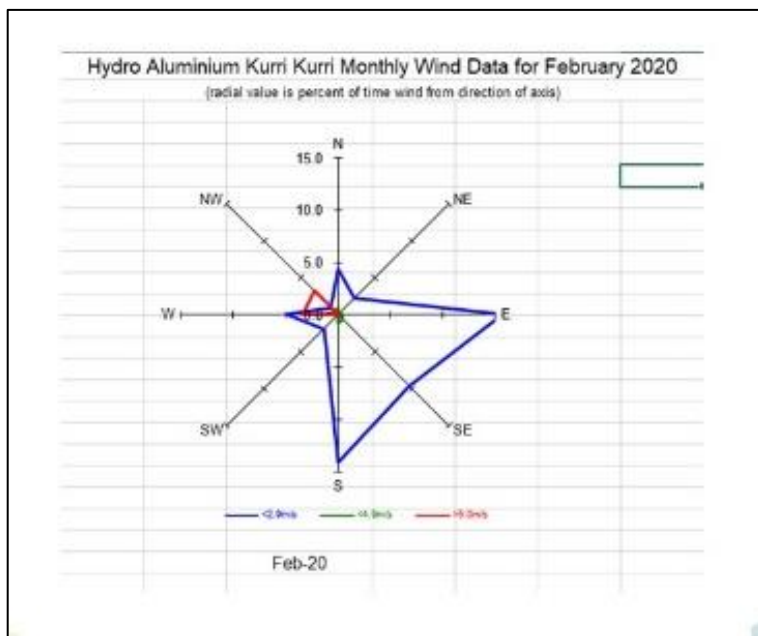
So all the dams are full again, and as you know, were back on level 1 water restrictions, but we're working on a Water Efficiency Management Plan with Ramboll, and we're going to submit that to Hunter Water in case we have another dry spell next summer – some things we can do to save water so we don't need to use potable and we didn't have to use potable, we managed to get through the drought without needing to use any for use on site for dust suppression of the roads and concrete crushing.

Dust Deposition Results – Feb 2020



This is the latest dust deposition results, this is for February, we don't have March as yet, we won't have them for another week. The levels have returned to what I would consider normal. But you can see the top graph, the ash content, it really seems to be – all through that dry period, basically from July last year through to January we had elevated levels of the ash, which is the non-combustible material. And I think it's very much dependent on rainfall. I'm expecting that we will get low levels now that we have had decent rain, if we continue to get decent rain it should remain low.

This is the wind rose for February. Winds mostly from the south-east, fairly light



Now, moving on to the main remediation works. As I mentioned at the last meeting, Daracon have been awarded the remediation contract. There are two separable portions. Separable portion one are what we call temporary works so, we're allowed to do those works, but separable portion two can only start once we get the development consent from the Department of Planning.

So, here, you can see Daracon setting up site sheds on Roller Park, in late February.

The following week, this is their equipment coming in. So, a 60 tonne digger, a grader, a water cart, a dozer, and they brought about four dump trucks, "Moxies".

We have had them removing the stockpile material from the clay borrow pit.



Temporary Works by Daracon



FUTURES

Daracon mobilisation to site (3/3/2020)

Here, you can see the M15 Hunter Expressway stockpile being moved from the clay borrow pit to the western stockpiling area.

And, a little bit later, the big stockpile at the western end of the clay borrow pit, that's also being moved to that western stockpiling area.

That work is now finished. Daracon has now demobilised for a few weeks, and were looking at what other work we can give them until we get the consent.

Moving along, we have another five houses in the buffer zone that we wish to demolish. They have all been vacated and that work is currently out to tender. So, there are two properties on McLeod Avenue, two on Bowditch and one on Hart Road, just near the expressway.

Buffer Zone House Demolition



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There are five more houses to be demolished in the Buffer Zone.
This work is currently out to tender.



Buffer Zone House Demolition



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Quite a bit of rubbish to be cleaned up at some properties (25/3/20)

Some of the properties have quite a bit of rubbish to be cleaned up that the tenants have left behind, so were going to have to deal with that as well.

This is 2 Dawes, this is the property where we had a lot of issues with buried asbestos and we ended up needing to have a mobile screening plant in. Kerry's guys have been seeding this and mulching it and it's starting to green up with the rain, it's looking a lot better over there now.

So that's it from me, so does anybody have any questions?

MU: Yeah, just checking in on Richard, did you end up with a result from that search you did just then? On the PFAS result?

RB: Of course I did Michael, of course I did

MU: Excellent

RB: So, to put it in context, the human health guidelines for PFOS, for industrial and commercial criteria is 20,000 micrograms (μg) per kilogram (kg), as Andrew said, the ecological limit, which we're adopting as the site criteria, is 140. So we have detected – the highest we had was 12,000 micrograms (μg). There was one sample there – this is in probably in 50 or so samples – one sample was at 12,000, one was at 9,700, and then a handful in the low 1,000's, then you're talking in the 100's, and then it disappears from there. That's why the impacts are actually quite limited. So, there you go.

MU: Thank you Richard. Alright any other questions for Richard or Andrew in relation to the demolition and remediation side of the project? Just remember to take yourself off mute.

I can't see anybody unmuting themselves. I'll take that as a clear run through to the next stage then. Alright, thank you

RB: Andrew, I'll just get you to drive again, that seemed to be useful.

AW: OK.

7 Approvals and other items

RB: OK, so my slides this time. On our project approval I put another two months with lines crossed through them unfortunately. We have had some contact with the Department of Planning just before Easter, we had been sending emails and calling them just getting close to daily – harassing, pleading, begging you know, doing something to see what we could do to



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

- DoPIE have proposed a Voluntary Planning Agreement (VPA) relating to the long term ownership and associated funding for Hydro to consider.
- Expect conditions relating to Containment Cell covenant and financial assurance in August
- September October November December
- January February March April???
- Meeting with DoPIE next week to discuss final issues

<https://www.planningportal.nsw.gov.au/major-projects/project/11486>

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try and move things forward. But, I had a call from Chris Ritchie, who is the boss man who we deal with down there, and he assured me that we were not forgotten, that they were attending to things. I don't doubt for a minute that, as with us all, they are coming to terms with working from home and getting themselves set up there. So there is obviously some impacts on that. But he assured me that we would most likely have the final issues established for us to review this week with a view to have a meeting with them next week to resolve those issues.

I have heard it before, but fingers crossed that's where were at with that.

Something we have done, which is on the next slide, and some of you may be familiar with this, particularly those of you that work in council and Andrew, is that, in response to the COVID-19 scenario and the economic challenges ahead of us, the government, both federal and state. And in this case this state, are doing what they can to provide economic stimulus. In this case the state, and the planning minister Rob Stokes and the treasurer announced a few weeks ago now, or a week or so ago, that they would be implementing what they call a Planning System Acceleration Program.

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

Hydro have nominated the Site Remediation project as a candidate for consideration under the "Planning System Acceleration Program"

- Very close to the final approval (I sincerely hope)
- You can't get much more "shovel ready" than a contractor engaged, mobilised on site, and virtually with operators having their "foot on the gas" ready to go
- There is a **direct and immediate** employment and **economic benefit** from the project (up to 50 contractors plus 15-20 Hydro management and project consultants, with a project value of \$30-40million)
- With a development partner now secured, the completed project will facilitate the redevelopment of the site, which in turn will provide direct civil construction work followed by businesses establishing on site. Over time, this will create hundreds (if not 1000's) of jobs and contribute \$100's of millions into the local economy

DOMINIC PERROTTET
Treasurer

ROB STOKES
Minister for Planning and Public Spaces

MEDIA RELEASE

Friday, 9 April 2020

JOBS BOOST THROUGH FAST-TRACKED PLANNING SYSTEM

The NSW Government will cut red tape and fast-track planning processes to keep people in jobs and the construction industry moving throughout the COVID-19 crisis.

Planning and Public Spaces Minister Rob Stokes said the construction and development sectors will be vital in keeping people in jobs and supporting the State's economic recovery.

"We are fast-tracking assessments to keep people in jobs, boost the construction pipeline and keep our recovery moving," Mr Stokes said.

"Our economic recovery will be many years in longer and further than the health one and it's essential we do everything we can now to keep our State moving forward and allow work to continue wherever possible in line with the best medical advice."

The Planning System Acceleration Program will:

- Create opportunities for more than 30,000 construction jobs in the next six months
- Fast-track assessments of State Significant Developments, mergers and development applications (SDAs) with minor decisions to be made by the Minister if required
- Support councils and planning panels to fast-track local and regionally significant SDAs
- Breakdown a recent backlog of cases stuck in the Local & Environmental Court with additional Acting Commissioners and
- Invest \$70 million to build and use temporary infrastructure in areas where Sydney including roads, drainage and public parks to unlock plans for the construction of thousands of new houses

Treasurer Dominic Perrottet said the property and construction industry is one of the key drivers of jobs and investment in NSW, employing one in four people in the State.

"In the past six months alone, the NSW Government has approved projects and mergers worth more than \$10 billion and created more than 15,000 jobs across the State - that trend must continue as we move through the crisis," Mr Perrottet said.

And in parallel to that they put out a call for projects that in the planning system, that could benefit the broader economy if they were to be given a priority treatment. I don't think our project needs a priority treatment but we did nominate our project as a project that we think has a significant benefit for the local community and broader region.

There are a number of reasons for that, as I've said on the slide there, it's very close to approval. It's literally probably weeks away. It's shovel ready, in fact I don't think you can get more shovel ready than contractors mobilised on site, they've got equipment there, as I said, virtually with operators with their foot on the gas ready to go. There is a direct and immediate benefit from the project, there's a whole bunch of contractors and management staff that will be engaged by that. It has value in that 30-40 million dollar range. So, in and of itself the project is in my view quite significant in terms of its economic benefits. But, probably the bigger benefit that comes from this is that the fact that the site is then facilitated, well it facilitates the rehabilitation of the site. Which in turn has civil construction jobs that will flow from that. But, ultimately over time, hundreds and hundreds of jobs will be created through the development of the site. I think it's a prime candidate for getting things kicked off.

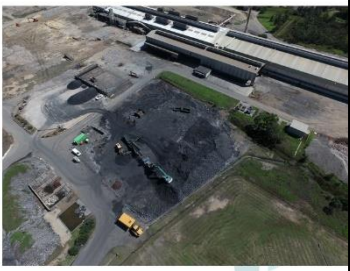
Next one please Andrew.

Spent pot lining again continuing to go well, we're up now at more than a quarter of the way through and we do expect that through the remainder of this year the recycling process will probably accelerate towards the end of the year. We're still hoping for a "late next year/early the year after" completion through the stockpile.



Anode carbon recycling, I have mentioned a few times that we've had a company Boral, that you're probably familiar with, have taken recyclable anode carbon for use in their cement kiln at Berima. That process was completed late March I think, and now there has been a total of just under 13 thousand tonnes of

Anode Carbon Recycling



- Boral have completed the sorting, pre-crushing and removal, of recyclable Anode Carbon.
- In total, 12912t have been recycled

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recycled anode carbon removed from site. That process itself is also pretty involved. As you can see on the next slide.

It requires the contractor sorting through the material to pick out what is recyclable and that's both from a trant material, so that there's material in there that's iron and timber and just general rubbish that needs to be removed. But there is also chemical limitations in terms of what they can take. So we've had to provide them with some guidance as to a split on what is likely to yield a material which is suitable chemically, and then they've pre-sorted per-crushed. As you can see on this slide they have actually brought in a picking line and where they've had manual labour actually poring over the material as it goes along the conveyor belt, and removing material which is identified to be non-recyclable. Then is goes through a crushing process where it goes down to minus 50 (millimetres) and then trucked off site. All-in-all 13 thousand tonnes has gone off site, that's about 50 per cent of what we had in terms of stock, maybe a little higher than 50 per cent, so we have gone through 20 thousand tonnes of material to yield that recyclable amount.

So, our rezoning process, at the moment the councils have issued the planning proposals for agency consultation. We have received the updated requirements. So, out of that, the council reviews what the agencies - like Hunter Water, and what was OEH, ...BCD, South Martin Railway, each neighbouring council - there's a bunch of agencies that are consulted, they provide some feedback, council consolidates that feedback and submits it back to Hydro for providing further information and on justification for progressing the planning proposal.



Rezoning

- Councils have issued Planning Proposals for agency consultation
 - Hydro has received updated requirements from CCC but not yet from MCC
 - Key issues identified (so far):
 - Hunter Water does not support rezoning of land within their bufferzone (visual, noise, odour)
 - Disused former rail corridor is a local heritage item that CCC is keen to see retained
 - Contamination assessment of land not considered acceptable by MCC (despite provision of independent Site Audit Report stating suitability)
 - Cessnock Rd intersection (location and design) pending outcome of Transport for NSW corridor strategy
- Completion Biodiversity certification

So we've received that from Cessnock and we're yet to receive that from Maitland.

So far, there are a few key issues that have come out of the dialogue we've had with councils before and after the agency consultation. We have seen that Hunter Water doesn't support rezoning of the land within their buffer zone. So, surprising to us, we didn't realise that was the case, because we had consulted with Hunter Water on servicing strategies years ago. But it has now come to pass that around the Kurri waste water treatment plant there is actually a 'buffer' area. The buffer is for the purposes of visual amenity, noise and odour and the feedback we have got through that consultation is that they don't support any land rezoning to urban purposes I guess, within that buffer zone.

That has a small impact on the proposed residential in and around the Loxford end. It has a small impact on some of the proposed business park area and a little bit of industrial. Now, I guess our view is that we can work with Hunter Water to find a suitable solution that everyone is happy with so that is our intention is that we will talk to them.

I'm not sure if I have mentioned in the past but South Maitland Railway own a disused rail corridor that is not the currently used rail corridor but the one that runs from the back of Clifftleigh, behind Heddon-Greta and then connects, runs past where the... for those who are local, the new Puma service station, there is a disused rail corridor there. That does adjoin our land and crosses our land in a certain portion. That, in Cessnock Council has been identified as a local heritage item and Cessnock Council is keen to see that retained. There are some issues around how that affects the development planning, so obviously we will work with council to get the best outcome for both the heritage item and the development itself.

There is one particular issue outstanding in Maitland at this stage, and that is that the contamination assessment of the land in Maitland Council is not considered acceptable by Maitland Council, despite being provided an independent site audit report that states the land is suitable. At this stage we are continuing to work with council to find a solution there. At the moment were in a position where we're agreeing to disagree but no doubt there will be a solution going forward.

Traffic, which we've mentioned in the past, Transport for NSW is currently working on a corridor strategy and that will have an impact on the design and location of an intersection on Cessnock Road in Gillieston Heights that services the development of the site. And, of course, we have to complete the biodiversity

certification - that's a large piece of work in and of itself. So that's where we were at in the key issues in rezoning at this point.

In terms of the divestment side of things, McCloy/Stevens Group have been working alongside us in dealing with council. Clearly they have had lots of experience both locally and further afield in these processes so they are able to provide lots of guidance there. At the moment they're, in addition to providing that support for the rezoning process, are working on a revised masterplan which incorporates a lot of the council feedback and it's starting to form some of the development control plan, ideas and details in and around that. So that's close to being completed. And we'll sit with council, when that's completed, to start and inform. So hopefully inform the picture that will ultimately go to public exhibition. At this stage that's not likely until later in this year if not, next year sometime – the public exhibition that is. And, that's it.

Divestment

- McCloy / Stevens Groups continue to support Hydro in the Rezoning process
- Revised Masterplan (including some DCP details) is close to completed



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Q&A



MU: Fabulous, thank you Richard. Just ask if there are any questions of Richard in relation to this – just unmute yourself and we'll go from there. There is nothing new the chat, so we'll just open it up... Nothing so far... Just remember to unmute yourself if you haven't already.

RA: Yes, Councillor Aitcheson, a question, is there – I gather we're still having problems with Maitland catching up with the project, basically holding us back with a couple of reports. What do we need to do to try and make that happen?

AN: I'll take that one. In terms of the agency consultation we're probably only a week or so behind where Cessnock is up to and that's because we just went out slightly after them. So we are in the process of collecting all the agency submissions. In terms of

agency submissions that have come back – were in a funny situation where Cessnock are waiting for some from some agencies where we’ve got them from them, and we’re waiting on agency feedback from the agencies they haven’t got them from yet. So, we are just working through that process and it shouldn’t be very far from being resolved. And realistically the contamination issue isn’t holding anything up at this time. We’re working through with Hydro on it, and I’m talking with Shannon, who is communicating with Richard I’m sure, every couple of days on it and a resolution will be found without it delaying the process – I think that’s safe to say.

RA: Great, thank you.

MU: Thanks Robert. I had one question around the Kurri Kurri waste water treatment plant – how big a parcel are we talking about, Richard? In terms of hectares and so on, how it intersects with the site?

RB: I’ll see if I can be really quick – maybe I’ll find it.

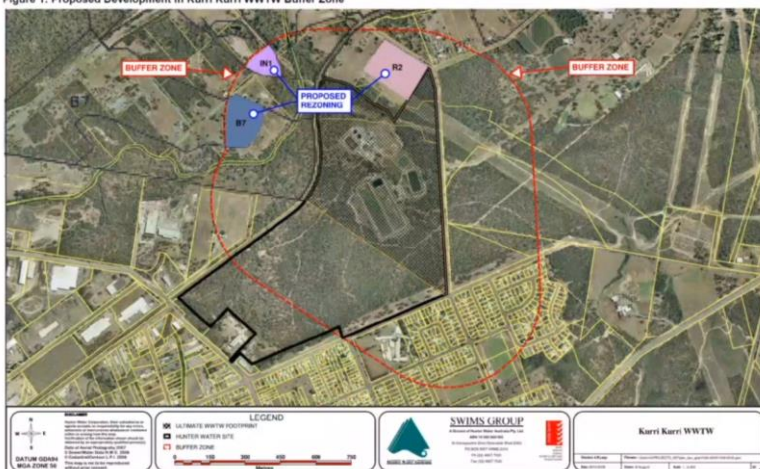
MU: Bigger than a bread box?

RB: Yeah, it’s bigger than a bread box... I’ve got an email here. Well, it’s interesting – I will find it, but probably when we hang up. It’s interesting in the fact that the buffer zone they refer to actually extends into... here we go...

AW: I’ll stop ‘sharing’ Richard.

RB: Yep, that’s OK, I’ll take over here [shares screen]. Tell me if you can see a picture of what looks like a map.

Figure 1: Proposed Development in Kurri Kurri WWTW Buffer Zone



AW: Yep I can see it

MU: Yes it’s ok.

RB: So you can see there that in the hatched area there's the Hunter Water owned land and the treatment plant. It is an old photo, because what you can't see is the actual Hunter Expressway. The Hunter Expressway runs close to that clear strip of land, which is actually a power easement I believe, along through this corridor here. The dotted line is what they are referring to as their buffer zone and it incorporate a large section of the township of Kurri, including the Kurri high school, but you can see the affected areas in terms of the proposed redevelopment.

What's interesting, at the same time, is that when you read some of the guidance material that forms the determination of the requirements to have a buffer, it does talk about how there is a preference to locate waste water treatment plants in IN1 zones. So, while there's an objection to having an IN1 zone nearby, we're yet to understand. So we've started some dialogue with Hunter Water around the concerns they've got and see if we can find a solution there.

MU: Thanks Richard. Did that give anyone some time to think up some more questions?

TT: Is there anything further on whether it's going to be B4 or B7 that proposal along Hart Road?

RB: Iain, I don't know if you want to answer, but my understanding is that council's preference is to have it B5?

IR: Yeh, it was never going to be a B4 – that's the mixed use. It was either going to be B5 or B7 and our preference is B7.

RB: B7, ok. Well I don't think there's any preference from a Hydro perspective – so that's a council thing.

IR: The reason we want B7 is that it is a zone that is more preferable for bulky goods, formerly was known as bulky goods. So that's why we're looking at the B7.

MU: Thanks Toby for the question and thanks for the answer, gents. Alright, any further questions?

8 CRG questions and answers

MU: Thanks Toby for the question and thanks for the answer, gents. Alright, any further questions?

Alright I'll move on to the next item which is basic CRG questions and answers, you know if you've been around town or had any questions from people about what's going on around the place, now is the right time to bring those forward so we can use you as

a conduit between the community and Hydro. Has anyone got anything? OK I think that's adequate time. Alright, thank you.

9 All other business

MU: Alright now any other business at all? Besides the plan for the next meeting? Alright anything further yourself Richard or Andrew?

RB: No, just again, thanks everyone for being patient with the technology, it's been surprisingly seamless, which is good – hopefully everyone else has had the same experience.

RA: I actually think the meeting has been really good, I have really enjoyed it.

MU: Fabulous. The plan for the next meeting was to hold it on June the 18th, being the third Thursday in June as usual. Well, who knows if we will be face-to-face eating lollies or if we will be face-to-screen as we are today.

June is two months off, I'd like to think things will have changed for the positive by then – looking at the number of new cases and dropping each day, it's looking pretty positive but you can't take your eye off the ball in relation to these things, I am told.

So, stay tuned, we'll get the minutes out to you in good time and I look forward to catching up with all of you at the next occasion in two months from now. And I wish you all good luck, stay safe and wash your hands.

10 Meeting close

Closed: 7:23 pm

Following meeting: 8th June 2020

