
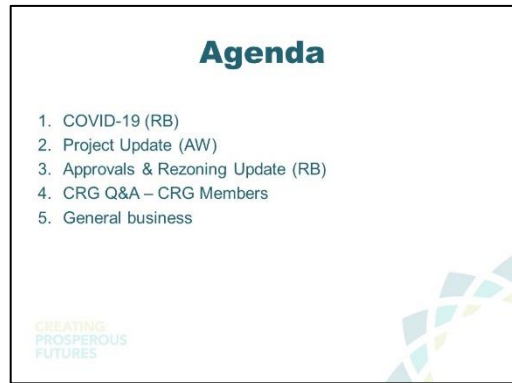


Project	Hydro Kurri Kurri Site Redevelopment Project	From	Sonya Pascoe
Subject	Community Reference Group Meeting	Tel	1800 066 243
Venue/Date/Time	Thursday 20 August 2020 Via Microsoft Teams video 6.03pm – 7.30pm	Job No	2218982
Copies to	All committee members		
Attendees	Mr Richard Brown – Managing Director, Hydro Kurri Kurri (RB) Mr Andrew Walker – Hydro Kurri Kurri Project Manager (AW) Mr Kerry McNaughton – Environmental Officer, Hydro Kurri Kurri (KM) Cr Robert Aitchison – Maitland City Council (RA) Cr Darrin Gray – Cessnock City Council (DG) Mr Toby Thomas – Community representative, Towns with Heart (TT) Mr Andrew Neil – Manager Strategic Planning, Maitland City Council (AN) Mr Iain Rush – Cessnock City Council (IR) Mr Alan Gray – Community representative - Retired Mineworkers (AG) Mrs Kerry Hallett – Hunter BEC (KH) Mr Michael Ulph – CRG Chair, GHD (MU) Ms Sonya Pascoe – Minutes, GHD (SP)		
Guests/observers	NA		
Apologies	Mr Bill Metcalfe – Community representative (BM)		
Not present	Mr Rod Doherty – Kurri Kurri Business Chamber (RD) Ms Tara Dever – CEO Mindaribba Local Aboriginal Land Council (TD) Ms Debra Ford - Community representative (DF) Mr Brad Wood – Community representative (BW)		

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Notes	Action
<p>1 Welcome and Acknowledgement of Country</p> <p>Meeting commenced at 6.03pm</p> <p>Michael Ulph (Chair) (MU)</p> <p>Acknowledgement of country.</p> <p>Sonya Pascoe (SP) from GHD taking minutes.</p>	
<p>2 Meeting agenda</p>	
<p>3 Welcome and meeting opening</p> <p>MU welcomed attendees, acknowledgement of country and noted apologies.</p> <p>MU asked those present to declare any pecuniary interests.</p>	
<p>4 Last meeting minutes</p> <p>RA moved the minutes.</p> <p>TT seconded the minutes.</p>	

5 COVID-19 impact and response

RB: Okay, so this is meeting number forty, congratulations everybody, fantastic achievement. It's also meeting number 3 we meet under adverse or different circumstances. And to be perfectly honest, I don't know if we will change, but let's just see how we go.

So, as we have done the last few meetings, I think it's appropriate to everybody a bit of an update on how the COVID-19 scenario is affecting Kurri, but I think as a broader context I think it helps to put that into Hydro as a global entity.

So, I think I reported last month, sadly, we've had five colleagues die as a result of COVID-19. That hasn't changed, which is great news I guess, in the last two months. And in total, there has been over 2,500 employees infected. At the moment there is around 100 people that are actively with the disease.

As everybody is acutely aware, I don't need to say this but there is increases in infection rates in different areas across the globe, so it's not just limited to Victoria. This is a phenomenon which is occurring fairly widely. Since restrictions were eased, then we've seen – to differing degrees – the uptick in infection rates. And of course, that has caused – in different circumstances – the tightening of restrictions once again in certain areas. Hydro continues to be acutely aware of the impact that COVID-19 has on the workforce and in the communities they operate. They are also providing support where they can in those areas. I think I mentioned last time that one of the biggest areas that we have impacts from is in Brazil, and Hydro is providing significant resources to the local communities that their operating in in Brazil, both in terms of health care, and education, food, water, sanitation and the like. So, trying to do what we can where we operate.

In terms of the market situation and how it affects the business performance. Compared with the first – or the second – quarter of this year, we certainly have seen more market pull, so more demand from the market. Obviously, that's encouraging. I guess that stands to reason when we've seen the relaxing of certain restrictions and we're starting to see more economic activity following those restrictions. So that stands to reason. But, that said, it's certainly not at levels pre-COVID. So, at the moment there is still a significant surplus in both stockpiles of produced aluminium and as well as surplus of actual production capacity versus the demand on that production capacity. And that of course creates downward pressure on metal prices and



COVID-19 (Coronavirus) : Impact and Response

Hydro global

- 5 COVID related deaths
- 2500 COVID total cases with ~100 active
- Globally there a number of areas with an "uptick" in infections causing local tightening of restrictions
- Hydro is continuing to provide support in communities in which we operate
- AI demand has been increased compared with Q2, with more market "pull"
- However, there is still significant global AI surplus (stocks and production vs demand) which is creating uncertainty
- Overall, Hydro has, and continues to adapt well to these very challenging times



subsequently of uncertainty as to what that situation looks like going forward. I think as a whole, I think these are words that are more-or-less quoted from our CEO, and she said that in her opinion that Hydro has adapted very well to these challenging times. And we've had to do very little in terms of employee... loss of employment or shutdowns and the like. Hopefully we can continue to adapt our performance and our operations to deal with the challenging times that we're facing and the challenging times ahead. And obviously that bodes well for the company when things sort of "right" themselves at some point down the track.

So, from the Kurri perspective – not a lot different I suppose. We're obviously still working with significant focus on health guidelines and directions, both locally and from the company. And, of course we are very mindful of the recent issues around community transmission. And it has caused us to review and re-check our procedures and policies around managing the effects of the pandemic. Looking at, and making sure that we still maintain those strict hygiene and distancing requirements. But there have been some additional responses included by us and by our contractors. Which includes things like declaration to identify if there are people that have any direct or potential links to declared "hot spots" and there has been some very, very close contacts, I should say, there has been at least one significant contract employee that's been in "iso" recently from a close contact situation. Fortunately, that obviously hasn't amounted to anything, but something that we are very mindful of. We've got our contractors and their sub-contractors that can come from different parts of New South Wales, so we're mindful of how that is being managed. Today, I think, either a combination of good luck and good management, but we've managed to continue the progress on the project more-or-less unhindered in terms of its effect on health and safety and speed of the project.

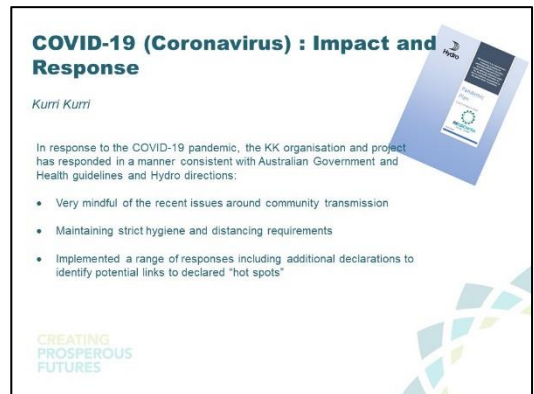
I'll hand over now, I guess that's a good segue for Andrew to give you an update on where things are at.

MU: Richard, you mentioned that there were two thousand or two and a half thousand cases of COVID amongst your staff or employees, how many staff are there within the workforce are within Hydro?

RB: About 36 thousand

MU: 36 thousand? Okay, so you would be up there around the sort of 8 per cent or something like that I suppose

RB: If you look at that probably about 16 to 20 thousand of that is in Brazil. So nearly half of the workforce are in Brazil. And I guess



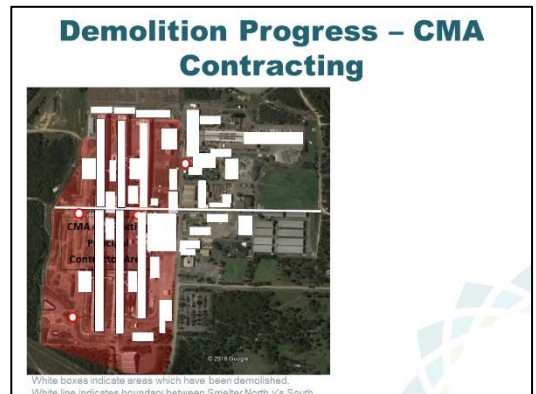
people are aware that Brazil is a country that's being affected significantly from the pandemic.

6 Demolition / remediation update

AW: Okay, thanks Richard. Alright, so the project update. Since the last meeting, two months ago a couple more buildings have been demolished, so the dross shed – which is here. The bake furnace – there has been more demolition of that building. And we're also starting to demolish the building that we used to meet in which is called "25 A", human resources building and the bath house.



So, I'll go into some details now. This presentation, as usual, is mainly photographs. So, this is how the smelter used to look three years ago, and this is how it looks today. So, that's quite a bare site now.



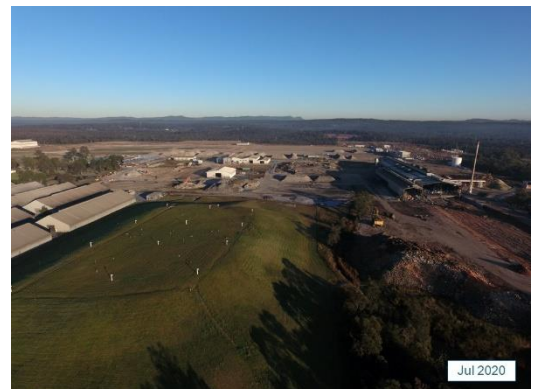
This is what we call the east metal pad where we used to store some of the finished product that's getting pulled up.

This is a view of technical services or also known as central workshops



This is looking from the East side of the site, across the capped waste stockpile – so the main part of the site.

And this is looking at the anode baking furnace in carbon, which I'll talk more about soon.



This is an area we've been excavating in the carbon plant, we had some contaminated soil – I'll go into more detail on that too.



So, starting off with the anode bake furnace “ABF2”. You'll probably recall from the last presentation two months ago, we had been storing spent pot lining in this building. We got vacuum trucks in, and we cleaned out all the residual dust after it was emptied. CMA then backfilled the tubs with refractory and put in a marker layer of concrete – two layers of concrete, separated by geotextile. And since that last meeting we have demolished that building, as you can see. Once the building... the scrap was removed, we had the concrete, tested to make sure there was no contamination from this, any dust that might have fallen from the rafters in the building. And those results all came back, clear of any fluoride or cyanide. So, therefore, it's okay to leave the fill in the tubs. And CMA have now started to demolish the top two metres of the tub walls of the furnace, which you can see here. This is at the south tub.

This is the south tub again. And that's showing the... so the tub wall building columns and the retaining wall.

Demolition Progress – ABF2



PROGRESS FUTURES South Tub Following Demolition of Building (19/6/20)

Demolition Progress – ABF2



PROGRESS FUTURES Demolition of Building Columns, Removal of Ring Main, Flooring & Structural Steel (19/6/20)

And that's a close-up. So it's quite a deep structure, it's about six metres deep. There was a working floor here and a ring main underneath and that's all had to be removed, there's a lot of structural steel there. As well as concrete.

This is the central void between the north and south tubs, and there were centre columns that ran through here – supported the building and the crane rails.

Demolition Progress – ABF2



CR PROSPERIOUS FUTURES Central Void Between N & S Tubs Showing Centre Columns & Grid N Pile Caps (19/6/20)

Demolition Progress – ABF2



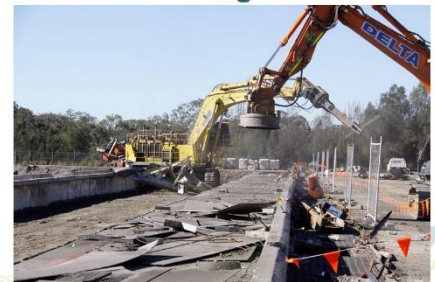
CR PROSPERIOUS FUTURES Demolition of Building Columns, Removal of Ring Main, Flooring & Structural Steel (19/6/20)

Demolition Progress – ABF2



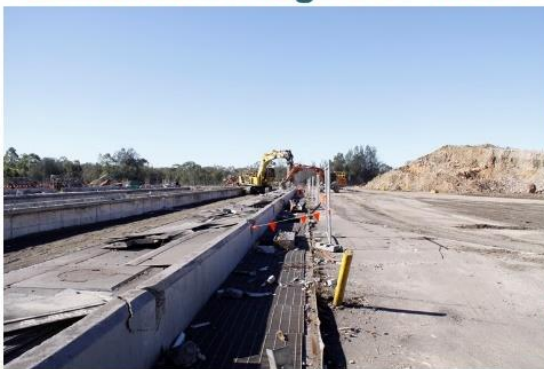
CR PROSPERIOUS FUTURES Northern Tub Following Demolition of Building (19/6/20)

Demolition Progress – ABF2



CR PROSPERIOUS FUTURES Demolition of Southern Tub Wall (19/6/20)

Demolition Progress – ABF2



CR PROSPERIOUS FUTURES Demolition of Southern Tub Wall (19/6/20)

This is the 160 tonne excavator, working – demolishing the tub walls. And removing the structural steel.

Here in this photo you can see the loader. He's taking crushed refractory and backfilling the voids between the retaining wall and the tub wall. As I mentioned before, the refractory has all been

Demolition Progress – ABF2



CR PROSPERIOUS FUTURES Demolition of Southern Tub Wall & Refractory Backfill (19/6/20)

tested and we're allowed to reuse it on site as clean fill, under the EPA's recovered aggregate order.

This is about a week later, so quite a lot of tub wall on the north side has been removed.

Demolition Progress – ABF2



ABF2 – south tub – most tub walls removed and voids backfilled (25/6/20)

The centre is mostly gone and the south is practically all gone.

This is at the eastern end. We had like a suspended floor supported on structural steel. They removed the suspended slab in this photo and after subsequently they then removed all that structural steel there.

Demolition Progress – ABF2



ABF2 – north tub – most tub walls removed and voids backfilled (25/6/20)

And that's an overall view of the tub.

This is the southern tub, so we have to be careful in this area because there's another building right alongside where we're storing demolition waste. So, we're going to leave part of the retaining wall because we don't want to have any problems with

Demolition Progress – ABF2



Demolition of Northern Tub Wall (25/6/20)

Demolition Progress – ABF2



Demolition of ABF2 – eastern retaining wall (25/6/20)

the foundations on that building. Everything west of here will be demolished in approximately two years' time. We're storing waste, as you probably recall, in the other end of the bake furnace. Process waste that will be put into the containment cells.

CMA will most likely be coming back in two - two and a half years' time to finish the demolition, so for now we just – CMA have done a separation and will stay like that for the next two years.

Demolition Progress – ABF2



CRP PROSPERO FUTURES Demolition of Southern Tub Wall & Refractory Backfill (29/6/20)

A few more photos now, you can see the sub walls gone and they're starting to backfill with refractory.

And they're putting it down in layers, and tracking a machine over it to compact it.

This is looking at the western end of the crossover. This end there was a crossover duct that was lined with refractory – that's the larger duct – and that was used to join the flue walls from one tub to the flue walls of the other tub. The flue gas used to go through that crossover. And the smaller duct is what we call the ring main and that connected to the bake furnace scrubber, and that provided the vacuum on the flue walls, which is part of the process for combustion so we could bake the anodes.

Just another view of that south west corner that we're going to leave as is until we finish demolishing the building alongside.

Demolition Progress – ABF2



CRP PROSPERO FUTURES Demolition of Southern Tub Wall & Refractory Backfill (29/6/20)

Demolition Progress – ABF2



CRP PROSPERO FUTURES Demolition of Western End Crossover & Ring Main (29/6/20)

Demolition Progress – ABF2



CRP PROSPERO FUTURES Demolition of Southern Tub Wall, Building Columns & Retaining Wall (1/7/20)

This is a little bit later on – about a week later so you can see more refractory is being put in.

Demolition Progress – ABF2



ABF2 Western End (8/7/20)

CREATE
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And that eastern end, now that the crossover duct and the ring main have been removed and ready to backfill. All the structural steel that was holding up that bit of suspended slab has gone.

Demolition Progress – ABF2



ABF2 Eastern End – pulveriser breaking down retaining wall (8/7/20)

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This is now back at the eastern end, CMA are pulverising the retaining wall down two metres below ground level.

A few days later, this is back at the western end. They've completed backfilling with refractory

That's the south side, that's the north. You'll see on the north side there's still a section of ring main, it goes to the furnace outlet and that's all connected to the scrubber. That will also stay for about

Demolition Progress – ABF2



ABF2 Refractory Backfill (6/7/20)

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Demolition Progress – ABF2



ABF2 – Refractory backfill at western end (10/7/20)

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Demolition Progress – ABF2



ABF2 Western End (14/7/20)

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FUTURES

Demolition Progress – ABF2



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ABF2 Western End (14/7/20) – note the ring main duct to furnace outlet still remains.

another two years, until CMA can come back and finish demolishing the other building.

The top half metre, we have backfilled that with the milled asphalt that we got from the roads in the southern half of the site, mainly around the pot rooms. And that's a good material because it will help keep water out even though, you'll recall from the meeting two months ago, we've cut two big drainage holes, one in each tub, six metres by four metres. So we have a connection to ground water. We are just putting an asphalt cap over it to reduce the amount of moisture seeping through.

That's looking at the other end, towards the east.

Demolition Progress – Carbon Plant



8A concrete drawings showing cable trenches superimposed on aerial photographs from 2017 and 2020 (30/6/20)

Just moving on now to some issues with had with contamination at the other end of the carbon plant, this slide shows the concrete drawing for the 8A rodding area. It's a bit hard to see, but the red are some dimensions, grey lines. That's the hydraulic power pack, or hydraulic room for the butt breaker where we had a lot of contamination. But there is a cable trench that runs along this way back to a switch room and then it also runs north connecting to another switch room and it actually runs all the way along here.

We superimposed it on a photograph from 2017 and on a recent photo from 2020 to try and pinpoint where the contamination – what was causing it. Because we're now convinced that we know there was hydraulic oil in those cable trenches and we believe that over the last 40-odd-years it's been seeping into the ground. And, anyway, we found some contamination where the old rodding presses used to be. Which I believe is a combination of hydraulic oil as well as anthracene oil that was used in the rodding mix.

Demolition Progress – ABF2



ABF2 Milled Asphalt Backfill (17/7/20)

Demolition Progress – ABF2



ABF2 Milled Asphalt Backfill (17/7/20)

Demolition Progress – Carbon Plant



Digging up contaminated soil at the location of the rodding presses & cable trenches (30/6/20)

Demolition Progress – Carbon Plant



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Digging up contaminated soil at the location of the rodding presses & cable trenches (30/6/20)

Demolition Progress – Carbon Plant



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Digging up contaminated soil at the location of the rodding presses & cable trenches (30/6/20)

So this photo shows the excavation starting to happen.

And this ended up being quite a major exercise. So, we kept going down deeper and deeper and we were finding oil seeping in. And then we had some rain, and you notice more oil seeping in.

Demolition Progress – Carbon Plant



CREATE
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Digging up contaminated soil at the location of the rodding presses & cable trenches (30/6/20)

Demolition Progress – Carbon Plant



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Digging up contaminated soil at the location of the rodding presses & cable trenches (1/7/20)

Demolition Progress – Carbon Plant



CREATE
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FUTURES

Digging up contaminated soil at the location of the rodding presses & cable trenches (1/7/20)

Took several goes, but eventually we got there.

MU: Very different to the cap and contain methodology, isn't it?

AW: Yeah, so we're not doing anything by halves so. And any soil that has a lot of oil in it, we're putting into the 7A bake furnace with our process waste, rather than storing it outside. So quite a lot of moxy loads removed.

This is early July, you can see getting deeper.

Demolition Progress – Carbon Plant



Digging up contaminated soil at the location of the rodding presses & cable trenches – note oily residue on surface of water (1/7/20)

This is the sort of thing we were seeing. The water table is quite shallow, so as soon as you start digging – an hour later you get water appearing and we could see an oily sheen on the surface of the water.

So we had to keep digging.

Demolition Progress – Carbon Plant



Further digging up of contaminated soil at the location of the rodding presses & cable trenches (2/7/20)

And eventually we got down to, what you can see here is about as deep as we had to go. And Ramboll – as we were progressively digging down they were taking samples and checking for the level of hydrocarbons and eventually we got it down below the ecological limits so it's okay for reuse.

Demolition Progress – Carbon Plant



Digging up contaminated soil at the location of the rodding presses & cable trenches (1/7/20)

Demolition Progress – Carbon Plant



Excavation at the location of the rodding presses & cable trenches – inspection and sampling by Ramboll (1/7/20)

We found some oil seeping from here –we know there was a cable trench running along the 7A furnace in between 7A bake furnace and 8A rodding so we had to dig this area out as well. And chase all that out and eventually removed all the contamination.

Demolition Progress – Carbon Plant



Backfilling of the excavated rodding press & cable trench area following successful remediation (8/7/20)

The samples came back below the criteria and then we were able to back fill with crushed concrete, which is what you can see happening in this photograph.

And then it was graded with a grader and so that area is now finished.

Demolition Progress – Carbon Plant



Backfilled and graded excavation at the location of the 8C / 96A area with the contaminated soil stockpile in the background (10/7/20)

This is also on the north side of the 7A bake furnace. This area has been graded. And 8C rodding and 96A anode storage area, and in the background – that's our pile of contaminated soil which is being progressively growing as we've been doing the big clean up in the carbon plant.

Demolition Progress – Carbon Plant



Digging up contaminated soil at the location of the cable trench between 7A & 8A (2/7/20)

Demolition Progress – Carbon Plant



Backfilled and graded excavation at former rodding presses & cable trenches (9/7/20)

And, we are about to get that surveyed just to check the volume, because we need to keep track of how much volume is going into the cell.

In this photograph, we tracked an excavator inside 7A furnace, because there's a ring main in this furnace – similar to the ring main I spoke of earlier in the other bake furnace. But this one is different, we know that it is lined with refractory bricks and we know towards the end of operation this furnace had some combustion problems. It was shut down in 2005 but we know there was some issues with coal tar pitch. So, we got the excavator in there, and we hammered up some bricks and got a sample.

Demolition Progress – Carbon Plant



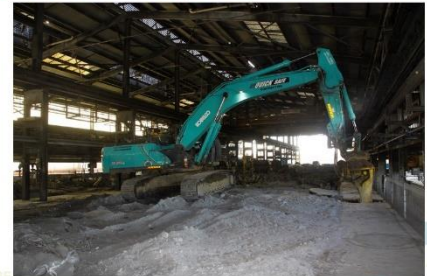
Removal of 7A Ring Main Brick Lining for Sampling & Testing (23/7/20)

And we've had that analysed and we know it's going to have to be removed from the steel. The steel can probably be recycled, but all the refractory bricks are going to have to be removed when we demolish that furnace and that will also have to go into the cell, because it's got quite a high percentage of coal tar pitch in the refractory.

This photo is showing what I call the bypass duct – or the 7A furnace and bypass fans. And, there was also a lot of coal tar pitch build up in this duct work, so that is all being cleaned out, put into 7A furnace and had to be cleaned before the steel could go offsite for recycling.

Another area of contamination that we found from a test pit that was quite high in hydrocarbons was another hydraulic room. This one – this time it was for the thimble press, back in 8A rodding and we had to dig a 11 metre, by 8 metre by two metre deep excavation here.

Demolition Progress – Carbon Plant



Removal of 7A Ring Main Brick Lining for Sampling & Testing (23/7/20)

Demolition Progress – Carbon Plant



7A Bypass Duct & Fan demolition (4/8/20)

Demolition Progress – Carbon Plant



Thimble press hydraulic room footprint dig following some test pits that showed high readings for hydrocarbons (13/8/20)

Which you can see, and a lady from Ramboll taking soil samples. We would have taken hundreds and hundreds of soil samples by now from the carbon plant.

Demolition Progress – Carbon Plant



Sampling remnant soil from TP801 hydraulic room footprint by Ramboll (13/8/20)

Demolition Progress – Carbon Plant



Further removal of odorous soil from TP801 hydraulic room footprint (13/8/20)

That was a day or two's digging and eventually we got that – I think we had to have two goes at it. One side came out and came back a little bit high, so we had to come back and dig a bit more out but that's now finished.

CMA have also been removing the stormwater drain which runs along the main road. Which you can see is happening here, as well as a few culverts.

Demolition Progress



Removal of stormwater drain & culverts along main road (4/8/20)

Demolition Progress



Removal of stormwater drain & culverts along main road (21/7/20)

We just want to remove anything that we can because in the future the developer may want to build roads where currently we have drains and things, so we're removing as much infrastructure now – things that we don't need. But we will get CMA to line this

channel with riprap to stop erosion. And this drain feeds into our north west dam. There is an oil separator at the northern end near the switchyard, which stops sediment as well, until we get the riprap in.

In this photo, we have been removing some of the wells that were in the road, because we've got the asphalt milling crew coming back to mill up the rest of the roads and some of the wells have a cast iron cap, and obviously we don't want the machine getting damaged when it's milling the asphalt. We had a representative from Ramboll come out and help us decommission those wells. And that's an important procedure, needs to be done properly with sodium bentonite clay. They mix it with water, pour it in as a slurry and it sets, and that seals up the well. Because if you don't do it properly, if you did have some contamination issue you have got a connection to groundwater, so you want to prevent that happening.

Demolition Progress



Decommissioning of redundant monitoring wells with sodium bentonite clay by Ramboll (29/7/20) in order that asphalt milling can proceed.

Demolition Progress



Decommissioning of redundant monitoring wells with sodium bentonite clay by Ramboll (29/7/20)

This is a photo of him pouring the bentonite into one of the wells near the refractory stockpile.

Moving along, there has also been quite a bit of in-ground works happening in the tech services area. So, this is the footprint of the old 56C tech services building and the 26B/C workshops.

The fuel oil line that I have spoken about in the last few meetings – that has been continuing. So, we've been working our way south towards where the fuel oil bund and the fuel oil tank used to be. There was a bit of contamination from leaking fuel oil. You can see in this photo, a fair bit of soil has had to be removed.

Demolition Progress – Tech Services Area



Footprint of Former 56C & 26B/C Buildings (19/6/20)

Demolition Progress – Tech Services Area



Removal of fuel oil trench at 56C & 26B/C Buildings (30/6/20)

Demolition Progress – Tech Services Area



Fuel oil trench at 26B & Gubba-Ban Rd area with waste oil and diesel tank in the background (19/6/20)

This is the fuel oil trench that went across the road on the south side of the apprentice training centre, and you can see there is a fair bit of fuel oil in there. So, we've had to clean all that up. And in the background, you can see there is a white tank – that's the diesel tank, and this one here is the waste oil tank that was used for waste oil from mobile workshop and the vehicle washdown bay, and they were in a bounded area that used to have a fuel oil tank, a 70 thousand litre fuel oil tank which was in operation from 1969 to 1985, and after that time we converted to natural gas and we weren't using heavy fuel oil anymore.

As you'll see in the next few slides, we've had some contamination issues with fuel oil. We have also found something – we weren't aware of this until one of the guys in the team who's been on site since the early 80's, he said he remembered seeing a mechanic's workshop in engineering. And we started doing some investigation and we found that the mechanic's workshop has actually been in three different buildings over the years. It was in engineering like he said, but it was also in the apprentice training centre and then it moved to its final location, which was 54C. Here, you can see, they put corrugated iron over a trench and the mechanic's pit. And there was an oil separator and a grease trap and they just poured a concrete slab over the whole lot. So, we've been dealing with that.

This is the mechanics pits. Potline 1 has always been a vehicle-based operation since the beginning. So, we've had to have mechanics on shift to fix vehicles when they broke down. Because they were used for things like feeding alumina into the pots and cross breaking, anode changing, that sort of thing. So, there was

Demolition Progress – Tech Services Area



Footprint of former 26B ATC Building (31/7/20). Note corrugated iron cover over former oil separator and grease trap duct (which turned out to be asbestos).

Demolition Progress – Tech Services Area



Mechanics pit found in 26B ATC Building (31/7/20)

always a need for a mechanics workshop. So this pit had been filled in – and we have removed the whole thing now.

And there was some oily material in the soil around it. Here, in this photo, next to the mechanics pit there was an oil separator and a grease trap, and there was a trench that was made of asbestos, so we had to get all that removed. CMA have a subcontractor they use for removing asbestos.

Demolition Progress – Tech Services Area



Underground storage tank (UST) for petrol found at 26B area (3/8/20)

We also found an underground storage tank for petrol. Which, when we were searching the drawings for the mechanic's workshop, we found a drawing which showed this. None of us knew this was here. But after talking to some people I know that used to work in the carbon plant – they said they remember. Back when they started, the anode haulers used to have holding six cylinder engines which ran on petrol and I suspect that's what this tank was for. Anyway, it had been decommissioned back in the 70s and they cut a hole – a slit – in the top, opened it up and back-filled it with sand and, presumably, removed all the petrol before they did that.

We had Ramboll assist us – so we opened it back up and we had Ramboll test for any vapour with a PID, or photo ionisation detector, and the volatile reading was 'non-detect' so it was safe to remove.

That's a photo of the tank on the ground when we removed it. That's some of the residual sand that was in it. And part of the procedure is that you have got to get a letter saying that it was correctly decommissioned, which we received from Ramboll, and you have got to have a certificate of destruction from the scrap

Demolition Progress – Tech Services Area



Digging out an old oil separator and grease pit adjacent to the mechanics pit found in 26B ATC Building (3/8/20)

Demolition Progress – Tech Services Area



UST for petrol at 26B ATC Building – tested with a PID by Ramboll. Volatiles as measured by LEL reading were non-detect proving that it was safe to allow removal. (3/8/20)

Demolition Progress – Tech Services Area



UST for petrol turned out to be previously decommissioned and filled with sand. Letter from Ramboll on UST decommissioning received. Certificate of destruction received from scrap metal recycler (4/8/20)

metal recycler, which we've also now received, saying that it can't be used anywhere else.

That's the void that it was in. There was a bit of oily residue in the bottom, so again we had to dig all that up and put it in the 7A furnace. The oily water we pumped out first and put it into an IBC. And then we had a sample tested and it came back okay, so we backfilled it.

Demolition Progress – Tech Services Area



Fuel oil trench, oil separator and grease trap excavation at former 56C & 26B/C Buildings (4/8/20)

This is just looking at the area to the east again where the oil separated where the grease trap was. A lot of soil had to be dug out of this area too. It's quite odorous.

Which is what you can see happening here. And in the video I'm about to show you soon, you can see the PID I was talking about. When we tested this soil it actually got quite a high reading of vapour, and you could smell it – it was quite bad.

Demolition Progress – Tech Services Area



Excavation of fuel oil trench, mechanics pit, oil separator and grease trap at former 56C & 26B/C Buildings (5/8/20)

This is just another photo of the same area a little bit later.

Demolition Progress – Tech Services Area



Footprint of former petrol UST – minimal contamination, excavated to remove any contaminated soil, sampled, tested and backfilled (4/8/20)

Demolition Progress – Tech Services Area



Excavation of fuel oil trench, mechanics pit, oil separator and grease trap at former 56C & 26B/C Buildings (5/8/20)

Moving to the south now, this is now near the fuel oil bund. As you can see here – that concrete wall, and that is the waste oil tank that was part of the fuel oil system. This is a storage area for oily water from cleaning mobile vehicles which was next to the mobile workshop. We had to get that water tested, and it was okay to release it. And then we removed this oil separator, which is part of the work of removing the bund – the fuel oil bund.

Demolition Progress – Tech Services Area



Demolition of 30 A Fuel Oil Bund with 37A sewer pump station in the background (10/8/20)

This photo shows the bund which has been removed, and we discovered - we weren't aware of this, but there is a trench here with some old fuel oil pipes that ran to a pump here, next to the sewerage pumping station and we had to remove the pipes that were in that trench.

And there was power, also at one point, feeding from that sewer station to that pump outside for the fuel oil. Here, this is a few days later, they've removed about a metre of soil. And we tested and we got some high readings for hydrocarbons along here. So we had to keep going. I'm not sure if you're aware – but, this sewerage pump station is retained infrastructure, we're trying to keep it for the redevelopment of the site, and it's something we're still using as well. We're trying not to damage it, and we know that there's a rising main that runs along the eastern side of it that goes to the Kurri sewerage treatment works. So, we were trying to do it as carefully as possible without damaging the infrastructure we want to keep.

Demolition Progress – Tech Services Area



Oily water storage tank at 64C vehicle washdown bay (31/7/20)

Demolition Progress – Tech Services Area



Demolition of 30 A Fuel Oil Bund, 37A in the background (11/8/20)

This was a trench, with redundant services, so a fuel oil line, a six inch air main, which you can see there, the rusty steel, some black poly pipe for water and some redundant cables.

Demolition Progress – Tech Services Area



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Removal of redundant 30A fuel oil & services trench (11/8/20)

Demolition Progress – Tech Services Area



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Redundant fuel oil & services trench south of 30A area (11/8/20)

So we've removed that in this next photo. And that's the air line, that's the fuel oil which is lagged with synthetic mineral fibre and has a tray seeding system.

Demolition Progress – Tech Services Area



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Footprint of former 30A Fuel Oil Bund (11/8/20)

Demolition Progress – Tech Services Area



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Footprint of former 30A Fuel Oil Bund (12/8/20)

Demolition Progress – Tech Services Area



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Removal of cables at former 30A Fuel Oil Bund (12/8/20)

And this is a view, looking north of the bunded area.

Just going forward, so this photo now, we started removing a section a little bit closer to that sewerage pump station, and we found a number of cables which we pulled out, they were all – they had already been isolated and they actually went across to the apprentice training centre.

This photo shows that all of that has been removed. The soil there, it's still slightly elevated, it's not as bad as it was before, but that's about as far as we can go. So we now have to assess what we do because it's a balancing act between remediating the area and not damaging the infrastructure.

Demolition Progress – Tech Services Area



Redundant 30A fuel oil & services trench (12/8/20)

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Demolition Progress – Tech Services Area



Footprint of former 30A Fuel Oil Bund (12/8/20)

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That's that same service trench.

There are some services here that continue to the west, and there is a live cable in that part of the trench that feeds that sewer pumping station, and we know there is a fuel oil line that used to go to casting and actually goes under the main road. So we're now assessing if we should do it now, or wait until CMA come back in two years/ It would mean cutting up the main road, the asphalt. Probably leaning towards just getting rid of it.

Demolition Progress – Tech Services Area



Further removal of contaminated soil from the 30A Fuel Oil Bund (13/8/20)

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Demolition Progress – Casting Area



Removal of Cooling Tower CT4 Base (21/7/20)

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This is now moving further south in the area where the cast house

had all of its cooling towers. CMA are now removing all the remaining infrastructure here. This is near that east metal pad that I spoke about earlier. This is the base of cooling tower 4 getting removed.

Demolition Progress – 25A Bath House & HR



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25A Bath House demolition (11/8/20)

CMA are now demolishing 25A gatehouse, human resources building and bath house. This is just a few photographs showing that.

They built a ramp to actually get into the bath house from the east side, and they've been removing all of the hundreds of lockers in there – at one point we had a workforce of 920 people.

This is a view inside the bathhouse. So, all the lockers are gone, knocking the walls down to the shower block and toilets.

It's quite a large building – as you can imagine for that many people.

Demolition Progress – 25A Bath House & HR



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25A Bath House demolition (11/8/20)

Demolition Progress – 25A Bath House & HR



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Removal of asbestos at 25A (10/8/20)

Demolition Progress – 25A Bath House & HR



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Demolition of 25A Bath House (11/8/20)

Also, in the switchyard we've had CMA in there. This is additional work that we asked them to do that wasn't in the original contract.

As you are aware there is no need for those rectifiers. So earlier this year we removed all the last three rectifiers. And now we have had CMA in removing all the remaining busbar, knocking down the walls of the rectifier bays and removing any structural steel on the southern side of the access road in the switch yard.

Demolition Progress - Switchyard



Switchyard demolition – Line 2 busbar (26/6/20)

This is a photo showing the line 2 busbar.

Demolition Progress - Switchyard



Switchyard demolition – Line 2 & 3 busbar (26/6/20)

So, on the south side of the line 2 and 3 busbar.

And this is showing the last bay of pot line 3, which is now gone. And the busbar.

Demolition Progress - Switchyard



Switchyard demolition – Line 1 rectifier bays (26/6/20)

Demolition Progress - Switchyard



Switchyard demolition – Line 3 last bay & busbar (26/6/20)

Demolition Progress - Switchyard



Switchyard demolition – Line 2 rectifier bays (1/7/20)

A few more photographs. Line 2 rectifier bays are now demolished.

The line 1 rectifier bays – we actually discovered an unexpected find of asbestos. I'll talk about that in a minute.

This is just showing the concrete being removed.

Demolition Progress - Switchyard



Switchyard demolition – Line 1 rectifier bays (1/7/20)

Demolition Progress - Switchyard



Switchyard demolition – removal of concrete debris (1/7/20)

Demolition Progress - Switchyard



Asbestos packers on Line 1 busbar supports(10/7/20)

In line one the supports for the busbar are sitting on insulators and the supports have asbestos packers between the busbar and the support itself.

Which you can see here. So, CMA had to get their asbestos sub-contractor in to remove all of that.

Demolition Progress - Switchyard



Asbestos packers on Line 1 busbar supports(10/7/20)

Demolition Progress - Switchyard



Asbestos packers on Line 1 busbar supports(10/7/20)

Also, in between and out and around the busbar is an asbestos insulator here and here. And that's just a piece of timber in the middle. That all had to be insulated because one busbar is positive and the other one is negative being DC current. Wherever it was supported it had to be insulated to stop short-circuits.

Demolition Progress - Switchyard



Switchyard demolition – 6A & 7A rectifier bays (5/8/20). Hebel concrete panels used for blast walls on these rectifier bays (&5B).

In this photo – these are the new rectiform bays for potline 1, which we call 6A and 7A and they were made of Hebel which is like a foam concrete, makes a hell of a mess when you demolish it, so, it's been a bit of a challenge for CMA who have been cleaning it up. And there was another one, on the swing unit between pot line 2 and pot line 3.

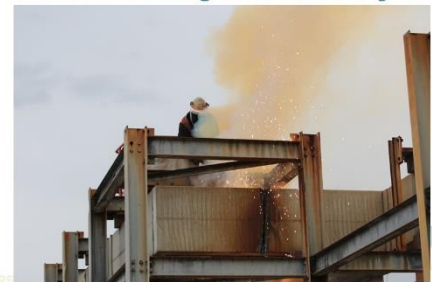
And this is just a few photos showing lancing of the line 2 busbar. It's all elevated, so we've got to work out of EWP's.

Demolition Progress - Switchyard



Switchyard demolition – lancing of busbars (14/8/20)

Demolition Progress - Switchyard



Switchyard demolition – lancing of busbars (14/8/20)

Demolition Progress - Switchyard



Switchyard demolition – lancing of busbars (14/8/20)

And this is the finished product, or the switchyard busbar, which were storing, ready for shipment.



MU: What sort of weights are we talking about there?

AW: Well that piece there at the front is probably about two or three tonnes. In total we have got about 800 tonnes to come out.

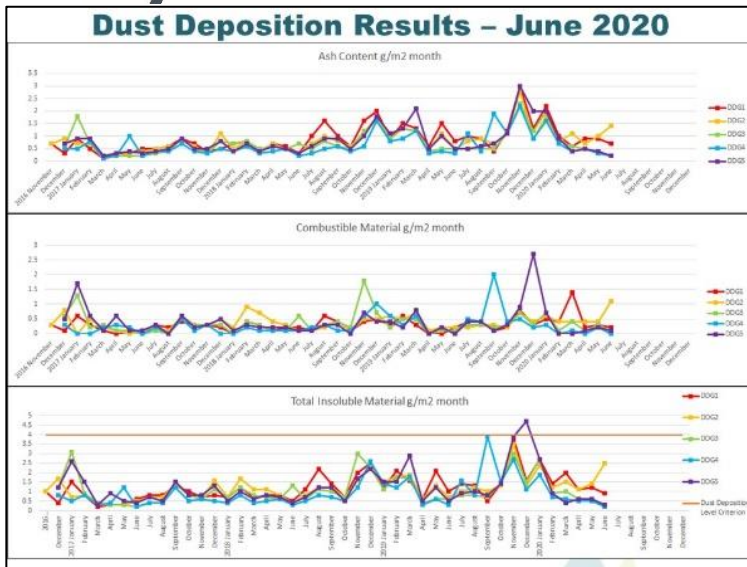
MU: Is that all aluminium?

AW: All aluminium. We have already removed about ten thousand tonnes from the pot line, so we have got another 800 tonnes to go from the switch yard.

Crushing has been continuing. The crusher has now moved, I think I mentioned it last meeting, it has now moved – well it was in the carbon area and its now down near that east metal pad.

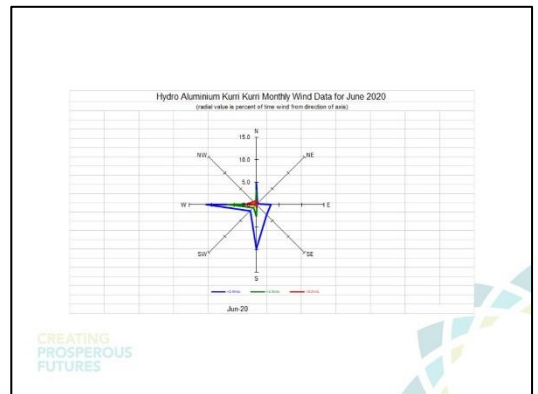
It has been crushing stockpiles – they are now nearly up 200 thousand tonnes of crushed concrete. And that's all being recycled back on site. And there will be stockpiles remaining after CMA leave. Some of that will be used in the containment cell, for access ramps and drainage layers, and also for the main haul road between the capped waste stockpile and the cell. A lot of crushed concrete can be used for that.





On the dust deposition results which Kerry looks after, we've had another good result this month. Well, this is June, and were below our limit of 4 grams per square metre per month.

The wind has mainly been from the west and from the south



Just moving now to the buffer zone house demolition. So we demolished households, I spoke about this two months ago at the last meeting, 3 McLeod Road. And in this photo, we had Ramboll come over and do an asbestos walkover. They set up like a grid system using these plastic markers. And it all came back clear so that was a good result.

And these next few photos are of 5 McLeod, the house next door.



Buffer Zone House Demolition



Demolition of small sheds at 5 McLeod Rd (24/6/20)

There was a bit of rubbish to clean up. and a few small sheds out the back.

Buffer Zone House Demolition



Demolition at 5 McLeod Rd (24/6/20)

Buffer Zone House Demolition



Rubbish stockpiled at 5 McLeod Rd (24/6/20)

Quite a bit of rubbish actually, probably more than one household could generate I would think, there were quite a few lounge suites I heard.

This photo shows there was a building alongside, which I think was an old garage, that's it being demolished. And then there was aluminium cladding around the house. Once they removed that there was fibro cladding, asbestos cladding underneath.

This is just the garage being removed.

Buffer Zone House Demolition



Aluminium cladding removed, revealing asbestos cement cladding, which required removal prior to commencement of demolition of house at 5 McLeod Rd (30/6/20)

Buffer Zone House Demolition



Removal of outbuildings at 5 McLeod Rd (1/7/20)

And in this photo the asbestos cladding is being removed in a plastic lined tip truck

Buffer Zone House Demolition



Demolition of 5 McLeod Rd (6/7/20)

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Buffer Zone House Demolition



5 McLeod Rd final surface scrape & cleanup (7/7/20)

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A few days later the whole thing was gone, and they're doing a final clean-up. Scraping the surface, and we had Ramboll do a walkover of this site, and it was also clear of any asbestos.

And the last house that we have done is 78 Hart Road, which is right next to the Hunter Expressway. Once again, removing all the asbestos from the eaves before starting any demolition.

There was a double car garage and carport that had to be demolished as well.

Buffer Zone House Demolition



Stripping asbestos cladding prior to commencement of demolition of 5 McLeod Rd (2/7/20)

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Buffer Zone House Demolition



Removal of asbestos at 78 Hart Rd (9/7/20)

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Buffer Zone House Demolition



Demolition of garage and car port at 78 Hart Rd (9/7/20)

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We found some buried asbestos at the back of that property we had to clean up.

Buffer Zone House Demolition



Demolition of 78 Hart Rd (14/7/20)

Buffer Zone House Demolition



Buried asbestos found at the rear of 78 Hart Rd (13/7/20)

And this is the house being demolished a few days later.

Buffer Zone House Demolition



Demolition of 78 Hart Rd (15/7/20)

Buffer Zone House Demolition

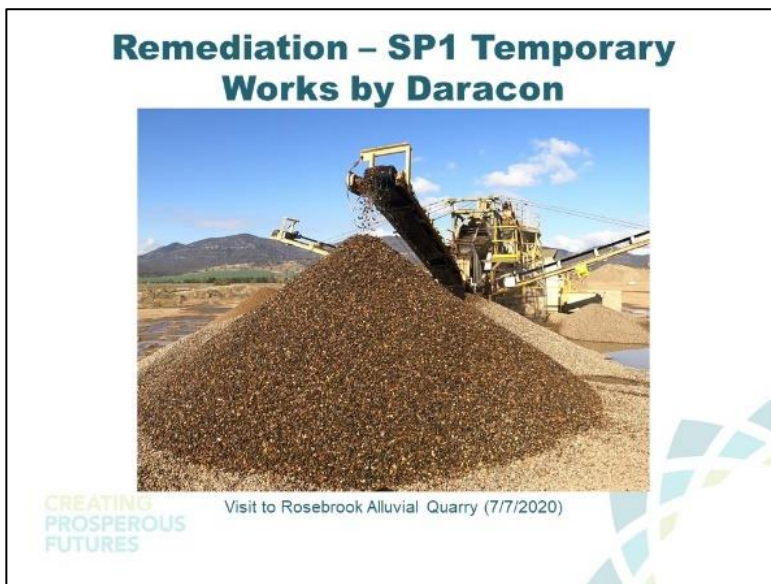


Final scrape and clean up at 78 Hart Rd (17/7/20)

And a couple of days later it's all gone.

I mentioned last meeting that Daracon have demobilised from the site. They have been continuing to work on making preparations for the containment cell. One of the materials that is a very important component of the cell is the drainage aggregate which goes in the bottom of the cell, above the primary and secondary barrier, which is 2 millimetre high density polyethylene sheeting and a geosynthetic clay liner, which is a ten millimetre bentonite clay. On top of that there's a 300-millimetre drainage layer. And they had identified a good material from Rosebrook quarry, which is out near Denman.

And a couple of my guys made a site visit with Daracon to inspect this material and samples were tested and we've sent the results to GHD.



It's like an alluvial quarry so it's actually on an old arm of the Hunter River, where there was river gravel that's probably thousands of years old from when the course of the river was in that location, and has since moved.

This is a good material, its rounded stone. It's important it's a rounded stone and it doesn't have any sharp edges, because you don't want it damaging that two millimetre HDPE (high density polyethylene). Because obviously that has to seal and stop any potential leakage of leachate from the waste. So we are happy we have identified that material and it's not too far away from us and its tested fine.

MU: You said there was a layer between the HDPE and that, was that bentonite clay?

AW: Yes

Q&A



MU: And how thick was that?

AW: You have the gravel, then you have, we've actually got geotextile under the gravel, then you got two millimetre HDPE, then ten millimetre geosynthetic clay liner, then under that, you've got a 300 millimetre sand drainage layer, then below that you've got the same again. So two millimetre HDPE, geosynthetic clay, and then a re-compacted clay underneath that. One of the other things we have to do is a test that has to be done. Testing that rock with the geotextile to make sure the geotextile doesn't get damaged by the rocks. That's another test that has to be done.

MU: Okay, thank you.

AW: I should have probably included a diagram. Apologies for that. Does anybody have any questions on my section? Before I hand back to Richard?

MU: I've got one while we're waiting for people to come off mute. You mentioned CMA coming back in two years, are they still around? Or are they demobilising then coming back?

AW: I should have mentioned that, so, most likely by the next meeting in two months' time CMA will have largely demobilised from site. I'm thinking they will be done by September. So come October they won't be there. So it's really important that we get this approval soon because otherwise I'm not going to have anything to talk about at the next meeting. Which is probably a good segue for Richard to talk about where were up to with the Department of Planning.

MU: I'll just ask if there are any other questions? Anyone? Kerry? Toby? Okay sounds like you're clear, thanks Richard.

AW: Over to you, Richard.

7 Approvals and other items

RB: Thank you.

So, the updates from our last discussion are in red text on this slide. I've got the same points, generally.

We are moving, so are glaciers, but we are moving, there is no doubt about that. The Department of Planning have now drafted the VPA (Voluntary Planning Agreement) for us to review, and we have done that. So we are now in the normal contractual arrangements you have in any agreement, your swapping lawyers' comments, so were in that process at the moment. I expect that will take us another couple of weeks for us to finalise.

The one thing that we've yet to see that's part of this process is that they're requiring us to provide financial security for the project works and the cost of the project works, which is fine by us, that's okay. It's providing a bunch of bank guarantees in a form that's suitable to them, but that will also be included as a requirement in the VPA. So, we are yet to see how they are going to draft that. So hopefully by the end of August this year, and if you note there in my struck-through months, were now over a year in just having this discussion. So, like I said we're moving, but slowly.

And we are continuing to have discussions with the Department of Planning they are conscious of the issue that Andrew raised about the continuity of the project works on site. There is no question in the sense of their concern, it about just making sure that all the Ts are crossed and the Is are dotted, and everyone is happy with how things will be ultimately approved and all the conditions associated with that.

In the meantime, we're not wasting time, I'm hoping we will be able to use this period of time by preparing all of the required management reports and assessments that are all stipulated in the consent conditions. Because we have basically the full set of draft consent conditions and we're able to do all that. Where typically we would be given the consent, and then start the process of preparing management reports for their review and approval. We've been doing that already so that, once the consent had been granted, we do expect that the lag between that and to the consent being granted and actual works being commenced on site is actually pretty quick. And that is where that's at. Next slide, Andrew.

SPL – I guess is continuing to be satisfactory in terms of how the SPL is being recycled offsite. We are now more than 30,000 tons recycled of a total 80,000 tons, so that is progressing nicely I

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

- DoPIE are **have provided a draft** Voluntary Planning Agreement (VPA) relating to the long term ownership and associated funding for Hydro to consider.
- **Currently working with DoPIE to finalise this agreement**
- Expect conditions relating to financial assurance in **August-September October November December January February March-April-May-June-July August September???**
- **Meeting with DoPIE each week to discuss final issues until consent is granted**

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

Spent Pot Lining Recycling



would suggest. I would like to see that ramp up a bit more over the coming months and year, but at the moment were okay where things are at.

Rezoning – oh dearie me - the rezoning process – and I will give Ian and Andrew an opportunity to comment or respond to this. But, as far as Hydro is concerned the rezoning process is effectively on hold. We can't do anything, we can't progress anything until issues that are related to traffic in particular are resolved. And those traffic issues, as I've said there [in the slide] are effectively involving Transport for NSW, formerly RMS, both councils and the Department of Planning, but Hydro is not involved – we're not part of that process. We've had limited dialogue and very recently only in the last couple of weeks we've actually even had the opportunity to have a meeting with Transport for NSW about the work that is currently underway. But we are being excluded from those discussions as this is a government issue and as a private entity we aren't involved.

Even though this process ultimately has potentially a significant and arguably game changing impact on the rezoning process in the development of the site, I guess we are relying on council providing input back to Hydro and seeking comment from Hydro.

To their credit, and particularly in Cessnock's case, we have started some processes where Cessnock Council are actually involving us in some discussion along those lines and hopefully that continues until we get a good resolution. At the moment, our understanding is that a SIC funded study – the MR195 or Cessnock Road corridor study is due to be completed in the next couple of months. This is something that has been going on since towards the start of the year. That's analysing the traffic impacts now and in the future, so as development, including the Hydro proposed residential development comes online over the next few decades, on what that looks like and what are the impacts on Cessnock Road are. And then developing a range of solutions or options for dealing with any unacceptable traffic situations. Unfortunately it would appear, and again I will ask Ian and Andrew to confirm this, but it would appear as though it looks like this study is only actually going to deliver a series of options and not necessarily a resolution, and it may well be that to actually reach a resolution more studies are actually required.

The other issue that we understand is that that study is limited to the Cessnock Road corridor between the Kurri interchange on the Hunter Expressway and the roundabout on the New England Highway at Maitland, and although some of the options may involve off Cessnock Road connection between Hart Road

Rezoning

- As far as Hydro is concerned any progress on the Rezoning is effectively "on hold" until issues related to traffic are resolved
- These traffic "matters" are involving Transport for NSW, both Councils, and DoPIE, but not Hydro
- Hydro understands that
 - a SIC (Developer) funded MR195 (Cessnock Road) Corridor Study is due to be completed in the next few months but is uncertain what this will deliver (ie. a range of options requiring more study?)
 - no consideration of Hart Rd interchange/HEX in current study therefore further work will be required to understand the flow-on effect of the options generated by the MR195 Corridor Study
- Timing on exhibition and therefore completion of rezoning is unknown.

potentially on Cessnock Road and various things, there is actually no real consideration of the impact of any of the options on the Hart Road Interchange or the Hunter Expressway. So, it's absolutely certain that when an option is agreed upon, or in principle, then that will stimulate further studies required to determine the impact of the option on road networks and interchanges etc. further afield.

And I can probably say that at the moment the feedback that we have had back from, certainly Cessnock Council, is that the information that the information they have now received back from Transport for NSW provides them with no certainty about the ability to develop the site, and therefore they are unable to with confidence or any confidence at all, push for the exhibition of the planning proposal.

As a result of that we have no idea now what the timing looks like on the rezoning of the site. So, it could be six months, it could be twelve months depending on the outcome. We have no idea - it may be longer. So, Ian and Andrew, I don't know if I have reflected things accurately, but I welcome any input you have or comments you wish to make.

AN: Ian, you can go first

MU: Just for the minutes, SIC stands for Special Infrastructure Contributions, is that right?

RB: Yes that's right

AN: I'm just going to let Ian back in. Are you back in there Ian? Okay, I don't know what's happened to Ian. So, from Maitland's perspective we have a bit of an easier task in some ways than Cessnock in dealing with this because we're only looking at one smaller section being the main road itself. Overall, I think there is a lot of concern regarding what direction this is going to take for this rezoning. We will hopefully know more towards the end of this month. We're in the position that if it is a duplication outcome, we will be able to go back with the very minor bits and pieces that we need to resolve and move forward quite quickly. If it is another outcome, then we can't really – well exactly as Richard said – we can't really tell you what the time frame is going to be because it will require a fair bit of re-looking at the site I think it's fair to say.

There is not really much more we can add. From a council perspective we've been involved in some high-level review of numbers and things like that, but in terms of overall approaches to strategy we've also been kept relatively in the dark about what the outcome of this will be, and speaking frankly, it's got to have some consideration in terms of what this outcome will be and how it's

going to be implemented. So yeah, it is definitely an area of concern for council as well.

MU: Ian, did you want to jump in there?

IR: Yes, sorry my computer just had a crash just then. So I've missed some of that discussion. But I have listened to a bit of what Andrew just said then and I agree. We've got issues mainly with the Corridor Strategy, Transport for NSW, the lack of information about what's in that strategy. There's also an issue, where we differ from Maitland is that we have issues around Hart Road and the HEX and the potential impacts of the employment land on the HEX according to Transport for NSW, so we're trying to work through those issues with them and, as I presume Andrew mentioned, we're sort of in a hold position at the moment, whereby we're waiting for both those studies to come out from Transport for NSW before we can move forward with the planning proposal. I assume that's largely what Andrew said just then.

AN: Yes, pretty much. It's all agreed that the last meeting we had that unfortunately we are just in a holding pattern until we get more certainty from Transport for NSW until what is actually happening with the main road study.

IR: Yeah

MU: So, are they concerned about the volume of traffic that might be created from employment land and/or residential development along this patch?

IR: There are two issues Michael. I think the issues for each councillor differ so, for Cessnock – sorry to jump in there Andrew – so for Cessnock it is the impact of local traffic produced by the residential development along the corridor going to the industrial area within Hydro. So the concern is what they'll do is they'll get on the Hunter Expressway, travel for a short distance and then get off at the Hart Road interchange causing bottlenecks along the HEX. That's essentially what Transport for NSW is concerned about. Correct me if I'm wrong Andrew but I think that's pretty much it from Cessnock's point of view.

AN: Correct

IR: So Maitland have slightly a different issue because they don't have to deal with the HEX.

AN: So, with Maitland, and I'll just correct one thing that Richard did say, it doesn't go up to the New England Highway roundabout. It stops 100 metres before that. So, it's not going to look at any of the issues there, either. So that's our own bone of frustration there. So that's something else we have to deal with. But from



Maitland's perspective it's much more about looking at the impacts on the Main Road 195 corridor in terms of traffic delays during the morning and afternoon peaks at both ends. So it's much more focused on that regional movement through. But we don't have the same issue that Cessnock has in terms of the Hunter Expressway interchange problems. So, it is a bit of a simpler matter for Maitland, whereas we're looking at the main road corridor, rather than the HEX as well.

IR: Yeah, it's a very complicated matter for the Cessnock side of things. So as Andrew said, we're just waiting on that corridor strategy, both corridors strategies in Cessnock's case.

RB: Ian, I hope you don't mind me putting words in your/council's mouth here, but if I paraphrase some comments you have made previously that council are still committed and highly supportive of the outcome that the Hydro site can deliver for the local community in the region in terms of its employment generation, and the economic benefits that flow from that.

IR: Absolutely. Well if I can just say on that Richard, it's not only council, it's the Department of Planning as well, in that it is identified in the both the Hunter Regional Plan and the Greater Newcastle Metro Plan. So, it's not just council that are supportive of it, it's the Department of Planning as well that are supportive of the employment function within this land so it's just a matter of dealing with the issues relating to transport.

MU: I was a bit confused there because I was thinking "well, Hydro used to employ quite a few people, and some of them drove cars, I'm sure, and..."

IR: Problem was, HEX wasn't there, I don't think, at the time

MU: Yes, but was it planned at the time?

IR: May have been, I don't know

RB: The interchange was actually built for supporting the smelter.

IR: That's true.

MU: So, if I have got that correct then there is an issue potentially with the storage in the turnoffs from HEX to Hart Road in both directions? You know, basically if you're looking at a bottleneck.

IR: Yeah, I think it's the queuing distance, so I think you're right there if that's what you mean by the storage, it's queuing distance.

MU: Yeah, how much the turnoff can take.

IR: Yeah

MU: Interesting. So, is there any light at the end of the tunnel at all, Richard?

RB: No, not at the moment, unfortunately not. A tunnel which was well lit twelve months ago it has just gotten long and dark, I'm afraid. There is a process, and we're working through it

IR: There will be an outcome at the end, I'm sure. But yeah, it is complicated at the moment, that's definite.

MU: Any other questions around that one?

RB: I don't really have much to say on the divestment side of things other than to say that McCloy Stevens Group are completely integrated in the way which we're working with each of the relative authorities on these issues. So clearly, they have probably the most to gain and lose, if you like, from the process, as well as the community, depending on the outcome. So, they're completely involved in that process. I think that's all Andrew, I don't know if I did have any more slides.

AW: Yes, one more.

RB: Yes that's right, I do remember. Last meeting we talked about we had a friend and colleague of ours celebrated a very important work milestone – forty years at the smelter and I think I mentioned we had a couple of “now and then” photos that I would be sharing. There we have the young Kerry McNaughton and the even younger Kerry McNaughton.

KM: Thanks guys.

MU: Hasn't changed a bit.

KM: Doing a very similar task in a very similar location

RB: there you see in the bottom photo that is an example of having cake socially distanced. So, you can see people right at the back of the room there – the cakes are individual serves, not cut from a single cake. It's very good.

MU: Forty years, that's fantastic. That's pretty much unheard of these days – forty years. The way this is going, you might get to fifty.

KM: You never know, do you?

MU: There you go, there's a positive outcome there - is that a silver anniversary?

RB: There is one thing I actually forgot to add, I was going to but, it's a little bit back to the community. We've had a really interesting situation evolve on site in the last couple of weeks. We've had some ecologists out on the site working for the McCloy

Divestment

- McCloy / Stevens Groups continue to support Hydro in the Rezoning process



Happy 40th Work Anniversary Kerry



Stevens Group in assessing the vegetated areas for the eventual creation of a stewardship site on the conservation outcome.

A few weeks ago, the ecologists came across what looked to be like a camp not too far of the Hunter Expressway. There was no one there, but it was obviously used and it was very well set up. It was dug into the ground, it had a fireplace it had obvious signs of use as well as obvious signs that the person who was using it was effectively logging the buffer zone, collecting firewood.

Over the subsequent period of time we had our guys go back out to the area, we had this camp demolished but we actually busted the guy back out there – he's very persistent. We've identified the vehicle that he's out there and he's actually illegally collecting firewood from the property. Like, felling trees and cutting it up for firewood. We reported it to the [Police] Local Area Command and we have the vehicle that he is using on site. We have asked the local area to pay the man a visit, but he is of no fixed address.

I don't know I want to do in terms of your information here, but please be mindful that if any of you or people that you know or the community in general are buying firewood that it ultimately comes from a legal source. Maybe I might get Kerry to share the details of this guy, further afield, I don't think that's a problem Kerry?

KM: No, not at all mate, no worries.

RB: To make sure you aren't supporting this gentleman's habits. I appreciate that we probably live in very toughs,, and people that may be struggling to make ends meet, but I also suspect that this guy is using the proceeds from the firewood sales to support habits that are less than reputable, so we say.

MU: So, do we have an idea that this gentleman is actually living at the site? Or is he just hanging out there to work and mill the forest?

KM: Just visiting Michael. But when he does come out, he stays overnight, he has a campfire and so forth. So, it was a reasonably sophisticated camp that he did have. So, he does spend a fair bit of time out there, but he's not living out there as such, just cutting our fence and he was entering by the Expressway and damaging their fence as well. We've tried to lock him out a few times just with locks and chains and so forth, so now we've built a reasonably large mound along the length – soil mound – and so far it's slowed him down a bit. But he's still made a few attempts to get into the property anyway.

RB: For those of you travelling from Branxton towards Newcastle on the Hunter Expressway on the western side of the site, if you



look along the fence line you'll probably see Kerry's earth mound blocking an access track there.

IR: I've been informed that we've got the same sort of problem at HEZ as well with people taking firewood illegally

DG: Yeah, it is right now a major issue. Mindaribba has got large landholdings, as does the state forest and national parks. So yeah, naming, shaming or doing some press on it would be good for all concerned. It's a just like illegal rubbish dumping – its profuse and really, really bad at the moment. We're ramping up public awareness campaigns and as Ian alluded to was the HEZ we've got a working group out there, were trying to stomp out the hoons and bits and pieces out there as well as the illegal dumping so it might my time to wrap it all up into something a little bit more.

So we'll put the thinking caps on how to respond to this to get it out to the public that it's not... Exactly what you said Richard is that it is stolen wood, because it's been happening everywhere.

RB: As you would be aware Darrin there are some conservation matters that these guys are dealing with, it's habitat that ultimately we're looking to protect here, not the least of which is also legislation that protects that habitat and there are significant and heavy fines for people who are caught illegally taking native veg out.

DG: 100% agree.

8 CRG questions and answers

MU: Alright, well thank you Richard. Are there any other questions to Richard around these matters, these last few slides? Take your time the next section is the general or all other business and questions through the CRG, so if you've had any community interaction with people asking questions – anything coming through?

DG: very quiet

[AW plays video – no audio]

9 Meeting close

Meeting closed: 7:30pm

Date of following meeting: 15 October 2020