




Project	Hydro Kurri Kurri site redevelopment project	From	Alysia Norris
Subject	Community Reference Group Meeting	Tel	1800 066 243
Venue/Date/Time	Thursday 18 October 2018 Hydro Aluminium 6pm – 7pm	Job No	2218982
Copies to	All committee members		
Attendees	<p>Mr Andrew Walker – Hydro Kurri Kurri Project Manager (AW)</p> <p>Mr Richard Brown – Managing Director, Hydro Aluminium Kurri Kurri (RB)</p> <p>Mr Kerry McNaughton – Environmental Officer, Hydro Kurri Kurri (KM)</p> <p>Mr Jamin Tappouras – Flow Systems (JT)</p> <p>Mrs Kerry Hallett – Hunter BEC (KH)</p> <p>Mr Allan Gray – Community representative - Retired Mineworkers (AG)</p> <p>Mr Andrew Neil – Manager Strategic Planning, Maitland City Council (AN)</p> <p>Cr Robert Aitchison – Maitland City Council (RA)</p> <p>Mr Brad Wood – Community representative (BW)</p> <p>Cr Darrin Gray – Cessnock City Council (DG)</p> <p>Mr Michael Ulph – CRG Chair, GHD (MU)</p> <p>Ms Alysia Norris – GHD (Minutes)</p>		
Guests/observers	None		
Apologies	<p>Mr Bill Metcalfe – Community representative (BM)</p> <p>Ms Tara Dever – CEO Mindaribba Local Aboriginal Land Council (TD)</p> <p>Mr Rod Doherty – Kurri Kurri Business Chamber (RD)</p> <p>Mr Toby Thomas – Community representative, Towns with Heart (TT)</p>		
Not present	<p>Mr Mark Roser – Strategic Planner, Maitland City Council – (MR)</p> <p>Mr Martin Johnston - Cessnock City Council (MJ)</p> <p>Mr Gareth Curtis – Cessnock City Council (alternating with Martin Johnston)</p> <p>Ms Debra Ford - Community representative (DF)</p> <p>Keren Brown – Cessnock City Council (KB) (Attending for Gareth Curtis)</p> <p>Mr Ian Shillington – Cessnock City Council (attending for Martin Johnson) (IS)</p>		

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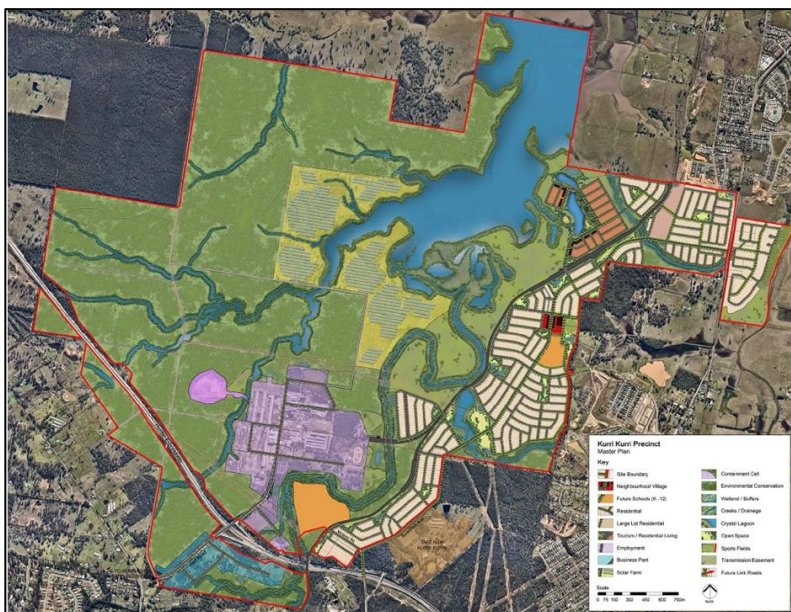
Notes	Action
<p><b>1 Welcome and Acknowledgement of Country</b></p> <p>Meeting commenced at 6.03pm</p> <p><b>Michael Ulph (Chair) (MU)</b></p> <p>Acknowledgement of country.</p> <p>Welcome new member Andrew Neil from Maitland City Council.</p> <p>Introduction of people at the table.</p> <p>Alysia Norris from GHD taking minutes.</p>	
<p><b>2 Meeting agenda</b></p> <ul style="list-style-type: none"> <li>• Welcome and meeting opening</li> <li>• Apologies</li> <li>• Declaration of pecuniary interests</li> <li>• Acceptance of minutes from the last meeting</li> <li>• Site divestment update</li> <li>• Project update</li> <li>• CRG questions and answers</li> <li>• General business</li> <li>• Next meeting and meeting close</li> </ul>	<p><b>Agenda</b></p> <ol style="list-style-type: none"> <li>1. Project Update</li> <li>2. Flow Update</li> <li>3. CRG Q&amp;A – CRG Members</li> <li>4. General business</li> </ol>  
<p><b>3 Welcome and meeting opening</b></p> <p><b>MU</b> welcomed attendees and noted apologies.</p> <p><b>MU</b> asked those present to declare any pecuniary interests.</p> <p>None besides paid staff from GHD, Flow Systems and Hydro.</p>	

Notes	Action
<p><b>4 Last meeting minutes</b></p> <p><b>MU:</b> The last minutes were a wealth of knowledge and information because there was a lot to talk about compared to previous meetings because we talked about the Flow [purchase].</p> <p><b>JT:</b> Yeah I read those minutes and thought “did I say all that?”</p> <p><b>AN:</b> You said a lot. Every 30 seconds seemed like a whole page.</p> <p><b>MU:</b> Yeah, Alysia’s RSI medication is working well.</p> <p><b>JT:</b> Yeah apologies on that.</p> <p><b>AN:</b> That’s OK.</p> <p><b>MU:</b> So yeah we had a fair bit to talk about last time. Last meeting was the first time that Flow was represented here and it was the big announcement that Flow is the purchaser of the site and all that sort of thing, much flag waving and so on. And a little bit of media the following day, which was good.</p> <p>OK, so without further ado, can I call for somebody to move that these minutes are a true and correct record of the last meeting please?</p> <p><b>RA moved the minutes.</b></p> <p><b>KM seconded the minutes.</b></p>	

## 5 Site divestment update

**JT:** I just thought it would be worth giving an update because I had, when I presented last, that was two months ago, the master plan was progressed but we've progressed further. I also wanted to just talk about the timing and, I'll sort of mix it all up, but the timing and why the master plan now that I'm going to talk about is progressed, because it's essentially the final version and councils have not yet seen the final version. So this group is seeing that before Andrew and others at Cessnock and Maitland see it, even though ongoing discussions with council on certain elements of it have been ongoing, they've probably seen various versions of it in those discussions, but this is likely to be the version that gets submitted in our documents and our documents wrap up in the next few days, to be honest. The next few days are a bit of a QA, QC process and we imagine they land on the desk of council formally in the response in the rezoning process next week so the target for the end of October will be met there.

So, we've got some more detail to talk about. We can go to the next slide, yep, so the master plan. We've got two drawings here to talk about. That's the master plan as far as the uses on the site and the particular road hierarchy, a scenario of residential lots in those zones.



**JT:** So our particular areas, which I'll slow down and start to talk to but just to get everyone's bearings – Cessnock Road through here. Just to highlight there's some development proposed in

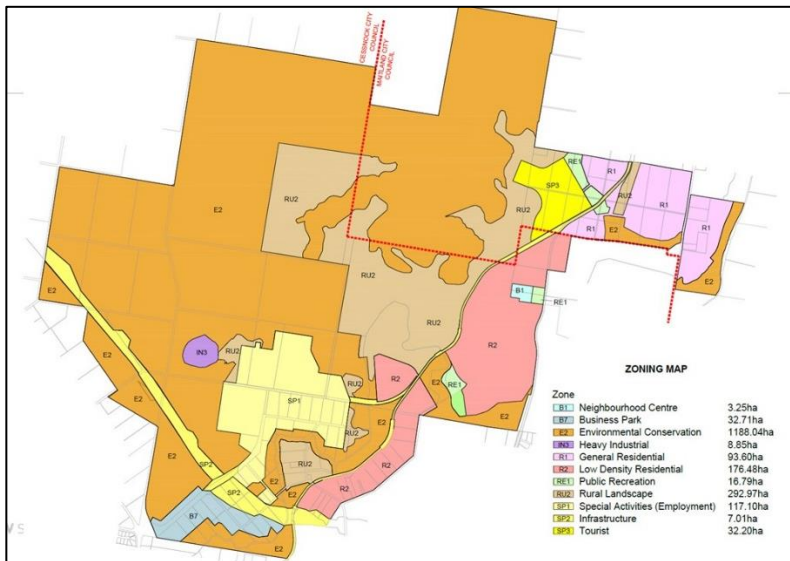
these areas that are not on Hydro land. So this, we're all familiar with the 2000 hectares of the Hydro land, the rezone application has been expanded at the request of Maitland council to include some land in there so I really can't talk too much about the uses of that but understand that it's essentially proposed as a residential zoning, with some constraints and items to deal with environmentally around the riparian corridors and waterways associated with that. All of the things that are being addressed over a longer term in the west of the site.

So Cessnock Road, the road hierarchy is now defined with an intersection, with again work that has been happening the past few months with RMS to confirm locations of intersections and major road hierarchy through the site, traversing through the site, with a road running through the site right through to the southern precinct, and joining up with the McCloud Road precinct down near the TAFE.

There has been various versions, the reason why I highlight that, there has been various versions that have not had this crossing through this floodway here, mainly because of costs and state major works and distributing that cost of infrastructure and access roads through the different elements, but the economic work we've been doing has been helping us to justify those costs based on some of the expansion of residential areas over this side of the South Maitland rail line and other uses in the south area here.

Back to the north, we have some constraints in this area that we've been working with and again densities of housing have been challenged in that area because of mine subsidence issues. Notwithstanding that we're dealing with those issues, and looking at a form of deliverable product in that area, so larger lots in that area with building areas away from the main mine subsidence areas. Then coming down to the town centre and school in this central precinct and then residential generally through the central and the southern precinct. Other elements of note, obviously, is our development and proposal to push development into the precinct on the western side of the rail line, so the South Maitland rail line is running through here, and that is proposed as both residential and a tourism precinct.

So the next slide, when we get to it, will show some colour coding of that so you can see where those different proposals are, and we also have this crystal lagoon or a swimming lagoon located around the edge of this tourism precinct, that is again, the economics are justified by the use in the tourism precinct and attractants of people and tourism activities within this area and some of the wider areas associated with it.



Other elements we touched on briefly last time, but again clarifying that there is a solar precinct, so a 60 megawatt solar farm capability within that footprint that again leverages off the energy infrastructure that is attractive to us on the site. So the switchyard here, the major lines coming in from elsewhere, from the Ausgrid network, and the export and import capability of this switchyard connecting the solar farm to that and the capability of the embedded energy network allows us to utilise this energy into a whole residential and employment zone so that we're able to have full sustainability in this overall precinct of harnessing the solar power and utilising that within the development.

## Darrin Gray arrived at 6.16pm

**JT:** Again, then the other elements, the business zoning down here. The school site, a rural school site, that we're calling rural and urban. Even though it's not necessarily rural it just happened to end up with that label. It's essentially a K-12; we're proposing two K-12 schools within the site. And then obviously the employment zone which has been around the footprint, or very close to the previous footprint, of the previous master plan.

If I jump to the next drawing, we are proposing that that zoning, previously if you recall was a mixture of IN3 and IN1 which are general purpose and heavy industrial uses, we are working with council to proposing a mixture of uses essentially of which we are labelling SP1, so a special activities employment zone, that essentially has a blend of permissible uses that are from IN1, IN2 and IN3 that enable the activation of that in a way that can let us follow that vision of a technology precinct, utilising the energy capabilities of the solar, the potentials of grid-scale batteries, the potential of other energy capable businesses and technologies



within that precinct. So, a little bit of a change to that previous dialogue of heavy industrial and IN1 and IN3, so general purpose industrial and heavy industrial. Some of those elements still able to be done there but really the focus is on employment and having those businesses being able to be supported but really looking at how employment can be activated in that area with the special activities.

I should also say, I'm happy for any questions during this thing any time or it can wait until after. I have got a little section for questions afterwards but if anyone's got questions I'm happy to take them.

Other elements that I haven't touched on already, well there's the containment cell site, where we've left that for consistency in the IN3 category, only because it has been traditionally. I'm not sure if it needs to be IN3, it may not be, but for argument's sake we're leaving it there as IN3 and that's more of a legacy of what it was already proposed as and respecting Hydro's process that it possibly stays in that it was subject to probably other authorities and viewpoints on that as well.

The differences in the R2 and R1 here are really about labelling across council areas. Obviously we have Maitland here and Cessnock here, so they're essentially the same zoning just with some slight changes in how they look. We're having a great dialogue with both councils and looking at how we as a landowner can still treat that as one precinct with the same kind of design standards and rollout so that you're not seeing a division as you cross from this road to that road that there's changes in the local government area.

That's probably ... yeah we can always come back to that. Before there are any questions, on timing I just wanted to give an update again on the revised masterplan submission, which is essentially that plan with a bunch of supporting documents that go to the professionals at council and other referral authorities to go through, are all being finalised and will be submitted at the end of this month. So that should call for submissions for the end of November. We expect that the public exhibition, because of the timing here, probably exhibition in Q1 2019, so that's where the authorities will put that out for the public to be aware of, with rezone gazettal, that process, for Q3 next year.

Questions?

**AG:** You mentioned there about getting the road coming through, from Wangara virtually through to McLeods Road, you haven't looked at linking it back here to Hart Road have you, so that



people wanting to work here from Maitland or even use it as the Cessnock-Maitland bypass?

**JT:** Yeah, we did look at that, and it was raised through consultation with Maitland council and it was raised through discussions and dialogue with RMS, and so that's definitely not a permissible thing for us to do with the RMS requirements. So while it potentially had merit, and we could go on and look at a master plan that caters for that or has that in there, it is not part of this proposal, and we did test that with RMS and it's not on the agenda.

**RA:** The two schools that we're talking about, that's very exciting to hear for Maitland and Gillieston Heights area. Are you planning, aiming to try and put one in each, one in Maitland, one in Cessnock?

**JT:** No, at the moment they're both in Cessnock, and that's the nature of the staging of the rollout, it's not necessarily ... we don't look at it as ... you know, that's an arbitrary boundary for us. We're not trying to go what can we do to spread out for local government. It's about what is the best use for that precinct or that land that we have and we want to catalyse. I will talk about the first school that will be there, and is likely to be, not likely, it's probable that it's going to be there before any housing or any other development, will be this southern rural school. So it's a K-12, and we're hoping we're going to be able to announce that formally in December.

**RA:** Yep.

**JT:** There's some ... they've been going through their processes, we have land arrangements in place for them to operate on that land. They've done their full master planning and been consulting with the Department of Planning on their major projects applications, because all new schools go through a process with state government, and that's also subject to some funding, it's a new low fee-paying private school, that is likely to be, they're quite ambitious on their timing and they're trying to get there as fast as possible.

We've had a fair bit of interest with schools. So we went through a process with a bunch of non-government schools that have access to funding to build new facilities in the region, so I'm not sure if you're aware there is a shortage of schools within the Hunter.

**RA:** Yeah.

#### Program

Revised Masterplan submission	Nov 2018
Public Exhibition	Q1 2019
Rezone Gazettal	Q3 2019

flow systems



**JT:** And we've been working in that sector and have worked in that sector for a fair while, and have been working with proponents who are looking for sites, and are also obtaining the right funding structures through the government grants to be able to start immediately. So, there's a lot of guys who want sites. Some guys grab sites and don't necessarily have the funding to start building. Because our objective with Hydro, is about catalysing the site, that first school comes with 150 full-time jobs as employment plus 1500 students, we've aligned ourselves with an operator who can start, not just buy the land and get their approvals but can actually be on the ground and start rolling out places asap. That's been our criteria and we've found that right partner, again subject to some of the funding arrangements that they need to line up, we hope to announce that in December.

**MU:** So the orange ... blob, for want of a better word, is that the entire site for that space or is that including the TAFE there?

**JT:** The TAFE is there [close to the orange shape].

**MU:** Oh yeah, sorry.

**JT:** And again that school has links already, because they're an existing school in the region, they already have VET courses running and they will be running the curriculum with sharing VET courses with the TAFE, so there'll be a bunch of collaboration in that space which is really exciting. It was one of the criteria that we wanted to see if they could do that, and they're already doing it, it's just another campus and another opportunity which they obviously will do as they look to give as much opportunity to their stakeholders. their parents and students and leveraging off the existing TAFE is ideal for them.

So yeah, that is the whole site but again this is very high scale. This site is, as you know, sort of near the Scout area down there, that site is about 20 hectares but it's heavily constrained by EECs and flooding. So the actual footprint of the site above the floodplain is five hectares or so, so that comes with a lot of buffer zones and sporting ovals and all those kinds of things. Again, the school community or the school participants have been looking at the overall site for where to catalyse, and there were six sites identified on the overall site, and we're running with two of them, and this one, because of the natural constraints that are there, the ability to have that activated immediately without being reliant on residential housing is a key reason why that site is there earmarked for that. To be honest, economically, it works better if we put a school right here at the front intersection, but the various

economic constraints for the school participants it doesn't work for them.

**Brad Wood arrived 6.27pm**

**MU:** Welcome Brad.

**JT:** Right, then there's a town centre, there's another school in there. We know - a bit of dialogue with Department of Education through the process they would prefer that that's a public school. That's a discussion that we're continuously having. I'm personally happy if it's a public school if they commit to building it in a timeframe, immediately. But as we probably all know, being in around this space, those commitments never come, I'm not having a vacant block on my site for a decade. So I'm all about catalysing the site, and getting activity there and if that doesn't come from the state, then the private operator will be allowed to go into that site. Because there are private operators, I have for that site, while we've been through a process to get to our operator, we have another two who would happily jump over to that site. I'm not in position to do that with them just yet because we have certain constraints on getting that first site going, but definitely I have interest in the private sector market for the second school even though I have public sector saying they want it. And again, just putting the criteria, that sure, the public sector can have it, if they commit and spend the money. I'm not going to have anyone take the land and not spend the money.

**MU:** You just answered my question, I think. I was going to say what if they buy the land from you but just bank it?

**JT:** Yeah look at the right time I'll happily show you the copy of the minutes of the meeting I have with them where they end up saying every 30 seconds "we're not land bankers". Now I've heard that from the Department of Education for many, many years on many projects so.

**MU:** There's a difference between being a land banker and someone who takes their time to progress.

**JT:** Well, they have their criteria and triggers for how they spend their money and I understand them well. And basically they're driven by the Bureau of Statistics data on placements within a geographical area and they're only done on a historical basis. We believe the modelling of how they come to that is flawed because essentially, these kinds of precincts are not about history. We don't make decisions, or we as an investor, don't make decisions about what the past history is in this precinct or this whole region, we look to the future and we all look at different government studies, strategies by the Department of Planning, by other

agencies about what the growth projection will be and that's what we make decisions on. Now the Department of Education don't use those. They use a statistical model that's based on previous history, basically bums on seats in schools in an area and until they resolve that model, they're always going to land bank, they don't have a choice. They have an arm that goes out and buys sites and locks up sites and that's disjointed from how they roll out their assets.

Anyway, so that's the zoning plan.

**MU:** We're at questions weren't we?

**JT:** We're at questions. So any other questions?

**RA:** I've got one more then. I guess because we know now you've got the link between the north and the south part of the development, I'm not sure, was there a bridge or a causeway or something?

**JT:** Yes. So a substantial flood ... so again, a bit like Testers Hollow, we've got to cross over and it's a fair distance so there's –

**RA:** What kind of height at you crossing at?

**JT:** Oh well, I think we're crossing at the 1 in 100.

**RA:** Oh OK. Substantial.

**JT:** Yeah, absolutely. Let me go back to that. There it is there, there's the water course there and it's not just a small bridge. That's a substantial link between those two precincts and at the moment, the viability ... well, we've worked hard to get the viability of that. My biggest fear in the last year and a half with dealing with these precincts, I've not wanted to separate this precinct. We have had previous master plans where we couldn't afford that link and this product here was – not that it would be a bad outcome, it probably would be a good outcome but it was a product that was reducing the density and large residential rural-type lots. Again not a bad outcome but not ideal for the opportunity that is in there with linking residential to different school options and just linking this part of the area to some major roads.

McLeod Road, while at the moment it sort of goes nowhere, once it links through to somewhere else.

**AG:** It's going to be a major road.

**JT:** It can open up then. You know, we've done a lot of thinking around that part of the site because it needs a lot of thinking. It's been the "dud end" of the site, and we think with the school

activation and linking it through to this, we're really going to be opening it up and it's going to be a great area.

**KH:** I think safety-wise it makes it better as well because there's only ever been the one way in and out and we saw with the fires, beginning of last year, they were trapped.

**KM:** Yes exactly.

**DG:** So 1500 is in the school so it's about the size of St Phillip's at um?

**KH:** Nulkaba.

**DG:** Nulkaba, yep.

**JT:** Yep.

**DG:** So the traffic plan, have you gone that far down into the traffic plan?

**JT:** Yeah absolutely.

**DG:** There are huge issues up there with getting people in and out, and main roads and ...

**JT:** That's all considered in the traffic planning, well, in the rezone application, the traffic planning is subject to their own applications through the Department of Planning's ISEP process so that needs to be considered in there which they've already done preliminary work on, I'm not sure it's yet public or lodged, but the capacity coming through from McLeod Road and the crossing, there's plenty of capacity there. You already have a wide aperture coming through to the TAFE, that's pretty underutilised so there's plenty of capacity there, and again a collector road, with links coming back up through to here.

**AG:** So what you're saying there is that from McLeods Road back to Wangara, that will basically a pretty wide, trafficable road.

**JT:** It will be a collector road that's as per

**AG:** This is going back 100 years when they were planning to come along Northcott St, to the roundabout at the back of the school, now they can drop down and come over, over McLeods Road and bypass Heddon Greta and everything by going through that road without interfering with your –

**RB:** The answer is yes. Alan, I understand, I know the area and the answer is yes.

**JT:** I'm not local, but yes.

**MU:** Just near the rock that looks like a bear.



**AG:** I was just thinking if you come across McLeod Road and it's there and it's a nice residential area and you're going to have people waking up to a rat race from the back of the high school to get to Wangara without having to go all through Heddon Greta which is troublesome, you know. It could become a rat race.

**RB:** It's the current rat race.

**AG:** They can't get through there but you're going to open up the ridge, the one dry spot that's between the two swamps, that road you're putting in.

**RB:** Yep.

**JT:** That one there. Yep. But not as your question was earlier, I think, not connecting that to Hart Road.

**AG:** Not coming out to Hart Road, yeah.

**JT:** We are, and you probably can see there, there's a link we're preserving in our master plan, and that is not about traffic coming through to there. That is about preserving the opportunity for the intermodal capabilities of the employment zone to connect a rail spur to the South Maitland rail line and connecting out to port, and also pedestrian and cycleway access for residential to utilise in the employment zone.

**MU:** So all those school kids will be able to do canoeing on a Friday afternoon for sport at the local "lake"?

**JT:** That's right, that's actually Swamp Creek that surrounds them, so that again, the school location with this buffer zone and then that potentially using these facilities up there. I don't know.

**DG:** I came in late but am I looking at the high water mark or are you going to dam it?

**JT:** So that's basically blued out to the flood levels.

**DG:** The flood level yeah. It looks good.

**JT:** Well, that's why we keep it blue.

**AG:** Not the '49 drought levels.

**JT:** Well with the right levers down the river, we could always keep the water at that level but I don't think I'd mention that in public.

**DG:** Well close the flood gates at Maitland and you're right.

**MU:** Any further questions?

**JT:** So again, that document is going to end up with council very shortly and be out on public exhibition, and I'll be coming back



every couple of months whenever we do this to give you an update on where we are at with that process or what the changes or mods or items are that we need to respond to differently. We think we've done a pretty good job and there's lot of thought has gone into what we're proposing. Like all of these things, there's always another way of looking at it, we just need to facilitate that process.

**MU:** Thanks Jamin, much appreciated. That's great.



## 6 Demolition and remediation update

MU: So Andrew's got the usual update. Thanks Andrew.

### Stage 1 Demolition Progress – CMA Contracting



White boxes indicate areas which have been demolished.

- Contract awarded 13/4/2017.
- Site meeting to discuss the demolition methodology and Demolition Risk Assessment Workshop (DRAW) process with SafeWork NSW on 1/5/2017.
- DRAW # 1 – site establishment held on 8/5/2017.
- Handover of western part of the site to CMA as PC occurred on 16/5/2017.
- DRAW # 2 – planning for the demolition of first structures held on 7/6/2017.
- Stage 1 management plans approved on 26/6/2017 and demolition commenced thereafter.
- DRAW # 3 Structures between Line 1 and 2 held on 7/8/17.
- DRAW # 4 Potline 3 Demolition held on 14/11/2017.
- DRAW # 5 Casting Demolition held 22/2/2018.
- Stage 2 demolition approved by CCC on 9/5/2018 & CMA revised management plans approved on 20/9/18.
- DRAW # 6 Carbon Plant Demolition 25/9/18.
- Stage 2 demolition work commenced 17/10/2018.

AW: So yeah, a bit more demolition in the last two months. So you'll have noticed as you drive in half of line 1 is now gone. The cthouse is gone. Also on the right hand side, we've demolished the admin building at the carbon plant, and the cooling towers and emergency water tanks from the casting plant.

These are just a few photographs of demolition work over the last two months, so this is demolition of one of the holding furnaces in casting. Another one just before demolition sitting there on its own.

### Stage 1 Demolition Progress



DC1 Pit cylinder removal – 23/8/18

I guess one of the challenges we've had: we've got these very deep pits in the casting plant, they're actually 13 metres below

### Stage 1 Demolition Progress



Demolition of Holding Furnace 7 - 23/8/2018

### Stage 1 Demolition Progress



Furnace 7 demo 23/8/2018



Furnace 7 demo 23/8/2018

### Stage 1 Demolition Progress



Holding Furnace 6 - 30/8/2018

### Stage 1 Demolition Progress



Line 1 Centre Ramp Removal

Line 1 Centre Ramp Piers

Line 1 Centre Ramp Gone - 3/9/18

ground level, and there's a hydraulic cylinder here, and shots of it getting pulled out, and that's what's left. So we needed to do that because we don't want to leave that hydraulic oil in the ground obviously. Some of it's been plugged and capped so we're removing those sorts of things. We also demolished the centre ramp for line 1. It was mainly just clean soil with concrete piers, and that's where it used to be.

This is some shots showing preparation for felling the emergency water tower for DC1, so they're attaching the pulling cable here, and they did a bird's mouth cut which you'll see in the video which I'm about to show.

### Stage 1 Demolition Progress



DC1 Emergency Water Tower Felling Preparation



DC1 Emergency Water Tower Felling (5/9/18)

Then CMA have been ... so they've started demolition of line 1 on 4 September. The long reach excavator has been removing alsynite sheeting, some on the other side, and a few more days later progressed towards the centre. And then they've come back and started demolishing the actual building structure from the working floor up, being very careful not to drop anything to ground level. We still have a fume duct trench in the middle of the pot line which you'll see in a minute. It still has asbestos in it. So we're carefully dismantling the building and pulling things outward so they don't fall inward.

This here is the southern part of the site now, you can see line 1, it's nearly half gone. And CMA have now started sorting through this concrete to remove some reo using a magnet and any foreign materials and just getting it ready to do crushing, they're bringing the crushing plant on site within a few weeks. And they've also actually started stage 2 demolition which is pulling up the foundations.

This was the 17a silo which was the original silo for line 1, a fresh alumina silo, and which was taken out of commission in 2005 when we modernised line 1.

We've now finished removing all the asbestos conduits, this was the last one in pot 1 in mid-September. It took a few more weeks

### Stage 1 Demolition Progress



Start of Line 1 Demolition (photo taken 4/9/18)

### Stage 1 Demolition Progress



Line 1 Demolition - Long Reach removing alsynite sheeting (photo taken 6/9/18)

### Stage 1 Demolition Progress



Demolition of Line 1 (photo taken 6/9/18)

### Stage 1 Demolition Progress

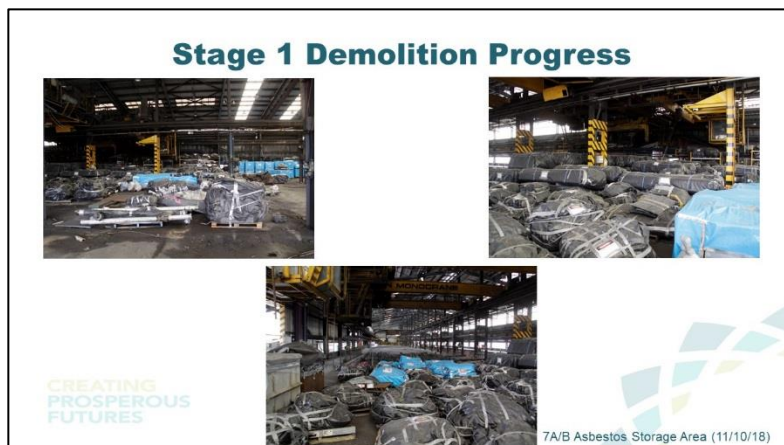


Demolition of Line 1 (photo taken 10/9/18)



to get all the validations. We had to go back and dig a bit more soil out to make sure there was no more asbestos left behind. So that's now all complete, so they can backfill the trenches, they've backfilled the south now they're backfilling the north so they can continue demolishing line 1.

In the carbon plant, we removed, or CMA removed, the anode handling system in between the two baking furnaces. You probably remember in the past I've spoken about SPL stored in one baking furnace and then demo waste in the other? Well, this is the space in between, and we've turned this into an asbestos storage area. We've got lots of asbestos mainly coming out of line 1 which is all wrapped in plastic and that will be stored there until the cell is available to take that material. It's just a good way of keeping it under cover. This is going to be one of the last buildings that we demolish so it makes sense to put it there and the sheds that it was stored in can now be demolished.



This shows the start of demolition in the carbon plant, the admin building which was demolished in early September. We've been continuing with removing soil from substations. This particular one is a fairly new one that went in in '95, for the Cast Iron Rodding project, so there's no PCBs found in any of that soil which is as expected. So this one is a line 2 substation that went in with the line 2 project. It was clean. No PCBs. But this was an older one (1968), 5A/8A which supplied power to green mix and rodding, and it does have PCBs. So that will have to be cleaned out and that is more soil that will have to go off site for thermal desorption.

This is a pump house pit for the big cooling tower pumps used for the casthouse, so that's ...they're quickly getting removed.

Here are a few more shots of line 1 getting demolished, so here you can see this is the cathode busbar still with cathode flexes attached, so they're pulling it away to the outside of the building. Also removing the pot shells, just making sure that the structure

## Stage 1 Demolition Progress



Smelter South Demolition Progress (photo taken 10/9/2018)

## Stage 1 Demolition Progress



17A Silo Demolition (note pre-outs)



17A Silo Demolition (photo taken 12/9/18)

CREATING PROSPEROUS FUTURES

## Stage 1 Demolition Progress



Removal of Line 1 asbestos conduits complete (13/9/18)  
All trenches validated to be free of asbestos as @ 12/10/18

## Stage 1 Demolition Progress



Anode handling system removed at 7A/B area (in between SPL & demo waste) now an asbestos storage area (8/8/18)

CREATING PROSPEROUS FUTURES



CREATING PROSPEROUS FUTURES

## Stage 1 Demolition Progress



Line 1 demolition - 4/10/18



Line 1 demolition - 4/10/18

CREATING PROSPEROUS FUTURES

itself, for the working floor, stays intact, so that we don't drop anything on the fume duct trench.

A few more shots. You can see the busbar starting to accumulate here, which has had the flexes removed. A lot of busbar is on the pad there.

### Stage 1 Demolition Progress



Line 1 pot superstructure column foundations



Line 1 fume duct trench - 4/10/18

So this is the fume duct trench I was talking about. So, we've removed the asbestos on these joints here where we've saw cut the longitudinal and transverse joints every six metres or so. It's like a U-shaped culvert underneath, there's another three sides with asbestos gaskets that we need to remove at each transverse joint. Once we've removed this structure then we can go through and we can carefully remove these lids and get in and cut the asbestos joints out of it.

This was just taken a few days ago, last week. We're nearly at the halfway point and that crane's now come out.

**MU:** When you say we're nearly at the halfway point ...?

**AW:** Halfway point of line 1. Yeah you can see the Line 1 stack, at the centre of the potline, we're almost at the stack now. Here there are ... a lot of concrete has been pulverised out of line 1. There's a lot of concrete in line 1, a lot more than lines 2 and 3 because the columns are all concrete, where in lines 2 and 3 they're steel. So that's had to be transported over to the footprint of lines 2 and 3 and they're going over it with a magnet to remove reo and any other foreign material in readiness for when the crushing plant comes on site.

They've also been, CMA has been, cutting some of the longer lengths of busbar that were at the crossover point at the south end. They're very long lengths, they're hard to handle. They've come up with this innovative solution of a saw blade mounted on the excavator, actually they're using one of the saw blades off our billet saw. It's working well.

We've also been removing oil from the 14 old Fuji rectifiers in the switchyard, and we're up to nearly half a million litres of oil that

### Stage 1 Demolition Progress

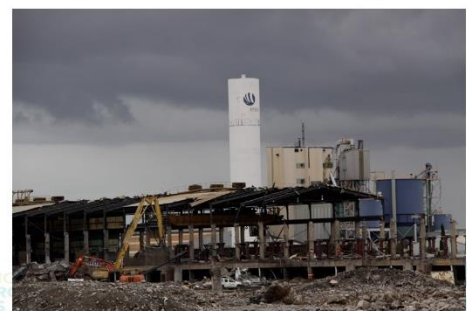


Line 1 demolition - 4/10/18



Line 1 demolition - 4/10/18

### Stage 1 Demolition Progress



Line 1 demolition as @ 11/10/18

### Stage 1 Demolition Progress



Line 1 concrete - transported to SW corner for sorting. Magnetic separation to remove reo - 11/10/18.

### Stage 1 Demolition Progress



Cutting of busbar using an excavator-mounted saw.



has been removed. Some of that was PCB-contaminated but the bulk of it wasn't. And we'll be starting to demolish the first rectifier on 29 October.

## Switchyard Rectifier Demolition



Contract awarded to a Sydney company to drain oil and remove all 14 Fuji rectifiers from the Switchyard. 476,841 litres of transformer oil has been removed to date (11,341 litres of PCB-contaminated & 465,500 non-PCB contaminated oil). Demolition of first unit to commence w/c 29/10/18.

**BW:** Is that the \$80 million ones you just bought?

**AW:** No, no, those three units we're leaving for Flow.

**JT:** They stay there for us.

**AW:** They have a use for those. These are the old ones that are 50 years old.

**BW:** Yep.

**AW:** We're also working with a company that builds water treatment plants and they're helping us with a process to come up with ... hopefully we can build a plant, if it's economically feasible, to have a water treatment plant for treating leachate from the capped waste stockpile and the new cell once we start putting waste in there.

**RA departed meeting at 6.48pm**

**AW:** So, they were here last week collecting more leachate from the capped waste stockpile and also some diluted water from the east surge pond.

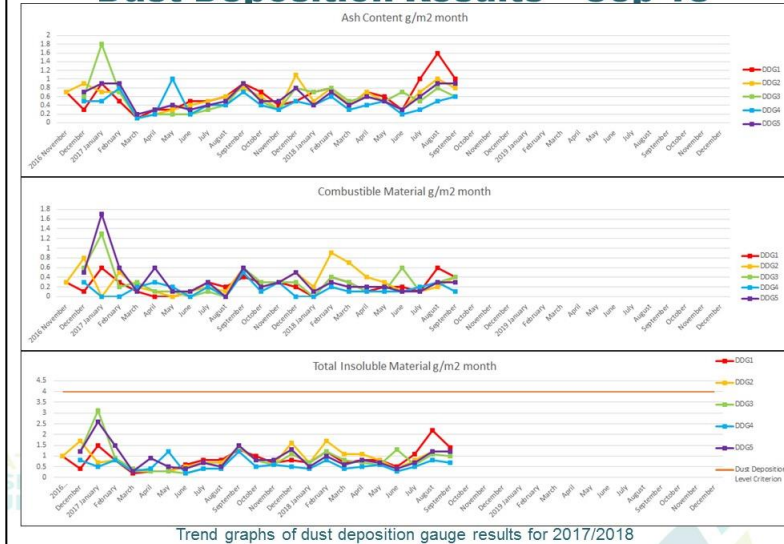
These are some graphs that Kerry puts together for us. So these are from the dust deposition gauges. And we did have a bit of a spike at sampling point 1 in August and it's come back down. We had a lot of westerly winds blowing, as you can see from these

## Water Treatment Investigation



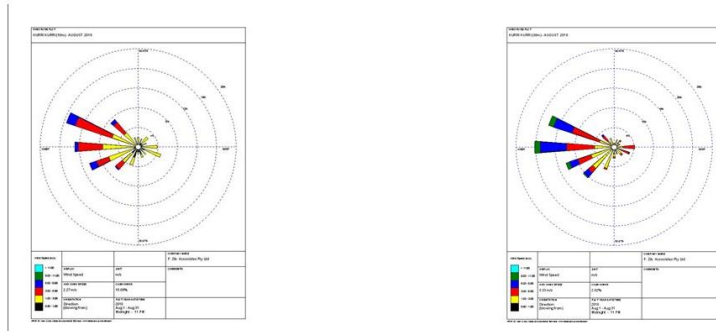
A local water treatment company is assisting with development of a process to treat leachate from the CWS & new cell. Further leachate samples collected on 15/10/18.

## Dust Deposition Results – Sep'18



wind rose charts, this is at the 10m level. The next chart is at the 30m level. Blowing from the west so blowing some dust over towards sampling point number 1.

## Wind Rose Charts – Aug'18



**BW:** It was really bad about four weeks ago we were covered in a lot of dust there on Saturday. Yeah, like smoke coming across it was that thick. That's the only time I've ever seen dust ever coming out of the place. It was fair blowing too so I don't know what you were doing.

**RB:** What day was that Brad?

**BW:** It was on Saturday.

**RB:** You don't know which?

**BW:** Four weeks ago.

## Site Locations



## Ledge Bath Shipments



6,080T of ledge bath & anode cover material was on site – 2,460T of ledge bath has now left site for recycling in China. About 940T still remains. A trial to recycle the remaining 2,700T of anode cover material was not successful. Ledge bath movements on hold.

**RB:** Might be good to know because we can trace that back to where we were working.

**AW:** Yeah.

**BW:** My mates were out there, out tinkering around with the bikes, and they all commented on how bad the air quality was. It would have been four ... it was after the last meeting but it was a few weeks ago, three or four weeks ago.

**AW:** So we have had some issues with line 1. They have gone through and washed the inside of the building, but it's just ... it's 43 years of operation, a lot of fine dust and it's caught in between, and all beneath the roof sheeting. So even though they've washed it, there's still a lot of dust.

**BW:** Yep.

**AW:** We are still hoping to move the last 940 tonnes of ledge bath, but it's on hold at the moment. The customers are in China, they've got enough on their end so just waiting to consume it and then hopefully take the rest of it in a few months' time.

Last meeting I spoke about PCB-contaminated soil. So we sent that off site in September, 121 tonnes went down to a thermal desorption plant in Altona, Victoria and we'll have some more in the remaining substations in a few more months. We're just storing that in a shed at the southern end of the site, on plastic.

We had the EPA here on Tuesday for a compliance inspection, and they are generally happy with what they saw when they came. We talked about some of the challenges we're having with dust control and dust suppression and showed them the

## Stage 1 Demolition Progress



121 tonnes of PCB-contaminated soils from substations sent off-site on 11/9/2018 to a thermal desorption plant in Altona, Victoria.

## EPA Visit – 16/10/18



EPA Compliance Inspection of Demolition Site on 16/10/2018.



improvements CMA has been making with bringing in fogger units, and they've taken one of the water tanks near the cooling towers to set up for more storage of water so they can run the foggers and water sprays continuously. But yeah it's a thing that we need to remain vigilant on especially coming into summer with the hot, dry winds coming.

The other thing, as I mentioned, stage 2 demolition has started this week, it actually started yesterday, and that's because we got the management plans approved by council. CMA's management plans which were updated for the consent conditions for stage 2, they were approved by council on 20 September and so that work's been started.

We are also working on the procurement process for the main site remediation contract and we're just, at the moment, putting the contract documents together. So, we've got our lawyers just working through that. We have actually awarded the early works remediation package and that will start in the next few weeks. That's actually been awarded to CMA Contracting who are doing the demolition and they're going to be doing that work.

**JT:** What's in that scope, again?

**AW:** So that's cleaning up some of the rural and residential properties in the buffer zone where we've got some asbestos-impacted soils, Hart Road municipal landfill, bringing that waste back and then there's an area on site we call the diesel spray area where there was some ... diesel was used and there's been some impacts in the soils, as well as some asbestos contaminated soils that we need to remove from the south west corner. We're going to be storing that just along Dickson Road, just south of the SPL sheds, on an area of ground that's already, well it needs to be remediated. It's got some Line 2 construction waste there, that was put there, so it needs to be pushed up, and sort of basically storing waste with waste until it can go into the cell. But once it's finished it will be covered with either geotextile or soil and we'll grow vegetation over it so that it's safe until it's ready to go into the cell. And the main reason for doing that really is to de-risk the volumes around the cell. We're designing this cell for a certain volume and we've got so many sites out there that we need to clean up. They're only small amounts, but there's like twenty properties that need to be cleared, and given the validation for a site audit statement. So we want to get it all consolidated into one big stockpile which we can then survey and know what that volume is, rather than doing it while we're filling the cell and then running the risk of not having enough volume.

## Approval of Stage 2 Demolition

- Stage 2 demolition approved by Cessnock City Council on 9<sup>th</sup> May 2018.
- CMA have updated their management plans to reflect the conditions of consent for submission to Council.
- **Management plans approved by CCC on 20/9/2018.**
- **Stage 2 demolition works commenced on 17/10/2018.**

## Procurement Plan – Remediation Contract

- Procurement analysis currently being finalised.
- EOI issued on 22/1/2018 and closed on 28/2/18.
- Currently evaluating EOI submissions and meeting with shortlisted candidates.
- Supplier qualification audits for the shortlisted companies completed (Jul'18).
- Expecting to have a civil / earthworks / remediation company as the Principal Contractor with a specialist lining installer as a subcontractor to the PC.
- Target date to go out to tender is in Q4'18 (pending EIS approval date and approval by EPA's technical review of the cell design).
- Tender documents will include – detailed design docs (including drawings, tech spec, CQA plan & others), draft AS2124 construction contract with amendments plus various project-related documents (eg. EIS, conditions of consent from DoPE/EPA and various Hydro management plans – WHS, EMP, asbestos management plan, etc).
- Lining materials – HDPE liner is a long lead item and only the pre-qualified suppliers from the liner testing can be used. Decision to be made on Principal-supplied or Contractor-supplied item (leaning towards Contractor-supplied based on advice from the cell designer).
- CQA contract to be awarded.
- Expected award date is Q1'19 pending authority approvals and Hydro decision gate approval process.
- **Early works remediation package to start in Q4'18. Will stockpile the waste at a suitable location on site.**

**MU:** Or too much?

**DG:** Do you have to re-excavate the old municipal waste?

**AW:** We don't have to but we're choosing to do it to consolidate all of the waste on our site into one cell. So we're actually doing the community a favour. It's not our waste; it's the community's waste from the 30s through to the 60s.

**DG:** So that whole waste dump ...?

**RB:** Yeah, it's not massive Darrin.

**DG:** I think it was distributed a lot.

**RB:** Yeah Ramboll when they investigated basically said it's basically just ash. So it's been kept on fire. So a lot of the bulk volume of that waste would have been burnt away.

**AG:** There'd be at least three that I can think of from 60 years ago, they were sandpits and then used for the council to dump their waste into.

**KM:** We've been going through, from what we can see, it closed in about 1962, just judging by the dates on some of the old bottles that are there. I visited ... as a child I remember there.

**AG:** Yeah there was one down the back of Lindsay's place in there.

**KM:** Ah yeah, yeah, yeah.

**AG:** Yeah there was a sandpit there and there was couple of down in this area here. But yeah sandpits, and then they closed Kurri dump at the back of the old railway station.

**MU:** Andrew's saying it's OK because it's in Cessnock, not Maitland.

**RB:** I don't think it worried Cessnock when we talked them about it. Because they went no, got no records of it, don't know what you're talking about.

**MU:** Alan's just told us all about it.

**AW:** I remember there was a sign when I started here, which was in 1988. You used to drive up Hart Road and there was a sign saying Kurri tip, on Hart Road so ...

**KM:** Well they were so confident that it wasn't there, that when we got the backhoe out, they came out to inspect it. First time the soil broke, all these bottles "ahhhh" come up and it was like –

**RB:** Oh that tip!

**KM:** That tip!

**AG:** Yeah I think where they were going to put the battery place in down there they'll find one there too.

**DG:** Yeah that's been identified.

**AW:** So I might hand over to Richard now if there's no more questions?

**MU:** Any questions of Andrew? Thanks mate.

**RB:** OK, so on the remediation approval, we met with the Department of Planning probably a month ago now and we submitted our draft Response to Submissions report to them, and basically said, you know, if you've got any comments towards it please let us know, we can modify those or address any issues. However, it appears as though they didn't have anything so they've actually then subsequently issued the report to all the government agencies, EPA, whoever they're consulting as part of the review process. We know that through talking to the EPA that they've got the report and they've also been given a deadline for responding back to the department by the end of October, which is good. We also know that we'll have a chance to query the department on exactly what's going on timing-wise next week because they're on site on Monday. There's a bunch of them coming up for a site orientation (because I do not think any of them have been on site), so they'll come on site, and get their bearings. They're also bringing with them some consultants that they're using to work with them on the project determination review process. So that's moving which is good, really good.

On the spent pot lining recycling, so there's a truck leaving our site. So just to give you a bit of an idea of how things have been travelling with that, so for the last few months, this is the amount of material that's being moved off site. It's just second cut and you can see the bars are in tonnes per month and that's just the cumulative amount. The contract amount is actually for 10,000 tonnes, with a contract end period somewhere close to this (points to Mar-2019). They've got a bit of work to do. So hopefully they'll pick things up shortly.

We are having ... I guess we identified this type of issue as a risk all the time, so we are continuing to have discussions with a number of different options. Another option is well-advanced, we're actually getting to the point of final contract drafting there. That will be contingent on some inspections, and site visits of their end consumers and they're overseas. So we hope to have all that buttoned away before the end of the year and the first amount of spent pot lining goes off to that process before year-end.

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

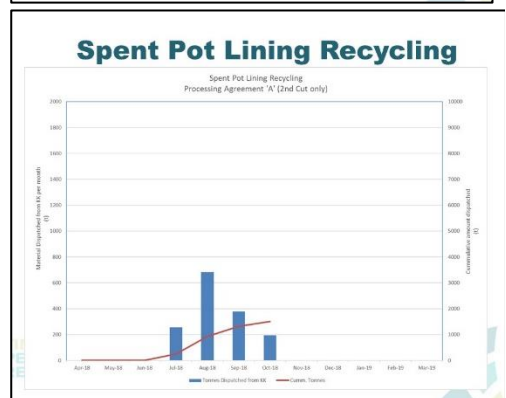
- Response to Submissions (RtS) Report
  - RtS report has been submitted to DoPE
  - DoPE has issued RtS to agencies (eg. EPA etc) for review
    - Response requested by end Oct
  - DoPE (and their consultants) site orientation visit next week

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6666](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6666)

### Spent Pot Lining Recycling



Truckload of 2<sup>nd</sup> Cut SPL leaving site on 14/9/2018 (~1500T of 2<sup>nd</sup> cut SPL have been removed from site so far)



### Spent Pot Lining Recycling

- Processing agreement 'B'
  - Contract negotiations well progressed
  - Contingent on inspection of end consumer facilities (overseas)
- Investigations are ongoing with another option. This includes:
  - Site visits for the purpose for HSE / CSR audits
  - Intermediate and final product testing (to validate claims of non-hazardous material, or otherwise)
  - Validation of capacity claims
  - Commercial negotiations
  - Confirmation of approval from NSW and Commonwealth authorities for proposed solution

We're also then continuing another investigation or another option for investigation as well so hopefully we can end up with that idea of having three different options there, so that the risk of one sort of having issues or problems is mitigated by the other, the others, taking their material.

Of course, we had a fantastic event on Monday morning.



**AG:** The rain was kind to us.

**RB:** It was good. It didn't rain on us. Thank you to Michael and Alysia and the Towns with Heart crew for organising that. It was good. Went off without a hitch. It reiterated how much traffic there is on Hart Road.

**MU:** It's true, it's true. I'll jump in Richard. The reason he's saying that is because we had a lot of trucks going past there, if you weren't there.

**RB:** You'll see in a minute. Andrew's got a bit of video footage from the day so ...

**AG:** Now you know why we need a roundabout on Sawyers Gully Road.

**DG:** Yeah, I tried to get a traffic committee proposal, I'm the chair of the Traffic Committee, and I'm trying to get a site visit.

**RB:** And something I will – we'll get to the video – but something I will also mention, which you may or may not come across going forward, is that Hydro has been through a rebranding exercise. So, the flag that you see there and the logo that you see on that has now been replaced with a new logo, and it's driven by the fact that in the last year or so Hydro has gone through some changes in its structure, we've acquired some new businesses and the company's grown substantially, so it was time to sort of revisit the way in which the company is represented into the world and this all obviously comes with a rebranding process, but I'll show you some information on that shortly.



So Andrew you have a couple of videos and then we can do questions.

**AW:** I hope the rebranding video works on this machine.

**RB:** Oh righto.

**AW:** I'll just play the Andrew Solomou video. He's our construction manager.

#### **VIDEOS PLAYED – mural and demolition**

**DG:** When are the big stacks going to be coming down?

**AW:** It's probably quarter one next year. We're still working through that. We're planning on it so ...

**DG:** I'll have a stack party to watch it.

**RB:** Top balcony of the Chelly.

**DG:** Yeah that's right.

**KH:** You're the type of kids who you used to like destroying stuff.

**KM:** Yeah.

**RB:** This is the launch of our rebrand.

#### **VIDEO PLAYED – Hydro rebrand**



## 7 CRG questions and answers

**MU:** There you go, very good. Alright, so any questions of Andrew or Richard in relation to the demolition or in relation to approvals process that Richard spoke of before we go?

**AG:** All explained.

**MU:** The video again was excellent. It's getting better with every one, I think. Is he planning to make that his major business, sooner rather than later I'm wondering ...?

**RB:** Everyone can do it on their iPhone now can't they?

**MU:** That's true. I just wish we could put it on YouTube. Anyway.

The last major item on the agenda is questions through the CRG membership from the community or those around the place if you've had anything come through that people are asking that you don't already know about, jumps out.

**AG:** Not too many complaints. We haven't had complaints really.

**KH:** The only question I had through the chamber was about the education side and I've spoken with Jamin and he's been roped into talking to us sometime next year, when things settle down and they're allowed to talk.

**JT:** Yeah that's right and even get the educational establishment along, if we need to, at the next one and get them to ...they'll be, once it's live, they'll be out talking about that in the community as well so they'll be happy to do that.

**KH:** Well, I think he was aiming at tertiary but you never know with him.

## 8 Any other business

**MU:** Is there any other business?

I'll take that as a no. So the date we had down for the next meeting is 20 December. That's very close to Christmas.

In previous years we have moved forward a week to avoid that frantic Christmas-time period. That looks like the last late night shopping, although these days they're open 24/7 aren't they? But it's the last Thursday before Christmas.

So tentatively, and most likely, next meeting on 13 December. Thanks for attendance everybody. I'll close the meeting at 7.18pm and look forward to seeing you all bright and shiny next time.



**MU closed the meeting**

## **9 Meeting close**

Meeting closed: 7.18pm

Date of following meetings:

Thursday 13 December (note week change due to Christmas)