



|  |                    |
|--|--------------------|
| <b>This site inspection is part of the determination process.</b>  |                    |
| <b>Date:</b> 6 November 2018   | <b>Time:</b> 10:30 |
| <b>Project:</b> Bylong Coal Project (SSD 6367)   |                    |
| <b>Meeting Place:</b> Bylong Coal Project Site Offices   |                    |
| <b>Attendees:</b><br><br>IPCN Members:<br>Gordon Kirkby (Chair), Wendy Lewin and Steve O'Connor<br><br>IPCN Secretariat:<br>Matthew Todd-Jones (A/Team Leader), Troy Deighton (Principal Public Affairs Officer) and David Way (Senior Planning Officer)<br><br>KEPCO Australia Pty Ltd (the Applicant)<br>Jongseop (Joseph) Lee, William Vatovec, Kwanpill (KP) Park, Andrew Burleigh (WorleyParsons), Rory Gordon (WorleyParsons), James Bailey (Hansen Bailey), Nathan Cooper (Hansen Bailey) and Henry Bosman (Stop 8).<br><br>Community Representatives:<br>Brad Cam (Mid-western Regional Council), Greg Dowker (Mudgee Chamber of Commerce), John Medcalf (Kandos Rylestone Men's Shed), Warwick Pearse (Bylong Valley Protection Alliance), Gail Ratcliffe (Warrabinga Aboriginal Corporation), Bev Smiles (Hunter Communities Network), Georgina Woods (Lock the Gate).   |                    |
| <b>Meeting Purpose:</b> For the Commission to familiarise itself with the context and layout of the revised Bylong Coal Project.   |                    |
| <b>Agenda and Principle Site Inspection Stops:</b> <ul style="list-style-type: none"><li>• Introductions and safety briefing</li><li>• Itinerary for the day and the <i>Bylong Coal Project Independent Planning Commission Figures Booklet, November 2018</i> (the booklet) provided to all attendees and published on the Commission's website. Inspection stops relate to stop numbers identified on Figure 29. Not all stops were visited due to time limitations.</li><li>• Stop 1: Natural Sequence Farming (NSF) Structures<ul style="list-style-type: none"><li>- While travelling to the stop the limits and extent of open cut mining and identified Biophysical Strategic Agricultural Land were identified. This included changes to the proposed project footprint with regard to the footprint for open cut mining and the planned overburden emplacement areas. Areas of the alluvial plain were also identified.</li><li>- The NSF structure on the waterway was identified, with a brief discussion of the principle of slowing waterflow across the landscape.</li><li>- Question and discussion on the proposed rehabilitation outcomes for the project as they relate to agricultural production.</li></ul></li><li>• Stop 2: Eastern extent of the open cut<ul style="list-style-type: none"><li>- Review of Photomontages on page 30 of the booklet.</li><li>- Question and discussion on the location of the open cut pit, the overburden emplacement areas and identified areas of strategic agricultural land with reference to the stop. Changes associated with the revised mine plan identified with relation to the extent of the open cut and overburden emplacement areas.</li><li>- Identification of water monitoring station (piezometers).</li></ul></li><li>• Stop 3: Northern extent of eastern open cut<ul style="list-style-type: none"><li>- Review of Photomontages on pages 31 and 32 of the booklet.</li><li>- Question and discussion on the location of the open cut pit, the overburden emplacement areas and identified areas of strategic agricultural land with reference to the stop. Changes associated with the revised mine plan identified in relation to the extent of the open cut and overburden emplacement areas.</li><li>- Question and discussion on the location of the alluvium/ flood plain with reference to the northern extent of the open cut. Identification of the alluvial plain was provided.</li></ul></li><li>• Stop 5:<ul style="list-style-type: none"><li>- review of photomontages on page 34 and 35 of the booklet.</li><li>- While travelling to the stop the limits and extent of open cut mining and identified Biophysical Strategic Agricultural Land were identified. This included changes to the proposed project footprint with regard to the footprint for open cut</li></ul></li></ul> |                    |



mining and the planned overburden emplacement areas. Areas of the alluvial plain were also identified.

- Question and discussion on the location of the open cut pit, the overburden emplacement areas and identified areas of strategic agricultural land with reference to the stop. Changes associated with the revised mine plan identified in relation to the extent of the open cut and overburden emplacement areas.
- Stop 4: Southern Project Boundary
  - Review of Photomontages on page 33 of the booklet.
  - While travelling to the stop the limits and extent of open cut mining and identified Biophysical Strategic Agricultural Land were identified. This included changes to the proposed project footprint with regard to the footprint for open cut mining and the planned overburden emplacement areas. Areas of the alluvial plain were also identified.
  - Question and discussion on the location of the open cut pit, the overburden emplacement areas and identified areas of strategic agricultural land with reference to the stop. Changes associated with the revised mine plan identified in relation to the extent of the open cut and overburden emplacement areas.
- Stop 9: Tarwyn Park Homestead
  - Walk through sections of the Tarwyn Park Homestead and the adjacent stables.
  - While travelling to the stop the location of the Catholic church and associated cemetery were highlighted, noting that these structures would not be disturbed as part of the revised mine plan. At the Tarwyn Park boundary there was identification of the age of the recent construction by previous owners of the gate to the property and the approximate location of the horse burial sites.
  - Discussion and questions regarding the historical management of the homestead and adjacent stables, including the planned works by the applicant to stabilise and restore the buildings. It was noted that the homestead had been occupied until recently and been subject to renovations and additions by previous occupants of the homestead.
- Stop 6: Telstra Hill
  - Departure from stop 10 (Site Office), with an over view of the project area, with reference to the proposed placement of open cut and overburden emplacement areas during travel to the top of Telstra Hill.
  - Review of photomontages on pages 34 and 35 of the booklet.
  - Questions were asked regarding where the identified receivers were located with reference to planned project activities. The locations were identified in relation to the revised extent of planned mining operations.
- Stop 7: Subsidence area above planned underground mining area
  - Modified, with entrance into the area above the proposed underground extraction area (approximately halfway between stops 7 and 8).
  - Identification of important structures in Bylong Village, including the general store and community hall. The intersection of Upper Bylong Valley Way and the Wollar Road. Discussion of the planned road upgrades to the Wollar Road.
  - Identification of typical vegetation in the Offset Area 5.
- Stop 8 - Agricultural / Farm Manager stop
  - Review of Photomontages on page 38 of the booklet
  - Discussion with the Farm Manager regarding the current level of production on KEPCO owned and managed holdings in the Bylong Valley and associated employment levels.
- Stop 10: Site Office
  - Review of Photomontages on pages 39 – 41 of the booklet.
  - Question and discussion on the location of the Coal Handling and Processing Plant, including the coal stock piles. The locations were identified, with the use of a conveyor to transport from stock piles to rail loading facilities discussed.
  - Questions and discussion on the changes to the potential visual impacts associated with the open cut footprints and the overburden emplacement areas.
- Site Inspection Closes
- The site and locality inspection incorporated travel to and from the project site. The Commission travelled to the project site via Lue Road, then travelled north through the Bylong Valley to the site office. Return travel was via the Wollar Road.

**Meeting closed at: 16:00**