Points of Interest (POI):
1. Lot 112 / Pit 203
2. Pit 206 / 208
3. Pit 225
4. Cullen Bullen township
5. Established Rehabilitation
6. Underground Heating
7. Crusher
8. Hillcroft & Rail Crossing
9. Rail Siding
10. North Cullen Valley Mine
11. Bridge over Castlereagh Highway
12. Cullen Bullen Cemetery
13. East Tyldesley
14. Pit 303
15. Cliffs
16. Conveyor Path
17. Mt Piper Power Station
18. Sandstone formations
19. Regional Mining Overview
POI 1: Lot 112 / Pit 203

- Lot 112 Biodiversity land / offsets
- Progressive backfilling of Pit 203
- Successful rehabilitation techniques in steep terrain
POI 2: Pit 206 / 208

- 206/208 rehabilitation
- Natural slopes retained
- Overall approach
- Long-term landform
- Proximity to town;
- Pit 208 (completed in 2011) is the closest we ever get to the Cullen Bullen township
POI 3: Pit 225

The mine is moving away from town:

- Closest OC mining to school was 405m in 2001
- Nearest OC mining to school is 1,010m in Year 19

OC cannot be seen from town – see cross section above
POI 4: Cullen Bullen Township

- Cullen Bullen township
  - Set low in the surrounding steep terrain
  - No mining visible now and during Project

- Cullen Bullen school
  - Dust monitor (TEOM) proposed
POI 5: Established Rehabilitation

- Cullen Valley Mine workshop area – relocating HV maintenance in future to reduce noise
- Overview of Rehabilitation works:
  - 10 years old & progressing well
POI 6: Underground Heating

- Inherited issue - Background
- Fitzgerald remediation
- Sealing of old highwall
- Infill in valley to rehabilitate
- Reshaping of front face as permanent long term correction on landform
Progressive rehab is an essential part of mining sequence

No out of pit waste dumps

Topsoil/subsoil from cleared areas is hauled directly to rehab areas, ensuring continual progression
POI 8: Hillcroft & Rail Crossing

- **Hillcroft offset property:**
  - Connection corridor to existing Sunny Corner SF

- **Proposed location of Rail Crossing**
POI 9: Rail Siding

- **Proposed Rail Siding**
  - Landowners - proximity
  - Existing rail line and Baal Bone Loop
  - Noise bund in place
POI 10: Nth Cullen Valley Mine

- Highwall Mining vs Open Cut to reduce impact on northern neighbours
POI 11: Bridge over Castlereagh Hwy

- Proposed haul road location - linking site east to west – taking mining traffic away from town and behind mountains to mitigate noise, dust
POI 12: Cullen Bullen Cemetery

- 178 m standoff from cemetery to mining area to south
  - Trees and terrain shield OC
  - No mining when Funerals in progress
POI 13: East Tyldesley

- Location of ETCPP
- Key Component: Road Network
  - Haul road network
  - Avoids town; impacts reduce
  - Overall road network operation & location to minimise disturbance
- Connection to rail siding
POI 14: Pit 303

- East Tyldesley mining area description
- Cliff & Pagoda preservation
- Preservation - standoff
- Proximity to Baal Bone open cut and rail loop
POI 15: Cliffs

- Flight Path along the length of cliffs; pits 225, 224, 223, 227, 226, 221
- Current operations in Pit 209
POI 16 & 17: Conveyor Path & MPPS

- Head of conveyor path
- Existing power line corridor and away from highway
- View of conveyor corridor from MPPS
  - Path across highway and into eastern side of truck receival bin area
- Net result: 1.5Mt/yr reduction in coal trucks on the road
POI 18: Sandstone Formations

- Sandstone formations – prevalent throughout region.
- Blue Mountains perspective
- Point 19 is the Head of Wolgan Valley
POI 19: Regional Mining Overview

- Extensive undermining under flight path:
  - Bord & Pillar with some pillar extraction
  - No impact on cliffs; possible to extract coal on a low ratio with no damage to cliffs