



NEW HOPE
GROUP

3. Revised Project Amendments



3. Revised Project Description Amendments

3.1 Rail and Road Infrastructure

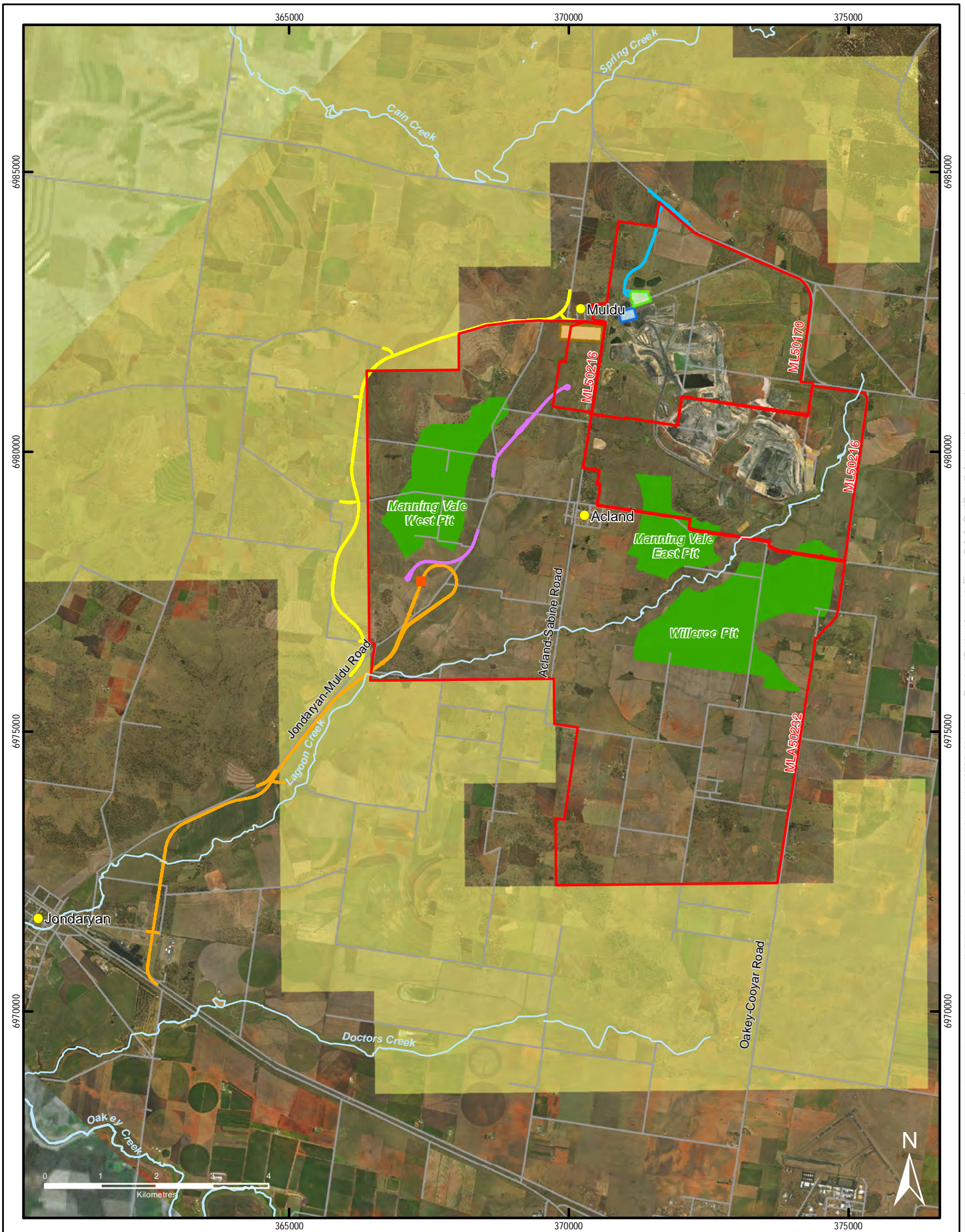
NAC is in the process of conducting Front End Engineering and Design (FEED) studies for certain infrastructure components for the revised Project. The FEED phase is the pre-tender engineering work which follows the conceptual design or pre-feasibility study phases of a project. The FEED design phase focusses on the technical requirements with up to 30% design engineering completion as well as cost estimation of $\pm 15\%$ accuracy. The FEED phase occurs at a stage when stakeholder input has been considered and final design can be progressed.

As a result of this phase, **Figure 3.1-A** depicts the revisions made to the main access to the mine, the alignment of the Jondaryan-Muldu Road and the alignment of the rail spur and balloon loop and location of the new Train Loadout Facility (TLF) for the revised Project. A description of the amendments to the revised Project is described in **Table 3.1-A**. In addition, the internal haul road from the Materials Handling Facility (MHF) to the new TLF will remain in place for the duration of the revised Project. Other internal haul roads used for the transportation and raw coal from the mine pit to the Run-of-Mine (RoM) Pad and light vehicle access will be periodically constructed in front of the mine path to allow for access and transportation of raw coal. These minor changes will not result in an increase in environmental nuisance or harm.

Table 3.1-A Amendments to revised Project Description

Revised Project Amendment Component	Description of Amendment to that described in draft EIS
Main Access to the revised Project	The original main access to the revised Project was along Cherry's Road to the north of the revised Project site. Feedback from the public consultation and the Department of Transport and Main Roads raised safety concerns with this road intersection. NAC revised this access and propose to construct a new road off the Peachey-Maclagan Road which will enter into the new Mine Industrial Area (MIA). The new road will be designed to the appropriate standards to transport light vehicles into the revised Project site.
Rail Spur and Balloon Loop and TLF location	The layout of the rail spur and balloon and location of the new TLF has changed as to that presented in the draft EIS based on the FEED phase. The amendment to the original alignment will now result in the new TLF being on the western side of the balloon loop as opposed to the eastern side. There will also be a slight adjustment to the alignment at the intersection of the Jondaryan-Muldu Road and Childs Road to meet rail design requirements. For additional information regarding this matter refer to Section 5.1.3.2 of the AEIS.
Jondaryan-Muldu Road Diversion	The original alignment to the Jondaryan-Muldu Road will be slightly changed at the intersection of Cooke-McGovern Road and the Jondaryan-Muldu Road to minimise property impacts and accommodate natural drainage channels. The alignment will be moved to the east by approximately 200 m. In addition, the alignment near Muldu will join the Muldu-Plainview Road north of the revised Project site.

There are no other amendments proposed to the revised Project to that described in the draft EIS.



LEGEND

- Towns and Localities
- Train Loadout Facility
- Revised Rail & Road Infrastructure**
- Internal Haulage Road
- Revised Access to Mine
- Revised Jondaryan-Muldu Road Diversion
- Revised Rail Spur and Balloon Loop Alignment
- Roads
- Creeks
- Mining Tenements
- Stage 3 Pit Areas
- EPC870



**NEW ACLAND COAL MINE
STAGE 3 PROJECT**

**Figure 3.1-A - Revised Project
Amendment**

Scale 1:90,000 on A4
Projection: Australian Geodetic Datum – Zone 56 (AGD84)