

Schedule 1 –

Item #	Relevant part of application form	Information requirements	Black Cat Response
N/A	N/A	N/A	<p>Since submission of the WApp, an updated geotechnical report has been produced by TailCon (2025) which is included as Attachment 1. This addresses concerns raised by DMPE (geotechnical engineer) which has resulted in Stage 1 comprising raising the height of the existing TSF by no more than 1.0 m. This will be sufficient to dry stack tailings from the Fingals pit(s).</p> <p>During operations, Black Cat will evaluate the geotechnical strength response of the dry-stacked tailings material, throughout both dry and wet season, and evaluate the feasibility for future approvals to dry-stack tailings >1.0 m. Stage 2 will comprise future raises with material from Futi Bagus and Bagus.</p> <p>The new TSF landform will have a downstream slope of 1(V):3(H) and be capped with 3.0 m thick rockfill mine waste layer on the downstream slopes of the dry-stacked tailings batter, 0.5-1.0m rock layer on the top surface, with the total height of the finished facility following completion of mining from Fingals will be approximately 6.0m (~6.7m with capping/topsoil on the surface – this will be undertaken upon closure of the facility).</p> <p>Prior to commencement of tailings dry-stacking works, the following preparatory earthworks will be undertaken in accordance with TailCon (2025) recommendations:</p> <ol style="list-style-type: none"> Existing capping surface of Fingals TSF will be graded, in the downward gradient at a minimum inclination of $\geq 2\%$ towards the TSF periphery, to facilitate rainwater infiltration outflow from the TSF. Where low points are identified on the capping surface, they will be filled with mine waste clay material and graded as per above requirement. A mine waste rock windrow will be placed at a minimum distance of ≥ 10 m and along the entire Fingals TSF embankment downstream toe periphery. The windrow shall be constructed from mine waste rock material up to a minimum height of 1.5 m above the existing ground surface. An exclusion zone, in which mine light vehicles (LVs) and personnel are restricted from entering, will be put in place encompassing the area between the aforementioned mine waste rock windrow and Fingals TSF embankment downstream toe perimeter. <p>Upon completion of above preparatory earthworks, dry stacking of tailings on the Fingals TSF will commence based on the following operational constraints:</p> <ol style="list-style-type: none"> Dry-stacked tailings must be placed at a batter no steeper than 1V:3H. Dry-stacked tailings must be placed in horizontally continuous layers. Tailings will be conditioned as per requirements set out in Section 2.2 of TailCon (2025) (Appendix C, Section 2.2, pp 8-9), specifically where fine-

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			<p>grained tailings are encountered within the pits, to ensure the overall tailings mass remain sufficiently desaturated and can therefore geotechnically shear in a drained and liquefaction-resistant manner at all times.</p> <p>7. A minimum 3 m wide mine waste rock armour is to be placed over the dry-stacked tailings batter, with the armour surface to be graded at no steeper than 1V:3H and is placed flush with the existing TSF embankment batter surface. Armour placement will be undertaken progressively, as tailings is being dry-stacked, to ensure exposed dry-stacked tailings batter do not exceed 1 m height at any one time.</p> <p>8. Dry-stacked tailings will be graded at a minimum $\geq 2\%$ downward gradient towards the batter edges, in order to channel runoff out of the TSF, and prevent rainwater ponding on the dry- stacked tailings surface that may result in underlying tailings saturation.</p> <p>The maximum dry-stacked tailings crest edge will be limited to not exceed 1 m measured from the existing TSF embankment crest, with feasibility of higher dry-stacking height (subject to future approval) to be evaluated via performance evaluation requirements specified in Section 6 of Attachment 1 (pp 21-22).</p>
1.	2.8 – Attachment 1A: Proof of occupier status	<p>(a) Please confirm which mining tenements are to be included within the prescribed premises. Appendix 1 below shows the discrepancies listed throughout the application.</p> <p>(b) Please provide mining tenement details reports for all tenements within the prescribed premises. These reports must be consistent with the premises map provided and the premises area must be continuous. Please refer to Table 1 of Appendix 1 for summary of the details provided. Figure 1 of Appendix 1 shows the premises map provided.</p> <p>If necessary, please provide an updated map of the premises outlining the premises' boundary.</p>	<p>The mining tenements included withing the prescribed premises boundary are:</p> <ul style="list-style-type: none"> • M26/148 • M26/197 • M26/248 • M26/357 • M26/364 • M26/409 • M26/417 • M26/635. <p>In relation to Appendix 1:</p> <ul style="list-style-type: none"> • Application form – M26/197 was incorrectly listed as M26/297; M26/417 was incorrectly listed as M26/440. • PP map – correct tenements shown • Tenement reports - M26/197 & M26/417 reports were not provided <p>Mining tenement detail reports for M26/197 and M26/417 are included as Attachment 2.</p>
2.	2.9 - Attachment 1B: ASIC company extract	<p>(a) Please provide a copy of the current company information extract from the ASIC website (labelled as attachment 1B).</p> <p>Only a Company Information Summary has been provided.</p>	Included as Attachment 3.

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3.	4.1 Prescribed infrastructure and equipment	Please clarify and list what infrastructure and equipment is needed to be installed at the premises in order to undertake the excavation, transport and stacking of dry tailings onto the above ground TSF. Please provide a map or drawing showing the layout of this infrastructure if available.	The only infrastructure required to excavate, transport and dry stacking of tailings are: excavator, truck and dozer. As these are mobile equipment operating at the pit, haulage route and TSF (i.e. there is no stationary equipment i.e. conveyor etc), Black Cat considers it is not appropriate to map this.
4.	Part 9: Emissions, discharges and waste	<p>(a) Page 18 of the <i>Works Approval Application Supporting Document</i> (supporting document) indicates that construction work will be limited to:</p> <ul style="list-style-type: none"> • Stripping any deleterious material from the surface of the tailings storage facility (TSF) • Proof roll the surface of the tailings storage facility (TSF) as directed by the Geotechnical Engineer <p>Please clarify the criteria used in the compaction work and the standard that will be achieved.</p>	<p>An updated TSF geotechnical report has been produced by TailCon (2025) and is included as Attachment 1.</p> <p>Tailings will be conditioned as per requirements set out in Section 2.2 of TailCon (2025) (Attachment 1, Section 2.2, pp 8-9), specifically where fine-grained tailings are encountered within the pits, to ensure the overall tailings mass remain sufficiently desaturated and can therefore geotechnically shear in a drained and liquefaction-resistant manner at all times.</p> <p>Excavated tailings material (fines) will be conditioned to lower its moisture content from ~40% to $\leq 27.5\%$ by:</p> <ul style="list-style-type: none"> • Spreading out excavated fine-grained tailings material, on open flat ground in approximately 400 mm horizontal loose lifts, to enable sufficient solar desiccation and evaporative drying until it can be transported with haul trucks without undergoing liquefaction. Transportation trials will be undertaken to determine at what moisture content can the excavated tailings material be transported without liquefying; and / or • Co-mixing 1 parts fine-grained tailings material : 3 parts coarse-grained tailings material in tonnage terms to ensure the overall tailings mass possess moisture content $\leq 15\%$. <p>In addition the following is provided in relation to trafficability:</p> <p>4 EARTHWORK MACHINERY TRAFFICABILITY</p> <p>The trafficability of different types of earthwork machinery over dry-stacked tailings placed over Fingals TSF has been evaluated on the basis of the maximum allowable tyre / track ground-bearing pressure $q_{b,all}$ that the tailings can geotechnically support. The $q_{b,all}$ estimation has been undertaken based on the following assumptions, utilising GSI data and interpretive findings contained in referenced Geosynthetic document:</p> <ul style="list-style-type: none"> - $q_{b,all}$ = ultimate ground-bearing capacity q_{ult} divided by a bearing Factor of Safety $FoS_{bearing} = 2.0$. - q_{ult} = Analytical equation based on classical Terzaghi's Bearing Capacity Theory, utilizing Mohr-Coulomb parameters for dry-stacked tailings as per Table 3-5. <p>The estimated $q_{b,all}$ for tyre / tracks traversing across the proposed dry-stacked tailings surface is 200 kPa, as such the type of recommended earthwork machinery that can traverse across the surface is limited to the following:</p> <ul style="list-style-type: none"> • Large dozers (i.e. CAT D9 to CAT D11 or equivalent).

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			<ul style="list-style-type: none"> Articulated dumper trucks (ADTs) limited to a payload capacity not exceeding 40T (i.e. Doosan Moxy DA40 or equivalent). Larger ADTs (i.e. CAT 777) might be considered, however, the use of the larger equipment will be subject to inspecting and approving the performance on the existing tailings surface, by TailCon. <p>The following operational constraints will be complied with when operating the above earthworks machinery on the dry-stacked tailings surface:</p> <ul style="list-style-type: none"> Where practicable ADTs shall not encroach any closer than 5 m from the crest edge of the dry-stacked tailings surface. Dozers are allowed to encroach up to the crest edge of the dry-stacked tailings surface, however shall only do so in the movement direction perpendicular to the crest edge alignment.
		(b) The <i>Hydro-meteorological & Surface Water Management Study</i> (Groundwater Resource Management, 2021) made some recommendations on the management of potential flooding of the open pits following direct precipitation. Please clarify whether any of these recommendations will be implemented.	<p>Yes, recommendations will be implemented, including:</p> <ul style="list-style-type: none"> roll-over bunds at the top of pit ramps to prevent water flow into the pit. contouring built up areas and culverts to direct flow to stormwater sumps. oily water separators on wash bays.
		(c) Please confirm whether any control will be implemented for the management of contaminated stormwater during time limited operations at the premises.	<p>Yes, contaminated stormwater will be directed to sumps at low points around cleared areas. The main contaminant will be salt water which will be contained in sumps.</p> <p>For the TSF Black Cat has included provision for bund/drain around the perimeter of the TSF to capture any potential runoff prior to capping and construction of a minimum 1.5m high windrow located 10m from toe of TSF embankment.</p> <p>Oil-water separators will be used for hydrocarbon contaminated water at wash down bays.</p>
		(d) Page 18 of the supporting document states that a geochemical characterisation of the Imperial-Majestic tailings (considered to be representative of the Fingals tailings) was undertaken in 2021. Please provide this geochemical report.	A copy of the report is included as Attachment as Attachment 4.
		(e) Page 18 of the supporting document also states that historic tailings samples were collected from Fingals in 2014. Could you please provide a copy of the study undertaken if available. Alternatively, please provide any further evidence of the results as stated.	No formal study undertaken. The results in Table 3 of the supporting document for the Fingals tailings are taken direct from the spreadsheet which is included as Attachment 5. This is the only detail provided by the former tenement holders.
		(f) Historic tailings will be removed from the Bagus in-pit TSF. Please confirm whether any physical analysis of these tailings has been undertaken.	<p>Tailings are proposed to be removed from Bagus and Futi Bagus pits.</p> <p>Appendix B included with the WApp supporting document 'Futi Bagu In-Pit Tailings Storage Facility – Geotechnical Cutback Design Assessment' includes physical analyses of the tailings from Futi Bagus.</p> <p>Given the tailings were sourced from the same plant and from the same deposit (consistent geology), these results are considered consistent for Bagus tailings.</p>

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		(g) Please provide a copy of the waste characterisation reports undertaken at the premises, as stated on page 21 of the supporting document.	Reports included as Attachment 6.
		(h) The Futi Bagus In-pit Tailings Storage Facility document appears to indicate that samples taken from the Futi Bagus In-pit TSF show a moisture content between 6 and 43%. The supporting document states that moisture content at the same locations are much lower and vary between 0.12 and 8.8%. Could you please explain this discrepancy.	Moisture content results are variable depending on the timing of assessment. 43% moisture was a near surface sample taken in winter. Deeper samples vary between 6-8% moisture. Moisture content from lab samples were kept in sealed bags. Other than one sample at ~9%, results are anomalously low. Black Cat considers that outliers should be considered anomalous and moisture assumed to be 6-9%.
		(i) Please confirm whether the timeline outlined on page 14 of the supporting document is correct (different timelines are provided throughout the different reports).	The timeline was: Stage 1 – Fingals (~200,000 t) – Year 1 Stage 2 – Bagus and Futi Bagus (1.15Mt) – Year 2. The timeline for the works is as per that outlined but is dependent on receipt of the relevant DMPE approvals i.e. Bagus and Futi Bagus may occur in Year 2 or Year 3.
		(j) Please confirm the annual throughput applicable to this works approval.	The WApp applies to dry stacking of a fixed volume of tailings stored in the pits to the TSF rather than an ‘annual throughput’. The total volume of tailings to be dry stacked on the TSF is 1.3Mt which will be completed in different stages: Stage 1 – Fingals (~200,000 t) Stage 2 – Bagus and Futi Bagus (1.15Mt). Allowing for all Futi Bagus/Bagus tailings to be removed in one year the maximum throughput would be ~1.15 Mt, where the actual ‘throughput’ would be 20,000t Year 1 and then 1.15 Mt when Bagus and Futi Bagus are mined (dependent on mining schedule).
		(k) Please confirm how the tailings will be transported to the TSF (for instance whether covered or uncovered trucks will be used) and how will dust emissions be managed	Uncovered dump trucks will haul the tailings from the pit to the TSF. Weather will be monitored (wind/rain) and mining methods will adapt to manage dust. e.g. no tailings haulage on dry windy days. Given the short duration for the dry stacking of tailings the potential emission source is limited.
		(l) Please confirm the sources of water stored in the lined turkey’s nest dam mentioned on page 15 of the supporting document. Please outline the turkey’s nest approximate capacity and size.	Water is pumped from the Majestic pit located ~8km north of Fingals. Mine dewater (where intercepted) will also be pumped to the lined turkeys nest. The turkeys nest is ~90m x 50m and has capacity for ~5,000 KL.

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		(m) Page 14 of the supporting document states that mining of the Fingals pit will occur below the water table. Please quantify the volume of dewatering you expect to undertake in tonnes per year and where this water will be stored or discharged to the environment. Will a future application be submitted if the dewatering activities trigger 'Category 6: Dewatering to allow mining of ore' under Schedule 1 of the EP Regulations?	Recent groundwater studies at Fingals indicate inflow rates of <5L/s. Based on ~10 months mining below the water table, this equates to ~13,000kL of water, which will be used for dust suppression. As such, no discharge is required which would trigger the Category 6 requirement.
		(n) Please confirm how the water used for dust suppression purposes will be applied (i.e. whether the water carts will be fitted with spray bars, nozzles etc.)	Spray bars on roads, nozzles in the pit.