



a mining and metals company

Traffic Management Plan

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1 Introduction

Dendrobium Mine is an underground mine which commenced construction in January 2002 following approval from the Minister of the then Department of Urban Affairs and Planning on 20 November 2001. Longwall mining commenced at Dendrobium in April 2005. The mine is owned and operated by Dendrobium Coal Pty Ltd, a subsidiary of Illawarra Coal Holdings Pty Ltd (ICHPL), which is a wholly owned subsidiary of Gear M Illawarra Met Coal Pty Ltd. The mine operates on a continuous basis, 24 hours a day and 7 days a week.

The mining operations are located immediately adjacent to Mount Kembla, approximately 8 km west of Wollongong, NSW, on the Illawarra escarpment (refer to Plan 1). Mount Kembla village, located within 500 m of the Pit Top site, has close historical links with coal mining.

Dendrobium produces predominantly metallurgical coal from the Wongawilli Seam (Areas 1, 2, 3) and is approved to produce up to 5.2 million tonnes of run of mine (RoM) coal per annum. The BlueScope Steel Port Kembla Steel Works (PKSW) is a major customer. In addition to Australian based customers, coal is exported via the Port Kembla Coal Terminal (PKCT) to international customers.

Approval for mining in Areas 1, 2 and 3 was granted under DA 60-03-2001, as modified (the Consent).

The Consent allows mining operations to take place in the mining area until 31 December 2030. Resources are available for mining to extend beyond this period and would be subject to further approvals.

Cordeaux Colliery is owned and operated by Endeavour Coal Pty Ltd, a subsidiary of ICHPL. Coal production ceased at the site in March 2001 and recovery of longwall mining equipment was completed on 12 April 2001. Following cessation of mining, the Colliery was placed on care and maintenance, on which it remains. The Cordeaux Colliery Pit Top functions as office space and a storage facility for various departments. The Pit Top is also used as a base for exploration activity across the Dendrobium and Appin mining leases and exploration tenements, and for access into the WaterNSW Catchment Special Area (Special Area).

Dendrobium Mine, Cordeaux Colliery and Appin Mine (and associated facilities) are collectively operated by GM³.

This Traffic Management Plan (TMP) has been prepared to detail the relevant traffic impacts, compliance procedures, and controls relating to the mining operations and associated activities. This TMP has been prepared to satisfy Condition 25 of Schedule 4 of the Consent for the Traffic Management Plan.

1.1 Objectives

The objectives of this TMP are to:

- outline processes to comply with the Consent conditions;
- describe transport routes and traffic types;
- manage and minimise the impact of traffic on the community and address traffic safety issues;
- outline a protocol for undertaking dilapidation surveys; and
- detail a Drivers' Code of Conduct (DCOC) for all personnel associated with Dendrobium Mine, including a monitoring and reporting process.

1.2 Scope

The scope of the TMP applies to all existing and future activities related to Dendrobium Mine including operations and construction at:

- Dendrobium Pit Top - consists of administration buildings, workshop, machinery and equipment storage areas, personnel and materials access to the underground workings via the Dendrobium Tunnel, sediment pond and water treatment facility.
- Kemira Valley Coal Loading Facility (KVCLF) – receives coal from underground via the Kemira Valley Tunnel. Run of Mine (RoM) coal is transported from underground to KVCLF via an extensive coal clearance system. The coal is then fed into a rill tower and deposited onto a 140,000 tonne stockpile from which it is loaded into trains via an enclosed rail-loading chute.
- Dendrobium Coal Preparation Plant (DCPP) – located within the PKSW, the DCPP receives and washes RoM coal from the underground operations.
- Kemira Valley Rail Line (KVRL) – used to transport the coal from KVCLF to the DCPP.
- Ventilation Shaft (VS) 1 - located within the Metropolitan Special Area (MSA) administered by WaterNSW, operates as a downcast shaft (i.e. drawing fresh air into the underground workings). VS1 is located on land owned by ICHPL.
- VS2 and VS3 – located within the MSA and within Mining Lease ML 1566. VS2 operates as an additional downcast shaft whilst VS3 operates as an upcast shaft (i.e. drawing air out of the underground workings). The site includes gas drainage infrastructure for Area 3C.
- Cordeaux Pit Top - located within the Special Area. Consists of administration buildings, workshop, machinery and equipment storage areas, personnel and materials access to the underground workings via a shaft (no longer utilised), ventilation fans (no longer utilised), coal storage bins (no longer utilised), exploration core shed, sediment pond and stabilisation lagoons. Corrimal #3 shaft is located approximately 3.5 km from the pit top. Cordeaux Pit Top and Corrimal #3 shaft are on care and maintenance.

Refer to Plan 1 for locations of the above.

In addition to the above, the following residential areas of Mount Kembla are also covered by this plan:

- Cordeaux Road and vehicle movements in and around the Pit Top site; and
- Stones Road and vehicle movements in and around the KVCLF.

1.3 Environmental Management System

ICHPL has a comprehensive Environmental Management System (EMS) in place to minimise the impact of its operations on the local environment and community. The TMP is a component of the EMS which is certified to ISO 14001.

1.4 Consultation

Consultation was undertaken as part of the Version 7.0 review of the TMP with the Wollongong City Council (WCC), Mount Kembla Public School (MKPS) and Dendrobium

Community Consultative Committee (CCC). The comments from the consultation process were incorporated into Version 7.0 of the TMP.

Appendix 3 outlines comments from the relevant stakeholders following consultation and the ICHPL response.

Consultation with stakeholders as stated in Condition 25 of Schedule 4 of the Consent will only be undertaken where there is a material change to the TMP or if specifically requested by the Department. Administrative or descriptive changes do not constitute a material change.¹

2 Roles and Responsibilities

Roles and responsibilities associated with environmental management at Dendrobium Mine are defined in the Environmental Management Strategy. Table 1 outlines the roles and responsibilities associated with the implementation and periodic review of the TMP.

Table 1: Roles and Responsibilities

Roles	Responsibilities
Superintendent Environment	Implement and periodically review the TMP.
General Manager Sustainability and Approvals General Manager Dendrobium Mine General Manager Development	Provide the necessary resources and systems to ensure that requirements of the TMP are met.
Specialist Environment/Coordinator Environment	Advise, coach and mentor ICHPL operations with respect to meeting the standards and requirements of the TMP.
Logistics Supervisors Logistics Superintendent	Monitor and review compliance against the requirements of the TMP. Traffic management relating to KVCLF and KVRL.
Corporate Affairs/Community Team	Meet the commitments contained within the TMP for stakeholder engagement.
Supply Team/Warehouse Team	Investigate and follow up with delivery drivers and their parent companies on DCOC. Reinforce DCOC with transport contract partners.
Contract Service Provider Managers and supervisors	Comply with ICHPL project delivery and operational requirements.
Operations Personnel Delivery/Transport Drivers	Comply with DCOC.

¹ Consultation was not undertaken for Version 8.0 of the TMP as consultation had only recently been undertaken and the amendments were largely administrative.

3 Legislation and Planning

3.1 Consent Conditions

Potential traffic impacts associated with Dendrobium Mine were modelled during the preparation of the Dendrobium Project Environmental Impact Statement (EIS) 2001, the application for the Gas Management Infrastructure Modification (MOD 9) and the application for the receipt and processing of Russell Vale Colliery RoM Coal at the DCP. The EIS, and MOD 9 were assessed and approved under the *Environmental Planning and Assessment Act 1979 (EP&A Act)* and associated Regulations.

ICHPL will carry out the development generally in accordance with all of the necessary approvals, licences and other information described in Condition 2 of Schedule 2.

All activities carried out at Dendrobium Mine will be undertaken in accordance with the conditions of Consent (Condition 2A of Schedule 2).

In accordance with Condition 4 of Schedule 2, ICHPL will comply with any reasonable and feasible requirements of the Planning Secretary arising from the Department's assessment of:

- a) any reports, strategies, plans, programs, reviews, audits or correspondence that are submitted in accordance with the conditions of the Consent;
- b) any reviews, reports or audits undertaken or commissioned by the Department regarding compliance with the conditions of the Consent; and
- c) the implementation of any actions or measures contained in these documents.

Appendix 1 outlines the traffic management requirements of the Consent and cross references where the requirements have been addressed within the TMP.

The documents as listed in Condition 11 of Schedule 8 will be made publicly available.

3.2 Wollongong City Council Consent

Cordeaux Colliery currently operates under Development Consent D74/134, issued by Wollongong City Council.²

3.3 Environment Protection Licence Requirements

Environment Protection Licence (EPL) 3241 applies to Dendrobium Mine and EPL 611 applies to Cordeaux Colliery and associated activities. A copy of these licences can be accessed at the EPA website: <http://www.epa.nsw.gov.au/prpoeoapp/>.

3.4 Mining Leases

Dendrobium Mine operates in accordance with the following mining leases:

- Consolidated Coal Lease (CCL) 768.
- Mining Lease (ML) 1510 (covers the KVCLF).
- ML 1566 (covers VS2 and 3).

² Options to incorporate Cordeaux Colliery in the Dendrobium Consent are currently being investigated.

3.5 Water NSW Access Consent

Consent F2020/1545 has been issued to ICHPL pursuant to clause 10(4) of the *Water NSW Regulation 2020*. Consent F2020/1545 grants consent to ICHPL to traverse lands that are Special Areas for the purposes of undertaking the Permitted Activity within the Designated Area in accordance with the conditions of the Consent. It includes requirements for reporting incidents and the requirement for submission of an Annual Statement of Compliance.

3.6 Relevant Legislation

Key regulatory and TMP obligations applicable to Dendrobium Mine are managed via an obligations management database. The obligations are allocated to responsible personnel. This process is detailed in the Environmental Compliance/Conformance Assessment and Reporting Procedure.

Legislation that may be applicable to traffic management includes but is not limited to:

- *EP&A Act*;
- *Protection of the Environment Operations Act 1997 (POEO Act)*;
- *Road Transport Act 2013*;
- *Road Transport (General) Regulation 2021*;
- *Road Transport (Mass, Loading and Access) Regulation 2005*;
- *Road Transport (Safety and Traffic Management) Act 1999*;
- *Road Rules 2014*;
- *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*;
- *Road Transport (Vehicles Registration) Act 1999*;
- *Road Transport (Vehicles Registration) Regulation 2017*;
- *Heavy Vehicle National Law (HVNL) (NSW) No 42a of 2013*;
- *Heavy Vehicle Legislation Amendment (National Regulator) Act 2021*;
- *Heavy Vehicle (Fatigue Management) National Regulation (NSW) 2013*;
- *Heavy Vehicle (General) National Regulation (NSW) 2013*;
- *Heavy Vehicle (Mass, Dimension and Loading) National Regulation (NSW) 2013*;
and
- *Heavy Vehicle (Vehicle Standards) National Regulation (NSW) 2013*; and
- *Water NSW Regulation 2020*.

3.7 Guidelines and Standards

This TMP has been developed to be consistent with the principles of the following:

- ISO 14001:2015 Environmental Management Systems; and
- GM³ Sustainability Policy.

Other relevant guidelines for traffic management include:

- NSW RMS Road Users' Handbook;

- NSW RMS Heavy Vehicle Driver Handbook;
- NSW RMS Oversize and/or Overmass Escort Vehicle Drivers Scheme; and
- Australian Code for the Transport of Dangerous Goods by Road and Rail.

4 Baseline Assessment

4.1 Surface Facilities

A Traffic Impact Statement was prepared in 2001 by Forbes Rigby Pty Ltd as part of the original Dendrobium Project EIS (refer to Volume 2). The purpose of the assessment was to document the findings of the traffic investigations.

The conclusions from the Traffic Impact Statement include (but are not limited to):

- The regional transport network that will serve Dendrobium Mine consists of the traditional coal haulage roads in the Illawarra – Springhill Road, Masters Road, South Coast Freeway, Mount Ousley Road and Appin Road. All these roads are classified as main roads and fall under the jurisdiction of the Roads and Traffic Authority (RTA) ³. They operate as arterial roads and provide good levels of service to metropolitan traffic.
- The local transport network that will serve Dendrobium Mine is generally limited to Cordeaux Road, Stones Road as well as some internal BHP⁴ operated roads around the PKSW. These roads and immediate intersections have modest traffic volumes and provide good levels of service. There are however localised problems at the intersection of Cordeaux Road and Benjamin Road that result from traffic congestion associated with the Mount Kembla Public School and a local child care centre.
- Traffic generated during the operation phase will be limited and will also have no significant impact on the local road network, provided traffic can be scheduled outside of school drop off and pick up times.
- The increased use of the current Nebo Colliery⁵ entrance does not prejudice guideline capacities set down by the RTA. However, some improvements could be made to the existing line work and signage.
- The haulage of washery coal wash to the West Cliff emplacement will have no significant impact on the regional road network. The uphill sections of Mount Ousley Road are widened to three lanes to provide an additional slow lane for heavy vehicles.

The assessment was used as a basis for the identification and implementation of suitable management strategies to minimise traffic impacts associated with the Dendrobium operations. The strategies are outlined in Section 5.

³ Now Transport for NSW (TfNSW).

⁴ Now BlueScope.

⁵ Now Dendrobium Mine.

4.2 MOD 9 – Gas Management Infrastructure

Following commissioning of the modification infrastructure, movements would be limited to approximately one vehicle inspecting the site on a daily basis, which would result in negligible traffic impacts⁶.

4.3 MOD 10 – Coal Processing

MOD 10 included:

- Receipt and processing of RoM coal from the Russell Vale Colliery, PKCT and other sources at the DCP (modification to Consent) within the current capacity of the DCP (5.2 Mtpa of ROM coal).
- Use of internal roads at the BlueScope Port Kembla Steelworks and PKCT to transport RoM coal and product coal between the DCP and PKCT (as per existing operations for the transport of Dendrobium Mine product coal to PKCT on internal roads).
- Transport of the associated coal wash from the Russell Vale Colliery, PKCT and other sources from the DCP to the West Cliff Coal Wash Emplacement Area (CWEA) or to beneficial use (modification to Appin Mine Project Approval) within the current coal wash transport rate from the Dendrobium CPP (1.1. Mtpa).
- Receipt of coal wash from the DCP at the West Cliff CWEA or to beneficial use (modification to Appin Mine Project Approval) within approved capacity of the West Cliff CWEA.

It would remain the responsibility of the owner of the RoM coal to ensure approvals are in place to transport the RoM coal on public roads to the PKCT or Dendrobium CPP.

4.3.1 Road Transport

The modifications did not change the Dendrobium CPP processing rate or the current coal wash transport rate from the Dendrobium CPP to the West Cliff CWEA (1.1 Mtpa).

There is no requirement for any change to the road haulage route(s) on public roads, haulage vehicle type or haulage vehicle frequency, with the only exception being that the approved haulage vehicles would transport Russell Vale Colliery coal wash (in addition to Dendrobium Mine and Appin Mine coal wash) at a transport rate that would not exceed 1.1 Mtpa of coal wash.

No additional road transport impacts are therefore expected as a result of the modifications, beyond what has been previously assessed and approved.

All coal/coal wash haulage routes have been authorised, with the requisite permits issued by the National Heavy Vehicle Regulator (NHVR). ICHPL would also continue to implement traffic management strategies as a component of the Dendrobium Mine and Appin Mine Traffic Management Plans for the modifications.

4.3.2 Road Traffic Noise

As the modifications would not change the approved road haulage route(s), haulage vehicle type or haulage vehicle frequency, there would be no additional road traffic noise impacts as a result of the modifications.

⁶ Detail regarding construction traffic was removed in Version 8 review as construction was completed in February 2024 and is no longer relevant.

5 Traffic Management and Mitigation

There are various locations where the Dendrobium operations could have an impact on local traffic management. These areas, and the associated management strategies, are discussed in more detail in this section.

5.1 Operational Activities and Potential Traffic Issues

5.1.1 Dendrobium Mine Pit Top

Due to its proximity to Wollongong, Dendrobium Mine employees mostly travel to the site by light vehicle. Employee and contractor numbers vary according to operational activities being undertaken at the time, however are generally around 330 and 280 respectively. Due to the shift times at Dendrobium Mine, light vehicle movements are spaced out over a 24-hour period rather than concentrated at one time.

Medium and heavy vehicles require access to the site for the purposes of:

- delivery of materials and equipment;
- waste bin delivery and removal; and
- providing services where external equipment is required (e.g. environmental monitoring, drug and alcohol testing, crane hire etc).

Buses may be used periodically e.g. during maintenance periods to move personnel between offsite parking areas and site.

Vehicles accessing the site are required to adhere to the DCOC (see Section 5.2.3) and allowable travel times (see Section 5.2.4).

Access to the Pit Top is via Cordeaux Road, which is accessed from either:

- Picton Road > Mount Keira Road > Harry Graham Drive (northern route); or
- Princes Highway (southern route).

The majority of traffic accessing the Pit Top is via the Princes Highway.

The load limit on Harry Graham Drive is 8 tonnes.

5.1.2 KVCLF

The KVCLF is designed to operate mostly unattended except for the stockpile equipment operators and site supervisors. Medium to heavy vehicles require access to the site to transport equipment such as earth moving machinery, as well as materials such as fuels, chemicals and lubricants. Vehicles also regularly access the site for maintenance purposes and environmental monitoring.

Vehicles accessing the KVCLF are subject to the DCOC and associated allowable travel times (see Section 5.2.4).

Access to the KVCLF is via Stones Road, which is accessed from either:

- Picton Road > Mount Keira Road > Harry Graham Drive > Cordeaux Road (northern route); or
- Princes Highway > Cordeaux Road (southern route).

The majority of traffic accessing the KVCLF is via the Princes Highway.

All Dendrobium coal is transported via the KVCLF and KVRL. No coal will be transported from the KVCLF by road.

5.1.3 KVRL

The KVRL is accessed from multiple public roads for maintenance activities, dependent on the location of works to be undertaken. The primary access points are from Cordeaux Road, Stones Road, Five Islands Road and Marley Place.

5.1.4 DCP

The DCP is located within the PKSW site. There are multiple entries into the PKSW site, however the most frequently utilised entry gate to the DCP is from Flinders Street, Port Kembla. Transport of coal from the DCP to PKCT is via internal PKSW roads.

Coal wash is transported by road to either the CWEA, located at Appin North (via Springhill Road > Masters Road > Princes Motorway > Appin Road) or transported to various locations in the Illawarra Region for beneficial reuse.

All coal/coal wash haulage routes have been authorised, with the requisite permits issued by the NHVR.

5.1.5 Ventilation Shafts

VS1 is a generally unattended site, with access for routine inspections via light vehicle.

The VS2/3 site is attended for maintenance activities generally Monday to Thursday on dayshift.

Additional access to the sites for breakdown repairs or specific works will be infrequent. It would only be during these times, and upon decommissioning of the sites, that medium or heavy vehicles would require access to the site.

5.1.5.1 VS1

Access to VS1 is via Harry Graham Drive, which is accessed from either:

- Picton Road > Mount Keira Road (northern route); or
- Princes Highway > Cordeaux Road (southern route).

5.1.5.2 VS2 and 3

Prior to the commencement of gas management infrastructure at the VS2/3 site, there was infrequent access to the site, primary for maintenance activities.

Traffic to the site increased following the commencement of construction of the gas management infrastructure (MOD 9), however the significant construction activity has been completed⁷. For operations, traffic movements will predominantly consist of deliveries of consumables to the site and maintenance inspections.

Access to VS2 and 3 is via Firetrail 6C (also referred to as Fire Road), 6F and 6K located in the MSA, managed by WaterNSW. There is no general public access to these firetrails

Firetrail 6C, 6F and 6K are accessed from Picton Road > Firetrail 6 through the Cordeaux Dam Picnic Area.

⁷ At as February 2024.

5.1.6 Cordeaux Colliery Pit Top

Employees and contractors mostly travel to the site by light vehicle. The site operates on a nominal day-time basis five (5) days a week.

Medium and heavy vehicles require access to the site for the purposes of:

- delivery of materials and equipment (particularly for exploration activities);
- waste bin delivery and removal; and
- providing services where external equipment is required (e.g. environmental monitoring, drug and alcohol testing, crane hire etc).

Access to the Cordeaux Colliery Pit Top is via Picton Road. Slip lanes are in place to enter/exit the site from/onto Picton Road.

The *Cordeaux Roads and Other Vehicle Operating Areas Management Plan* (ICAMP0101) covers specifics relating to Cordeaux Colliery Pit Top.

5.2 Traffic Mitigation and Management Measures

Control measures are implemented as required to minimise the effects of traffic on the local communities associated with Dendrobium Mine and its related sites during the construction, operational and decommissioning phases of the development.

These control measures may include, but are not limited to, the following:

- signage and physical structures to notify and control drivers to encourage correct behaviour and manage road safety;
- road maintenance;
- DCOC to inform appropriate driver behaviour;
- allowable travel times for road transport;
- provision of designated car parking;
- encouraging 'car-pooling' for employees and contractors or providing bus transport;
- use of pilot/escort vehicles for oversize vehicles in accordance with the relevant NSW road requirements; and
- notification of relevant stakeholders when large loads are required (where applicable) and road closures are to occur.

5.2.1 Signage and Physical Structures

Physical structures are in place to inform drivers of road conditions in relation to the mine and its associated sites. These include signage, pedestrian refuge areas and painting of road markings both on and off the mine site⁸. Detours may be implemented as required. Authorised traffic controllers will be engaged to direct traffic if required.

All employees, contractors and visitors are required to comply with the signposted speed limits on all roads, unless lower self-imposed speed limits are in place⁹.

⁸ Marking of lines off site is only undertaken for roads required to be maintained by ICHPL i.e. Stones Road.

⁹ Stones Road has a 40 km/hr speed limit for heavy vehicles.

Temporary variable message signs may also be used to inform drivers of the local road conditions, speed limits, and alert them of area of high pedestrian activity (i.e. around the MKPS).

The speed limit for roads in the MSA is 60 km/hr unless otherwise signposted, however speeds should be reduced in specific sections of firetrails and to conditions at the time.

ICHPL has previously contributed to the widening of access roads and improvement of bridges along Cordeaux Road.

5.2.2 Road maintenance

An agreement is in place between ICHPL and WaterNSW as required by Condition 26 of Schedule 4 of the Consent for the maintenance of all non-public roads, bridges and creek crossings located in the MSA on land controlled by WaterNSW and used by ICHPL.

Road maintenance on Stones Road is undertaken as required. A maintenance agreement is in place with the WCC as required by Condition 27 of Schedule 4 of the Consent¹⁰.

Dilapidation surveys will be undertaken of public roads and firetrails utilised by ICHPL:

- prior to the commencement of construction activities and following completion of construction activities, as required; and
- prior to the commencement of decommissioning activities and following completion of decommissioning activities;
- as required by and agreed with the infrastructure owner.

Where road maintenance is required during construction or decommissioning, or where emergency repairs are required due to ICHPL operations, ICHPL will work with the infrastructure owner to manage the repairs in a timely manner.

Any dispute over implementation of repairs or rehabilitation of public roads will be referred to the Planning Secretary for resolution.

5.2.3 Drivers' Code of Conduct

5.2.3.1 Dendrobium Drivers' Code of Conduct (DCOC)

Dendrobium encourages employees, contractors and visitors to focus on their driving behaviour by reinforcing requirements during site inductions and through relevant training such as the Site Induction and Environment Awareness Training package. Driver behaviour is managed across the sites through measures such as the DCOC (Appendix 2).

Employees, contractors and visitors accessing the Dendrobium Pit Top, KVCLF or ventilation shaft sites will continue to be made aware that responsible driving is a condition of employment at Dendrobium Mine.

The DCOC outlines the driving behaviour required of all employees, contractors and visitors. Any drivers reported or found to be acting in a manner contrary to the DCOC may be subject to disciplinary action. A disciplinary procedure is in place and may apply to ICHPL employees for managing continued underperformance and misconduct.

All drivers, including operators of heavy vehicles, are required to comply with the speed limits designated by signage installed by Transport for NSW (TfNSW) and to drive to road

¹⁰ Current agreement is in place until 28 August 2026.

conditions i.e. slow down in wet conditions and on narrow roads. A heavy vehicle speed limit of 40 km/hr has been imposed by ICHPL on Stones Road.

Delivery vehicles can only access the Dendrobium Mine Pit Top and KVCLF during the allowable travel times (see Section 5.2.4) except for safety or production related emergencies where the General Manager is required to approve deliveries outside of the allowable times.

ICHPL reserves the right to review a contractors' continued working association with ICHPL following any breaches of the DCOC. This may include a review of site access by contract partners' employees, a review of contract terms or suspension/termination of the contract for repeated breaches.

5.2.3.2 PKCT Drivers' Code of Conduct (PKCT DCOC)

ICHPL's coal haulage contractors are required to observe the PKCT DCOC for deliveries to PKCT, and to apply applicable measures to other haulage routes, where relevant.

The PKCT DCOC outlines the driving behaviour required of all employees, contractors and visitors. The DCOC requires vehicles to limit compression braking, tailgate noise and speed hump noise to ensure excessive noise is not generated. It also specifies speed limit requirements, and activities such as tipping, load covering, truck washing and equipment performance. Phone numbers and protocols are provided for use in case of an incident.

Under the PKCT DCOC, periodic audits are carried out on:

- speed of trucks;
- compression braking;
- truck washing; and
- load covering.

In addition to the above audits, formal observations will be made of compliance by the haulage companies, mine sites and PKCT.

Road haulage of coal to PKCT is permitted on a 24-hour 7 day per week basis.

5.2.4 Allowable Travel Times

The Allowable Travel Times for vehicles, other than personnel passenger vehicles¹¹, to the Pit Top, KVCLF or VS1 (from Mount Kembla) are as follows:

- Monday to Friday – 7.00 am - 8.00 am, 9.30 am - 2.30 pm, 4.00 pm - 5.00 pm.
- Saturday – 8.00 am - 1.00 pm.

Dendrobium Mine shift changeover times take into account the MKPS pick up and drop off times.

5.2.5 Car Parking

Off-street car parking is provided for employees, contractors and visitors at the Dendrobium Mine Pit Top. Upgrades of car parking areas have been undertaken to provide additional car parking, and additional car parking areas will be developed if required.

¹¹ Personnel passenger vehicles are defined as vehicles used to transport people to and from work, including trades persons required to travel with their tools of trade in work vehicles to get to and from work. This definition also includes buses.

Employees and contractors are advised through pre-start shift communications that parking on Cordeaux Road in the vicinity of the Pit Top is not permitted. Reminders are provided periodically to the workforce to reiterate this requirement.

Designated off road car parking is available at the KVCLF, DCPD and Cordeaux Colliery Pit Top.

Parking of vehicles associated with Dendrobium Mine is not permitted on Cordeaux Road between Harry Graham Drive and Araluen Avenue.

5.2.6 Car Pooling

Employees and contractors at the Dendrobium Mine Pit Top are encouraged to car pool to minimise work-related light vehicle movements and parking issues. Designated car parking spaces are available for car pool vehicles.

Buses may be used to transport personnel (employees and /or contractors) to site e.g. when major maintenance and shutdown activities are occurring.

5.2.7 Use of pilot/escort vehicles for oversize loads

Pilot and escort vehicles will be utilised for oversize loads as required by legislation or as determined by the Dendrobium Mine General Manager (or delegate).

5.2.8 Community Notifications

Proactive communications will be made to relevant stakeholders where a planned operational activity has the potential to create significant traffic related issues. This may include where greater than normal volumes of heavy vehicle movements are anticipated e.g. during longwall moves, when over-dimensional loads are anticipated and where roadworks associated with ICHPL operations are planned. These notifications may be made by phone calls, door knocks, social media, email notifications, letterbox drops, via the community newsletter or at a CCC meeting.

Notification will nominally include the scheduled date(s) and approximate time(s) of the traffic movement/s and a description of the traffic movement (i.e. piece of equipment etc) or disruption.

5.2.9 Adaptive Management

ICHPL will continue to research and where relevant, develop and implement, reasonable and feasible traffic management and mitigation measures to maintain traffic and noise related issues at acceptable levels to the community, and to address any community concerns.

Improvement opportunities may also be identified during internal and external audits. These improvement opportunities will be discussed with relevant site personnel and raised through senior leadership team meetings as appropriate and will be documented in the Environment Improvement Plan or actions assigned in G360.

6 Traffic Monitoring Program

Traffic related issues associated with the Dendrobium operations will continue to be monitored to manage potential impacts to an acceptable level. The ways in which traffic related issues are monitored at Dendrobium include:

- a) DCOC; and
- b) Community Call Line.

6.1 Drivers' Code of Conduct

The DCOC is an integral part of the traffic management system for the Dendrobium operations. The monitoring of compliance against the DCOC occurs both internally (via Dendrobium Mine operational personnel and Leadership Team, ICHPL Corporate Affairs Team and Warehouse employees) and externally (via the community call line – see Section 7.1). Breaches of the DCOC are followed up as soon as practical with the employee, contractor or contract company involved, via the process outlined in the DCOC, to minimise the risk of follow-up incidents or breaches of the DCOC.

6.2 Community Call Line

Traffic issues related to the Dendrobium operations can be identified by members of the local community. The community call line (see Section 7.1) allows the local community to provide feedback on these issues to ICHPL. Enquiries and complaints received via the community call line will be followed up by the appropriate ICHPL personnel.

7 Complaints and Non-compliance Management

7.1 Complaints and Dispute Resolution

ICHPL has a 24-hour, free community call line (1800 102 210) and email address (community@gm-3.com.au) which is displayed at ICHPL Projects and Mine Sites, and included in newsletters, letters and other correspondence. The call line is for all complaints and general enquiries regarding environmental or community issues associated with ICHPL's operations.

Community complaints and enquiries may also be received in person by any employee of GM³, with details to be immediately shared with the responsible operations personnel for investigation. All traffic related complaints received in relation to Dendrobium Mine will be managed in accordance with the Community Complaints Procedure.

Upon receipt of a community complaint, preliminary investigations will commence as soon as practicable to determine the likely cause of the complaint. The complainant will receive an acknowledgement of their complaint within 24-hours of its submission. A follow up response will be provided as soon as practicable once a more detailed investigation is complete.

Where traffic related issues are raised by an affected landowner or community member and the affected landowner or community member requests feedback in relation the issue raised, the landowner or community member will be provided with the investigation results and proposed course of corrective action.

A summary of all complaints received during the reporting year is provided as part of the Annual Review. A log of complaints is also maintained on the GM³ website at [link](#).

7.2 Events, Non-Compliance, Corrective Action and Preventative Action

Events, non-compliances, corrective actions and preventative actions are managed in accordance with the Reporting and Investigation Standard and Environmental Compliance/Conformance Assessment and Reporting Procedure. These procedures, which relate to all ICHPL operations, detail the processes to be utilised with respect to event and hazard reporting, investigation and corrective action identification. The key elements of the process include:

- identification of events, non-conformances and/or non-compliances;
- recording of the event, non-conformance and/or non-compliance in the event management system;
- investigation/evaluation of the event, non-conformance and/or non-compliance to determine specific corrective and preventative actions;
- assigning corrective and preventative actions to responsible persons; and
- review of corrective actions to verify the status and effectiveness of the actions.

Traffic related incidents will be reported to all relevant agencies as detailed in Section 8.

8 Reporting and Review

Any condition of this consent that requires the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the *EP&A Act*.

This includes conditions in respect of incident notification, reporting and response, noncompliance notification, compliance report and independent audit. The conditions of the Consent may impose additional requirements to those of Division 9.4.

8.1 Annual Review

ICHPL will report on the performance of the TMP in the Annual Review.

The Annual Review will include:

- details of complaints and non-compliances and management/mitigation measures undertaken; and
- a review of the performance of management/mitigation measures and the monitoring program as applicable.

The Annual Review is prepared in accordance with Condition 5 of Schedule 8 of the Consent and is submitted to relevant agencies in September each year. Annual Reviews are made available to the general public via the GM³ website at [link](#).

8.2 Annual Statement of Compliance

In accordance with Condition 4.3.1 of Consent F2020/1545, ICHPL must provide Water NSW with a signed Annual Statement of Compliance indicating its compliance or otherwise with the conditions in Consent F2020/1545 for each 12-month period, with reports due annually by 30 September. The Consent Holder must sign and endorse the Annual Statement of Compliance and submit it to Water NSW via email to environmental.assessments@waterNSW.com.au within 60 days of the end of each reporting period. The Annual Statement of Compliance is included as an appendix in the Annual Review.

8.3 Incident and Non-compliance Notifications

8.3.1 Notification of Incidents

In accordance with Condition 3 of Schedule 8 of the Consent, the Department and any other relevant agencies will be notified within 24 hours by ICHPL after becoming aware of an incident ¹². The notification is required to be in writing and submitted to compliance@planning.nsw.gov.au and identify the development and set out the location and nature of the incident.

Within seven (7) days of notifying the Department and other relevant agencies of such an incident, the Applicant must provide the Department and these agencies with a written report that:

- a) describes the date, time, and nature of the incident;
- b) identifies the cause (or likely cause) of the incident;
- c) describes what action has been taken to date; and
- d) describes the proposed measures to address the incident.

Where an incident has caused, or had the potential to cause, environmental harm, the EPA will also be notified.

8.3.2 Notification of Incidents and Non-compliances – WaterNSW

Incidents in the Metropolitan Special Area must be reported to WaterNSW in accordance with Conditions 4.1 and 4.2 of Consent F2020/1545 by contacting the WaterNSW Incident Notification Number (1800 061 069). If a non-compliance with any of the conditions of Consent F2020/1545 are recorded, a comprehensive written report is required to be provided within 14 days of having become aware of the non-compliance. The incident report is to include the information required by Condition 4.2.1.

8.3.3 Review of TMP

In accordance with Condition 2A of Schedule 8 of the Consent, the TMP will be reviewed, and if necessary revised, within three (3) months, of:

- a) the submission of an incident report;
- b) the submission of an Annual Review;
- c) the submission of an Independent Environmental Audit (IEA) report; or
- d) the approval of any modification of the conditions of the Consent (unless the conditions require otherwise).

If necessary, to either improve the environmental performance of the development or cater for a modification, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Planning Secretary and submitted to the Planning Secretary for approval within six (6) weeks of the review.

Outcomes from each review will be documented in the Management Plan Review Log. The TMP will only be revised where a material change to site operations or environmental management has occurred, or in accordance with the review period on the TMP. Administrative or descriptive changes do not constitute a material change.

¹² An incident is defined as an occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.

Where a review triggers a revision of the TMP, the TMP will be revised and submitted to the Planning Secretary for approval. The approved TMP will be implemented.

8.4 Audits

8.4.1 IEA

In accordance with Condition 6 of Schedule 8 of the Consent, an IEA shall be commissioned every three (3) years, that will include a review of the TMP.

- a) be conducted by suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary;
- b) include consultation with the relevant agencies and the DCCC;
- c) assess the environmental performance of the development and assess whether it is complying with the relevant requirements in this consent and any relevant EPL or mining lease (including any strategy, plan or program required under these approvals);
- d) review the adequacy of strategies, plans or programs required under these approvals;
- e) recommend measures or actions to improve the environmental performance of the development, and/or any strategy, plan or program required under these approvals; and
- f) be conducted and reported to the satisfaction of the Planning Secretary.

The report is required to be submitted to the Planning Secretary and any other NSW agency that requests it, together with the response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations, within three (3) months of commencing¹³ the IEA, in accordance with Condition 7 of Schedule 8 of the Consent. A copy of the IEA and response to recommendations will be provided on the GM³ website.

The recommendations of the IEA must be implemented to the satisfaction of the Planning Secretary.

IEAs have been conducted every three (3) years since 2008, with the last IEA being conducted in 2023 and the next IEA to be conducted in 2026. Recommendations from the IEA will be incorporated into the TMP where appropriate.

8.4.2 ISO 14001

As part of the ISO 14001 certification, ICHPL maintains an environmental auditing and governance program across all of its operational sites. The program, which includes the use of competent internal and accredited external auditors, is an integral part of maintaining certification under the ISO 14001 standard.

External surveillance audits are undertaken on an annual basis, with recertification audits undertaken every three years.

Internal Governance Reviews of the TMP are nominally undertaken on a three (3) yearly basis.

¹³ The date of commencing the IEA is defined as the first day of the site inspection.

9 Summary of Commitments

Commitment	Section in TMP
ICHPL will provide personnel and resources to implement the TMP.	Section 2
ICHPL will comply with the conditions of the Consent and relevant legislation.	Section 3
Access to sites will be via defined transported routes.	Section 5
No coal will be transported from the KVCLF by road.	Section 5.1.2
ICHPL will utilise signage and physical structures to inform road users of road conditions where required.	Section 5.2.1
ICHPL will undertake road maintenance as required under agreements.	Section 5.2.2
ICHPL will communicate the requirements of the DCOC to site personnel, contractors and visitors.	Section 5.2.3
ICHPL will monitor compliance with the DCOC and take remedial action where breaches have been identified.	Section 5.2.3
ICHPL will provide designated car parking for site personnel.	Section 5.2.5
ICHPL will encourage car pooling where issues are identified with site car parking or vehicle movements to and from the site.	Section 5.2.6
Pilot and escort vehicles will be utilised for oversize loads as required.	Section 5.2.7
ICHPL will provide notifications to relevant stakeholders where planned activities may create traffic related issues.	Section 5.2.8
ICHPL will report and investigate complaints, incidents and exceedances of limits as required, and identify and implement corrective actions.	Section 7
ICHPL will undertake reporting as required.	Section 8
ICHPL will review the TMP and undertake consultation with relevant stakeholders as required.	Section 8.3.3
ICHPL will undertake audits as required.	Section 8.4

10 Terms and Definitions

Term	Definition
CCC	Community Consultative Committee
DCOC	Drivers' Code of Conduct
DCPP	Dendrobium Coal Preparation Plant
Department	Department of Planning, Housing and Infrastructure, previously • Department of Planning and Environment (DPE) • Department of Planning, Infrastructure and Environment (DPIE)
EIS	Environmental Impact Statement
EMS	Environmental Management System
<i>EP&A Act</i>	<i>Environmental Planning and Assessment Act</i>
FY	Financial Year
G360	Event reporting system
ICHPL	Illawarra Coal Holdings Pty Ltd
km	kilometre
KVCLF	Kemira Valley Coal Loading Facility
KVRL	Kemira Valley Rail Line
MKPS	Mount Kembla Public School
MSA	Metropolitan Special Area
PKCT	Port Kembla Coal Terminal
PKCT DCOC	PKCT Drivers' Code of Conduct
PKSW	Port Kembla Steel Works
RTA	Roads and Traffic Authority (now TfNSW)
TfNSW	Transport for NSW
TMP	Traffic Management Plan
WCC	Wollongong City Council

11 Referenced Documents

Document Number	Title
-	Development Consent 6-03-2001, as modified
-	Development Consent D74/134
-	Consent F2020/1545
-	EPL 3241
-	EPL 611
-	Forbes Rigby Pty Ltd (2001) Traffic Impact Statement for Dendrobium Coal Project Illawarra Coalfields for Olsen Environmental Consulting on behalf of BHP Illawarra Coal
-	Gas Management Infrastructure Modification Report (2022)
	Coal Processing Modification Report (October 2023) and Amended Modification Report (April 2024)
DENSTD0131	Dendrobium Drivers Code of Conduct
IMCP0112	Community Complaints Procedure
IMCP0098	Event Investigation Procedure
IMCP0186	Environmental Compliance/Conformance Assessment and Reporting Procedure
-	ISO 14001:2015 Environmental Management Systems Standard
IMCSTD0069	Reporting and Investigation Standard
-	Stones Road Maintenance Deed dated 28 August 2019
IMCP0344	Disciplinary Procedure
ICAMP0101	Cordeaux Roads and Other Vehicle Operating Areas Management Plan

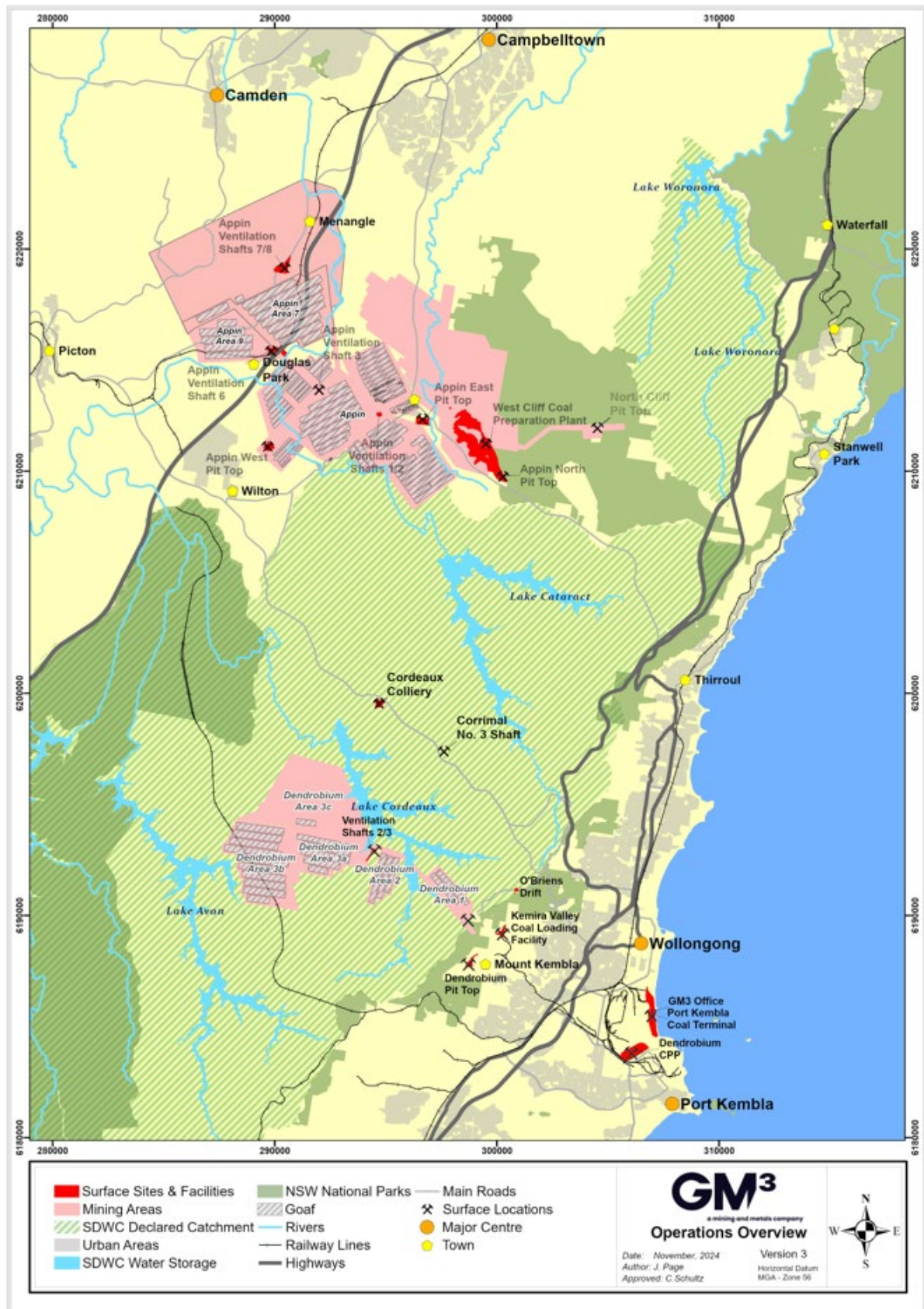
12 Review History

Full details of the document history are stored electronically in the controlled document library. Below is a summary of changes:

Version	Date	Author/ Reviewer	Summary of Changes
1.0	Mar 2008		Three yearly review as required by Development Consent
2.0	April 2009		Review as required by the revised Development Consent (issued 8 December 2008)
2.1	August 2009		Inclusion of comments from DoP received 13 August 2009
3.0	March 2012		Triennial Review
4.0	May 2017		Review and format update
5.0	June 2018	Coordinator Environment	The following changes have been made: Updated roles and responsibilities References to parent company changed Update in accordance with Development Consent
6.0	April 2021	Superintendent Environment	Update to new format. Inclusion of transport routes road maintenance requirements, removal of rail related information, expansion on DCOC requirements and inclusion of latest version of DCOC.
7.0	March 2024	Superintendent Environment	Inclusion of gas management infrastructure. Inclusion of revised Drivers' Code of Conduct. New template.
8.0	December 2024	Superintendent Environment	Review after risk assessment to ensure alignment with Roads or Other Vehicle Operating Areas Management Plan. Update to GM ³ template. General update. Inclusion of reference to MOD 10.

13 Plans

Plan 1: Dendrobium Mine Locality Plan



14 Appendices

Appendix 1: Consent Conditions - Traffic Management

Condition	Requirement	Section
Condition 2 of Schedule 2	Terms of Consent The Applicant must carry out the development generally in accordance with the: (a) Development Application (DA 60-03-2001), EIS and associated submissions to the Dendrobium Underground Coal Mine Project Commission of Inquiry, and in particular its: • Primary Submission (the Dendrobium Project, dated 30 July 2001); • Submission in Reply (the Dendrobium Project, undated); and • Environmental Effects of Subsidence Associated with the Dendrobium Project, prepared by National Environmental Consulting Services and dated August 2001; (b) Modification Application dated 12 February 2002 and supporting information dated 27 January 2002; (c) Modification Application and supporting information dated 24 May 2002 and additional supporting information dated 14 June 2002; (d) Modification Application and Statement of Environmental Effects for the Dendrobium Coal Sizer, prepared by Olsen Environmental Consulting and dated March 2005; (e) Application for Further Approval of West Cliff Emplacement Area Stage 3, Vol 2 (including Appendices), prepared by Cardno Forbes Rigby and dated July 2007, associated Response to Submissions dated 1 November 2007 and associated Statement of Commitments dated 28 November 2007 (see Appendix 3); (f) Modification Application – Modification of Area 3 Footprint and Review of Conditions of Consent dated 27 November 2007, EA and associated Statement of Commitments (see Appendix 4); and (g) Modification 7, Modification 8 and Modification 9.	Section 3.1
Condition 2A of Schedule 2	The Applicant must carry out the development in accordance with the conditions of this consent.	Section 3.1
Condition 2A of Schedule 2	The Applicant must carry out the development generally in accordance with the development layout shown in Appendix 2.	Section 3.1
Condition 4 of Schedule 2	The Applicant must comply with any reasonable and feasible requirement/s of the Secretary arising from the Department's assessment of: (a) any reports, strategies, plans, programs, reviews, audits or correspondence that are submitted in accordance with the conditions of this consent; (b) any reviews, reports or audits undertaken or commissioned by the Department regarding compliance with the conditions of this consent; and	Section 3.1

Condition	Requirement	Section
	(c) the implementation of any actions or measures contained in these documents.	
Condition 7 of Schedule 2	The Applicant must only transport coal from the surface facilities by rail.	Section 5.1.2
Condition 4 of Schedule 4	Continuous Improvement The Applicant must: (a) continue to investigate ways to reduce the noise generated by the development (including off-site road noise, noise and vibration impacts from the operation of the Kemira Valley rail line and maximum noise levels which may result in sleep disturbance); (b) continue to implement all reasonable and feasible best practice noise mitigation measures; and (c) report on these investigations and the implementation and effectiveness of these measures in the Annual Review, to the satisfaction of the Secretary.	Section 5.2 Noise Management Plan Section 8
Condition 25 of Schedule 4	Road Transport The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Secretary. This plan must: (a) be submitted to the Secretary for approval by 30 April 2009; (b) be prepared in consultation with the WCC, Mt Kembla Primary School and the CCC; (c) include traffic control measures for truck movements through residential areas, including Stones Road and its intersection with Cordeaux Road; (d) provide that mine shift changeover times and deliveries by heavy vehicle to the pit top facilities and KVCLF do not conflict with pick-up and drop-off times for Mt Kembla Primary School students; (e) provide heavy vehicle speed limits; (f) include a Driver's Code of Conduct to be applied to the Applicant's employees and contractors working at the development and measures for the enforcement of this code; and (g) include procedures for regular monitoring of compliance with this plan. The Applicant must implement the Traffic Management Plan as approved by the Secretary.	Date is in the past Appendix 3 Section 5 Section 5.2.4 Section 5.2.3 Section 5.2.3 Section 6
Condition 26 of Schedule 4	Road Maintenance The Applicant must enter into an agreement with WaterNSW, to the satisfaction of the Secretary, to share the reasonable costs of maintenance of all access roads, bridges and creek crossings located on land controlled by WaterNSW and used by the Applicant.	Section 5.2.2
Condition 27 of Schedule 4	The Applicant must establish an agreement with WCC to share the reasonable costs of maintenance of Stones Road for the life of the development. Prior to decommissioning of the mine, Stones Road must be inspected, to the satisfaction of WCC, and the road restored	Section 5.2.2

Condition	Requirement	Section
	by the Applicant to a standard not less than its condition prior to the development's approval. If roadworks are not carried out by the Applicant within one month of being informed by WCC that these works are required under the maintenance agreement, WCC shall be entitled to carry out such maintenance work at the Applicant's cost. Any dispute over implementation of this condition is to be referred to the Secretary for resolution.	
Condition 2 of Schedule 8	Management Plan Requirements Management plans required under this consent must be prepared in accordance with relevant guidelines, and include: (a) a summary of relevant background or baseline data; (b) details of: (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions); (ii) any relevant limits or performance measures and criteria; and (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures; (c) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria; (d) a program to monitor and report on the: (i) impacts and environmental performance of the development; and (ii) effectiveness of the management measures set out pursuant to condition 2(c); (e) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible; (f) a program to investigate and implement ways to improve the environmental performance of the development over time; (g) a protocol for managing and reporting any: (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); (ii) complaint; (iii) failure to comply with statutory requirements; and (h) a protocol for periodic review of the plan.	Section 4 Section 3 Section 5 Section 6 Section 5.2.9 Section 5.2.9 Section 7.2 Section 7 Section 8.3 Section 8.3.3
Condition 3 of Schedule 8	Within 24 hours of detecting the occurrence of an incident that causes (or may cause) material harm to the environment, the Applicant must notify the Department and other relevant agencies of the incident.	Section 8.3.1
Condition 4 of Schedule 8	Within 7 days of notifying the Department and other relevant agencies of such an incident, the Applicant must provide the Department and these agencies with a written report that: (a) describes the date, time, and nature of the incident; (b) identifies the cause (or likely cause) of the incident;	Section 8.3.1

Condition	Requirement	Section
	(c) describes what action has been taken to date; and (d) describes the proposed measures to address the incident.	
Condition 5 of Schedule 8	Annual Review By the end of September each year (or other such timing as may be agreed by the Secretary), and for at least 3 years following the cessation of mining at the development, the Applicant must submit an Annual Review to the Secretary, CCC and all relevant agencies reviewing the environmental performance of the development to the satisfaction of the Secretary. This report must relate to the previous financial year and: (a) identify the standards and performance measures that apply to the development; (b) describe the development (including any rehabilitation) that was carried out in the previous financial year; (c) describe the development (including any rehabilitation) that is proposed to be carried out over the current financial year; (d) include a summary of the complaints received during the past year, and compare this to the complaints received in previous years; (e) include a summary of the monitoring results for the development during the past year; (f) a comprehensive review of the monitoring results and complaints records of the development over the previous financial year, including a comparison of these results against the: (i) relevant statutory requirements, limits or performance measures/criteria; (ii) requirements of any plan or program required under this consent; (iii) monitoring results of previous years; and (iv) relevant predictions in the documents listed in condition 2 of Schedule 2. (g) identify any non-compliance or incident which occurred in the previous financial year, and describe what actions were (or are being) taken to rectify the non-compliance and avoid reoccurrence; (h) evaluate and report on: (i) the effectiveness of the noise and air quality management systems; and (ii) compliance with the performance measures, criteria and operating conditions in this consent; (i) identify any trends in the monitoring data over the life of the development; (j) identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and (k) describe what measures will be implemented over the next financial year to improve the environmental performance of the development. Copies of the Annual Review must be submitted to the affected Councils and made available to the CCC and any interested person upon request.	Section 8.1
Condition 6 of Schedule 8	Independent Environmental Audit By 31 December 2011, and every 3 years thereafter, unless the Secretary directs otherwise, the Applicant must commission and pay	Section 8.4.1

Condition	Requirement	Section
	the full cost of an Independent Environmental Audit of the development. This audit must: (a) be conducted by suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary; (b) include consultation with the relevant agencies and the CCC; (c) assess the environmental performance of the development and assess whether it is complying with the relevant requirements in this consent and any relevant EPL or mining lease (including any strategy, plan or program required under these approvals); (d) review the adequacy of strategies, plans or programs required under these approvals; (e) recommend measures or actions to improve the environmental performance of the development, and/or any strategy, plan or program required under these approvals; and (f) be conducted and reported to the satisfaction of the Secretary. Note: This audit team must be led by a suitably qualified auditor and include experts in the fields of a) mine subsidence impacts and remediation and b) stream hydrology and water quality.	
Condition 7 of Schedule 8	Within three months of commencing an Independent Environmental Audit, or within another timeframe agreed by the Secretary, the Applicant must submit a copy of the audit report to the Secretary, and any other NSW agency that requests it, together with its response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations. The recommendations must be implemented to the satisfaction of the Secretary. Note: The audit team must be led by a suitably qualified auditor and include experts in any fields specified by the Secretary.	Section 8.4.1
Condition 8 of Schedule 8	Any condition of this consent that requires the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the EP&A Act. This includes conditions in respect of incident notification, reporting and response, non-compliance notification, compliance report and independent audit.	Section 8
Condition 11 of Schedule 8	Access to Information Before the commencement of Modification 8 until the completion of all rehabilitation required under this consent, the Applicant must: make the following information and documents (as they are obtained, approved or as otherwise stipulated within the conditions of this consent) publicly available on its website: - the documents referred to in condition 2 of Schedule 2 of this consent; - all current statutory approvals for the development; - all approved strategies, plans and programs required under the conditions of this consent; - minutes of CCC meetings;	Section 3.1 Section 7

Condition	Requirement	Section
	- regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent; - a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs; - a summary of the current stage and progress of the development; - contact details to enquire about the development or to make a complaint; - a complaints register, updated monthly; - the Annual Reviews of the development; - audit reports prepared as part of any Independent Environmental Audit of the development and the Applicant's response to the recommendations - any other matter required by the Secretary; and b) keep such information up to date, to the satisfaction of the Secretary.	Section 8

Appendix 2: Dendrobium Drivers' Code of Conduct

Standard

Dendrobium Drivers Code of Conduct

Department: APPROVALS & EXTERNAL AFFAIRS Site: DENDROBIUM MINE

Role	Position
Document Owner	Superintendent Environment
Document Approver	Superintendent Environment

1 Purpose

The Dendrobium Drivers' Code of Conduct (the Code) is a requirement of the Dendrobium Mine Development Consent 60-03-2001 (as modified). The aim of the Drivers' Code of Conduct is to minimise the impacts of traffic associated with Dendrobium Mine on local residents by reducing noise and limiting traffic, resulting in a safer traffic environment for the whole community. All employees, visitors and contractors engaged to work at Dendrobium Mine or the Kemira Valley Coal Loading Facility (KVCLF) are required to drive in a responsible manner and adhere to the requirements of the Drivers' Code of Conduct.

2 Allowable Travel Times

NO VEHICLES (other than personnel passenger vehicles as defined below) are to travel to or from the Dendrobium Mine Pit Top or KVCLF through the area between the eastern end of the Mount Kembla Village and the Dendrobium Pit Top entrance at the western end of the Mount Kembla Village (the Curfew Zone) outside of the allowable travel times in the table below, except in cases of emergency. **These hours also apply during school holidays. There are no allowable travel times on Sundays and Public Holidays.**

Allowable Travel Times	
Monday to Friday	7.00 am – 8.00 am
	9.30 am – 2.30 pm
	4.00 pm – 5.00 pm
Saturday	8.00 am – 1.00 pm
For all enquiries contact Dendrobium Warehouse Coordinator on 02 4255 4445	

Personnel passenger vehicles are defined as vehicles used to transport people to and from work, including trades persons required to travel with their tools of trade in work vehicles to get to and from work. Although personnel passenger vehicles may travel through the Mount Kembla Village outside of the allowable times, personnel are strongly encouraged to plan their work so travel is not required outside of the allowable times.

No 'B' Doubles are allowed to travel on Cordeaux Road at any time as determined by Transport for NSW (TfNSW).

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Dendrobium Drivers Code of Conduct



3 Recording of Breaches

A 24-hour Community Call Line (1800 102 210) and email (community@gm-3.com.au) is in place for local residents to lodge complaints against any driver observed contravening this Code. All complaints are investigated, and disciplinary action may be taken. Breach notices may also be issued. Complaints pertaining to a breach of the Code are included in the complaints report published on the GM³ website (available [here](#)).

Event reports will be completed by Dendrobium Mine or KVCLF personnel where breaches of the Code have been identified.

4 Penalties for Non-compliance

If a person or company is found to be acting contrary to this Code, disciplinary action may be taken. This will include, but not be limited to:

- 1st occurrence – warning letter.
- 2nd occurrence – warning letter and suspension of driver from site for a defined period.
- 3rd occurrence – final warning letter and review of the person's or company's continued working association with GM³.

Note that these breach notices apply over a 12-month rolling period. GM³ reserves the right to review a person's or company's continued working association with GM³ following any breaches of the Code.

5 Other Requirements

You **MUST NOT**:

- Drive to or from the Dendrobium Mine Pit Top or KVCLF through the Curfew Zone outside of the allowable travel hours (unless in a personnel passenger vehicle).
- Exceed the maximum speed limits posted by TfNSW on any roads (Note: the speed limit **for all vehicles** between the speed humps on Cordeaux Road is **40 km/hr at all times**, not only during school hours).
- Exceed 40 km/hr on Cordeaux Road between the junction with Harry Graham Drive and the Rural Fire Service building **at any time** if driving a heavy vehicle.
- Exceed 40 km/hr along Stones Road **at any time** if driving a heavy vehicle.
- Overtake in awkward, inappropriate situations or where vision is limited.
- Throw rubbish out of your vehicle as you are travelling.
- Park on Cordeaux Road between Harry Graham Drive and Araluen Avenue.
- Keep truck engines idling at the entrance to the Mount Kembla Village (at the start of the Curfew Zone/Mount Kembla sign) outside of the allowable travel times.

You **MUST**:

- Use defined routes and take extreme care along Cordeaux Road to the Dendrobium Mine site (from the Princes Highway) and Stones Road to KVCLF Site, **particularly in narrow zones, on bridges, in residential areas and near the Mount Kembla Public School and Day Care Centre**, and always be alert for pedestrians and cyclists. Do not deviate from these routes without prior approval.
- Use an escort vehicle for oversize vehicles in accordance with the relevant NSW road requirements.
- Stop at all designated stop signs along Stones Road to KVCLF.

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Dendrobium Drivers Code of Conduct



- Hold a current and valid driver licence for the class of vehicle that you operate.
- Adjust your driving to the road conditions (slow down in wet conditions and on narrow roads).
- Demonstrate driver courtesy.
- Limit the use of compression braking (except where it is not safe to do so).
- Comply with the road rules pertaining to your vehicle, including use of mobile phones.
- Comply with site parking, speed limits and traffic management requirements.
- Drive in a manner that minimises vehicle noise.
- Cover loads (where required) and properly secure loads so no loose items can dislodge from trays.

The map provided on Page 4 of this document shows the location of the:

- Curfew Zone;
- designated transport routes;
- 40/km per hour zones on Stones Road and Cordeaux Road for heavy vehicles; and
- the high pedestrian activity area/School Zone.

Refer to the Dendrobium Mine Traffic Management Plan (DENMP0043) for more details on traffic management requirements. This plan is available on the GM³ website: [link](#).

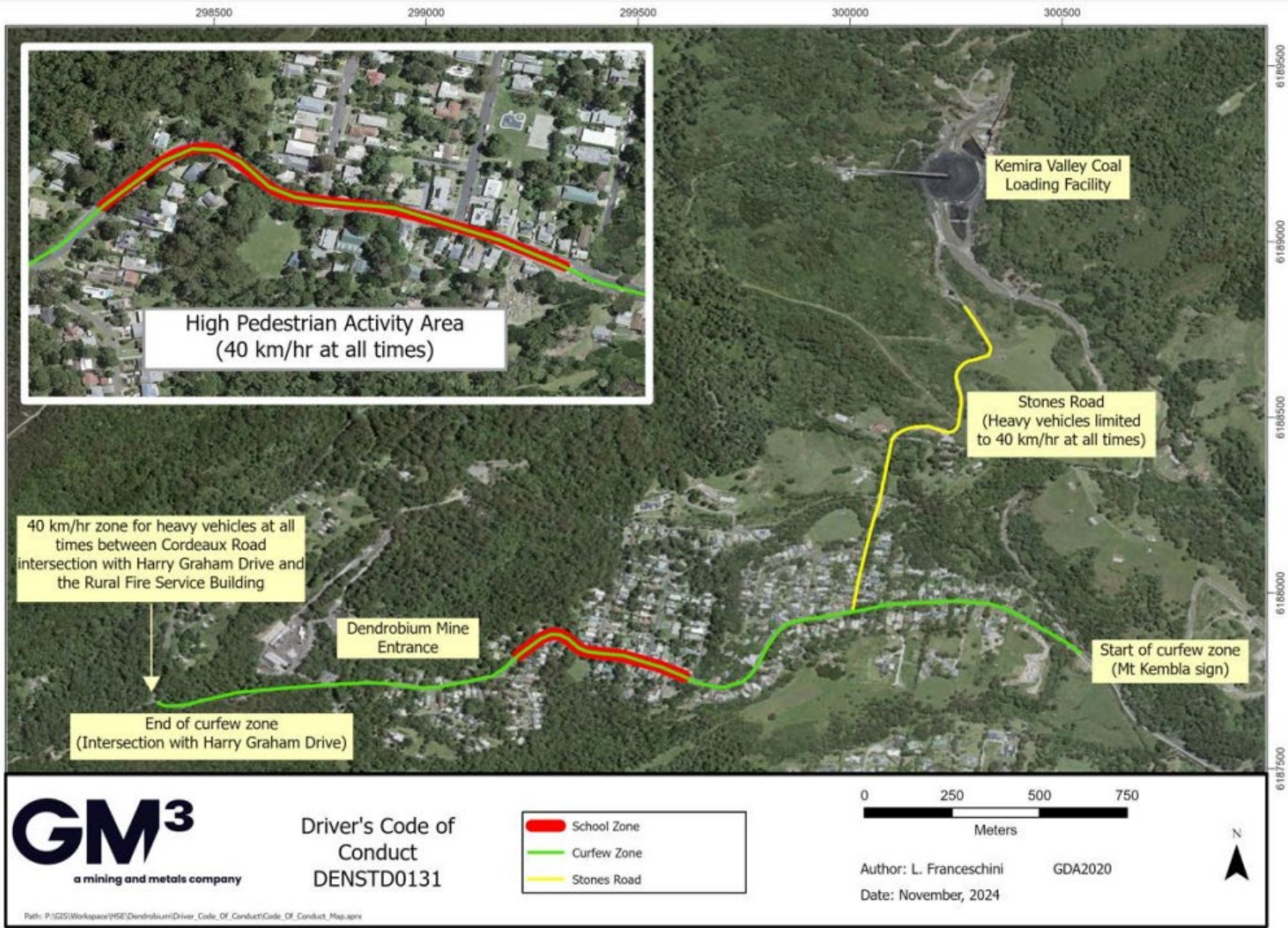
6 Review History

Full details of the document history are stored electronically in the controlled document library. Below is a summary of changes:

Version	Date	Author/ Reviewer	Summary of Changes
6.0	30/08/2018	Peter McMillan	New South32 format.
7.0	15/05/2020	Chris Schultz, Tom McMahon, Amanda Blunt, Amber Cleary, Terry Lee	Updated to include feedback from community member.
8.0	13/12/2023	Chris Schultz, James Alchin, Terry Lee, Antony Leone, Mark Lopeman, Sandra Moreno Penaranda, Rod Mapstone	General update. Addition of no parking zone on Cordeaux Road, limitation of truck idling and rewording of escort vehicle requirements.
9.0	18/11/2024	Chris Schultz, Luca Franceschini, Termira Speer, Antony Leone, Terry Lee	Update to map. Inclusion of references to GM ³ and new website links.



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Appendix 3: Stakeholder Consultation

Agency Comments	ICHPL Response
Wollongong City Council	
<u>Email received from WCC on 29 April 2021</u> Thanks for the opportunity to review the Dendrobium Mine Draft Traffic Management Plan 2021. The Draft Traffic Management Plan has been reviewed by Council's Development Engineering team and found to be satisfactory. No further comments are provided.	Noted
<u>Email received from WCC on 17 January 2024</u> Thanks for the opportunity to review the new Draft Traffic Management Plan for Dendrobium Colliery. The only recommended change to the Draft TMP relates to the third bullet point in the Traffic Impact Statement section is namely: Traffic generated during the operation phase will be limited and will be also have no significant impact on the local road network, provided traffic can be scheduled outside of school drop off and pick up times.	Wording amended
Mount Kembla Public School	
<u>Email received from MKPS Principal on 19 April 2021</u> I appreciated our meeting with IMC last term. Since the meeting I have read through the Traffic Management Plan and I don't have anything to add at this time.	Noted
<u>Email received from MKPS Principal on 18 December 2023</u> Thanks for sharing the Traffic Management Plan with the school. I only have one question about the plan. I note the plan indicates ensuring management of heavy vehicle movement and shift changes during school drop-off and pick-up times. I am wondering if the prior plan was more specific around the timing than this plan? I have a memory of specific times	Clarification provided by email on 19 December 2023 The allowable travel hours are included in Section 5.2.4 of the Traffic Management

Agency Comments	ICHPL Response
being included in the document but I don't have a copy to compare it against. I know heavy vehicle movement during these times has been of concern to some families in the past, therefore, it is probably still relevant for the community. Follow up email received from MKPS Principal on 20 December 2023 Thanks for the clarification. I appreciate you taking the time to locate and share this information.	Plan and also included in the Drivers Code of Conduct, Appendix 2: It is noted that by definition, as heavy vehicles are not personnel passenger vehicles, they are not permitted to travel to site outside of the allowable travel times.
Community Consultative Committee	
<u>Email received from CCC Chair on 28 April 2021</u> The comments received from the CCC are as follows: I don't see mention of prohibition of parking on Cordeaux Road in the Drivers' Code of Conduct. Whilst the TMP does state that employees and contractors are advised through pre-start shift communications, there is no suggestion of how frequently that reminder is given. The reason I mention it is that complaints of parking on Cordeaux Road are mentioned from time to time at DCCC meetings, so I wonder if there is a possibility that mine-related motorists forget or didn't hear the instruction in the first place.	The DCOC requires personnel to comply with site parking requirements. The restriction relating to parking on Cordeaux Road and communication of this requirement has been included in Section 5.2.5 of the TMP.
<u>Email received from CCC Chair on 16 January 2024</u> I'm writing to advise that no feedback was received from Dendrobium CCC members regarding the Dendrobium Mine Traffic Management Plan. The plan was circulated to members for comment on 14 December 2023 and again on 5 January 2024.	Noted.
Department	
<u>Approval received 29 May 2021</u> The Department has carefully reviewed the document and is satisfied that it generally meets the requirements of the relevant conditions. Accordingly, the Planning Secretary has approved the Traffic Management Plan (Revision 6, dated April	Noted.

Agency Comments	ICHPL Response
2021). Please ensure that the approved plan is placed on the project website at the earliest convenience.	
<u>Comment received 15 March 2024</u> Given the uncertainty around the progression of MOD 10, please remove the reference of the modification application from the document.	Reference to MOD 10 removed.

Appendix 4: Management Plan Approval

To be inserted when received