



# APPIN MINE TRAFFIC MANAGEMENT PLAN

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## DOCUMENT REVISION LOG

### Persons authorising this Plan

NAME	TITLE	DATE
Chris Schultz	Lead Environment	June 2020

### Document Revisions

REVISION	DESCRIPTION OF CHANGES	DATE
0.0	New Document	September 2012
1.0	Updated to include consultation with Agencies.	June 2015
2.0	Updated for MOD2 Approval	January 2017
3.0	Review of content/format and inclusion of brine transport	June 2020

### Persons involved in the review of this Plan

NAME	TITLE	COMPANY	EXP (YRS)	DATE
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## 1. INTRODUCTION

Appin Mine incorporates the underground mining operations, which extract coal from the Bulli Seam, and associated surface activities, including the West Cliff Coal Preparation Plant (WCCPP) and Coal Wash Emplacement Area (CWEA). Appin Mine is located approximately 25 kilometres (km) north-west of Wollongong in New South Wales (See Plan 1). Appin Mine is owned and operated by Endeavour Coal Pty Ltd, a subsidiary of Illawarra Coal Holdings Pty Ltd (ICHPL), which is a wholly owned subsidiary of South32 Limited. Appin Mine, Cordeaux Colliery and Dendrobium Mine (and associated facilities) collectively operate as South32 Illawarra Metallurgical Coal (IMC).

ICHPL received Project Approval 08\_0150 (the Appin Mine approval) from the NSW Department of Planning and Infrastructure (DoPI) on 22 December 2011 for current and proposed mining of the Bulli Seam Operations (BSO) for the next 30 years, and production of up to 10.5 million tonnes per annum of run of mine (ROM) coal. This approval incorporates underground mining, transport and coal wash emplacement activities undertaken 24 hours a day, seven days per week.

This Traffic Management Plan (TMP) has been prepared to detail the control measures, compliance procedures, monitoring programs, evaluation protocols, notification and communication processes for traffic management at Appin Mine. This plan has been prepared to satisfy Condition 26 of Schedule 4 of the Appin Mine approval for the Traffic Management Plan.

### 1.1 Plan Objectives

The objectives of the TMP are to:

- comply with the Appin Mine approval conditions and commitments made by IMC to external stakeholders with respect to traffic management;
- manage and minimise the impact of traffic on the community and the environment;
- assist sites to comply with the requirements of the Appin Mine approval; and
- assist sites to meet all South32 internal and external regulatory requirements and other legislation, guidelines and standards relevant to traffic management.

### 1.2 Scope

The scope of the TMP includes all existing and future activities undertaken at Appin Mine (refer to Plan 1). The scope of the TMP is to:

- detail the traffic requirements specified in the approval;
- outline control measures to manage the traffic impacts;
- detail the auditing and reporting system to measure performance against the traffic management objectives;

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- establish responsibilities for the management of traffic at Appin Mine; and
- maintain an effective mechanism to respond to issues and complaints.

### 1.3 Environmental Management System

IMC 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 has been undertaken as part of this review of the TMP with Roads and Maritime Services (RMS), Wollongong City Council (WCC), Wollondilly Shire Council (WSC) and Campbelltown City Council (CaCC). The comments from the consultation process have been incorporated into the current version of the TMP.

Appendix 3 outlines comments from the relevant government agencies following consultation and the IMC response.

Consultation with agencies as stated in Condition 26 of Schedule 4 will only be undertaken where there is a material change to the traffic management system at Appin Mine or if specifically requested by DPIE. Administrative or descriptive changes do not constitute a material change.

## 2. ROLES AND RESPONSIBILITIES

Roles and responsibilities associated with environmental management at Appin 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**

Role	Responsibilities
Lead Environment	Implementation and periodic review of the TMP.
Manager Health Safety and Environment General Manager Appin Mine General Manager Support Services	Provide the necessary resources and systems to ensure that requirements of the TMP.
Specialist Environment	Advise, coach and mentor IMC 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.
Specialist Community	Meet the commitments contained within the TMP for stakeholder engagement.

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### 3. LEGISLATION AND PLANNING

#### 3.1 Project Approval and Statement of Commitments

Potential traffic impacts generated by the existing and future Appin Mine operations were considered in the context of estimated future background traffic growth during the preparation of the BSO Project Environmental Assessment (EA) 2009. Road and traffic flow conditions on roads in the area (including key heavy vehicles haulage routes) associated with Appin Mine were included in the EA. The results from the study were assessed under the Environmental Planning and Assessment Act 1979 (EP&A Act) and Regulations.

Appendix 1 outlines the Appin Mine approval conditions in relation to traffic management and the relevant sections in the TMP where relevant conditions are addressed.

Appendix 2 outlines the commitments from the EA and the relevant section in the TMP where the commitment has been addressed.

#### 3.2 Relevant Legislation

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

Legislation applicable to traffic management includes but is not limited to:

- Road Transport Act 2013;
- Road Transport (General) Regulation 2013;
- Road Transport (Mass, Loading and Access) Regulation 2005;
- Road Transport (Safety and Traffic Management) Act 2013;
- 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) Act 2012;
- Heavy Vehicle National Law and Other Legislation Amendment Bill 2018;
- Heavy Vehicle National Regulations;
- Heavy Vehicle (Fatigue Management) National Regulation;
- Heavy Vehicle (General) National Regulation;
- Heavy Vehicle (Mass, Dimension and Loading) National Regulation; and
- Heavy Vehicle (Vehicle Standards) National Regulation.

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### 3.3 Guidelines and Standards

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

- ISO 14001:2015 Environmental Management Systems;
- South32 Sustainability Policy; and
- South32 Environment Standard.

Other relevant guidelines for traffic management include:

- NSW RMS Road Users' Handbook;
- NSW RMS Heavy Vehicle Driver Handbook; and
- Australian Code for the Transport of Dangerous Goods by Road and Rail.

## 4. BASELINE ASSESSMENT

A baseline traffic assessment was undertaken as part of the EA process for the Appin Mine approval. An extensive review of the traffic levels recorded around the operations is presented in Appendix K of the BSO Project EA (Traffix, May 2009). A copy of this document is available on the South32 website:

<https://www.south32.net/our-business/australia/illawarra-metallurgical-coal/documents>.

Since the EA was completed, IMC has entered into a new coal haulage contract which has reduced the number of haulage movements. Further details are included in Section 5.1.2.

## 5. TRAFFIC MANAGEMENT AND MITIGATION MEASURES

The Appin Mine approval requires:

- coal transport movements to be monitored;
- traffic noise mitigation under certain circumstances;
- the development of strategies to manage construction traffic, including road closure protocols, community consultation and measures to avoid potential road safety conflicts with other road users;
- upgrade works to the intersection of West Cliff Mine Access Road and Appin Road in consultation with RMS; and
- that safe access to Ventilation Shaft No. 6 is provided from public roads.

The TMP provides details of the measures that have been implemented.

### 5.1 Vehicle Movements and Management

Traffic generation will comprise both light and heavy vehicles associated with coal and coal wash haulage, employee and visitor movements, deliveries and waste

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transport. Predicted movements were detailed in Appendix K of the EA (Traffix, May 2009).

### 5.1.1 *Transport Routes*

Existing transport routes are used given the majority of the route is high capacity and no reasonable alternative routes exist. The main routes to be utilised are:

- coal and coal wash movements – Sheriff Road, Wedderburn Road, Appin Road, M1 Princes Motorway, Masters Road and Springhill Road. Coal wash is backloaded to Appin North; and
- brine disposal from water treatment plants (WTP) - Appin Road, M1 Princes Motorway, Five Islands Road (from Appin North) and Douglas Park Drive, Macarthur Drive, Picton Road, M1 Princes Motorway, Five Islands Road (from Appin West).

Other deliveries to site and waste movement from site will be dependent on the pick-up point for the delivery or the disposal location. Generally, deliveries and waste transport vehicles will follow major transport routes.

Coal may also be delivered to other customers as required e.g. Boral.

Coal wash from the Dendrobium Coal Preparation Plant, which may be backloaded to the CWEA, is preferentially transported to locations where it is beneficially reused.

#### 5.1.1.1 *Specific Requirements – Broughton Pass*

There are existing restrictions imposed on Wilton Road over Broughton Pass. The restrictions include:

- a) 12 tonne gross vehicle mass (GVM) sign posted road limit;
- b) 15 m length limit; and
- c) 42.5 tonne with 12 tonne single axle load limit recommended on the existing bridge.

Overweight vehicles may be allowed to travel over the bridge with exemption permits issued by Wollondilly Shire Council.

The section of Wilton Road at Broughton Pass is frequently being monitored by Load Inspectors who will issue infringements to drivers breaching these restrictions.

In addition, Council has installed prominent signs along this route to warn road users. Electronic Vehicle Actuated Signs have also been installed.

### 5.1.2 *Heavy Vehicles*

To minimise the impact of heavy vehicle movements, the following mitigation measures have been implemented:

- vehicles accessing the site are required to adhere to the relevant Drivers Code of Conduct (DCOC). A DCOC is in place for Douglas Park and for accessing the Port Kembla Coal Terminal (PKCT);

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- all oversized vehicles are required to have the relevant permits, licences and, if required, escorts required by regulatory authorities;
- vehicles are checked and where necessary, cleaned down prior to accessing public roads; and
- vehicle loads are appropriately secured and covered.

#### 5.1.2.1 Coal Haulage

IMC has entered into a new coal haulage contract, which included an upgrade of the majority of the heavy vehicle fleet to A doubles. This has reduced the number of heavy vehicle movements from the Appin East and Appin North sites. Table 1 includes a summary of the traffic generation due to coal haulage.

**Table 1: Coal Haulage Movements – Actual (FY17, FY18, FY19, FY20), Predicted (FY21, FY22)**

Truck movements	(From / To) WCCPP to PKCT and other customers	(From / To) Appin East to WCCPP	Total Appin Mine
FY17 - Total	91485	59777	151262
FY17 – Daily Average	251	164	414
FY18 - Total <sup>1</sup>	29621	12620	42241
FY18 – Daily Average	81	35	116
FY19 - Total	70289	87073	157362
FY19 – Daily Average	193	239	431
FY20 – Total	77241	66404	143645
FY20 – Daily Average	212	182	394
FY21 – Total Predicted	87992	60586	148578
FY21 – Daily Average	241	166	407
FY22 – Total Predicted	84349	72225	156574
FY22 – Daily Average	231	198	429

<sup>1</sup> Reduced truck movements due to Prohibition Notice and lower production.



#### 5.1.2.2 Brine transport

Brine is a by-product from the Appin West and Appin North<sup>2</sup> WTPs. Volumes of brine generated are dependent on the volume of water treated by the WTPs. Current volumes of brine generated from the Appin West WTP are up to 420 kL/day, which equates to approximately 15 trucks per day. The anticipated volume of brine to be generated from the Appin North WTP is 250 kL/day, which equates to approximately 9 trucks per day. The number of trucks required for brine transport will be dependent on the size of truck used, however they are nominally 28,000 L capacity.

#### 5.1.3 Light Vehicles – Car Pooling

There have been no identified issues associated with the volume of light vehicle movements to and from Appin Mine or car parking at the surface facilities. Should issues be identified by site personnel or the wider community, the workforce, including employees and contractors, will be encouraged to car pool to minimise work-related light vehicle movements and parking issues.

#### 5.1.4 Signage and Physical Structures

Physical structures and signage are in place at Appin North, Appin East and Appin West Pit Tops to inform drivers of road conditions in relation to the mine and its associated sites. Temporary variable message signs may be used intermittently to inform drivers of the local road conditions and speed limits. Road maintenance and upgrades will continue as required under the Appin Mine approval.

#### 5.1.5 Construction Traffic

Construction traffic will vary depending on the construction activity being undertaken. In general, construction traffic will not be greater than traffic movements generally associated with Appin Mine operations.

For larger construction projects (e.g. the construction of a new Ventilation Shaft), traffic will be assessed during the planning phase, and specific controls will be implemented where required.

### 5.2 Driver Behaviour

Driver behaviour requirements for employees and contractors are included in site inductions and targeted training (e.g. site induction and Environment Awareness Training package). Driver behaviour is controlled across the sites through measures such as the DCOC.

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<sup>2</sup> Planned to be constructed in FY21

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All drivers, including operators of heavy vehicles, are required to comply with the speed limits designated by signage installed by the RMS and to drive to road conditions i.e. slow down in wet conditions and on narrow roads.

All employees, contractors and visitors accessing Appin North, WCCPP, Appin East, Appin West and other surface sites, will continue to be made aware that responsible driving is a condition of employment at Appin Mine.

#### **5.2.1 Drivers' Code of Conduct – Douglas Park**

All employees, contractors and visitors accessing the No. 6 Ventilation Shaft site (Douglas Park) shall be made aware of the Douglas Park DCOC. The Douglas Park DCOC was developed during the construction phase of Ventilation Shaft 6. There are significantly less vehicle movements associated with ongoing operations.

#### **5.2.2 Drivers' Code of Conduct - PKCT**

IMC'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, 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 from the WCCPP is permitted on a 24-hour 7 day per week basis.

### **5.3 Intersection Performance**

The program and schedule of upgrade works for the intersection of Wedderburn Road and Appin Road, as required by Condition 26(c) of Schedule 4, will be prepared by RMS. The upgrade costs will be shared between RMS and IMC according to IMC's proportion of the increase in baseline traffic.

With the changes to the coal haulage fleet, forecasted movements will be below the 2007 levels until at least FY22. The number of heavy vehicle movements will be included on the South32 website at: <https://www.south32.net/our-business/australia/illawarra-metallurgical-coal/documents>.

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Intersection upgrades as required to ensure safe access to Ventilation Shaft No. 6 in accordance with Condition 26A of Schedule 4 have been completed. The intersection was constructed to be fully compliant with the RMS guidelines for sightlines and for safe speed up and slow down distances.

The performance of these intersections and upgrades will be periodically reviewed in association with RMS to identify any required maintenance or improvements.

#### **5.4 Road Safety**

IMC personnel will work with the RMS to identify safety deficiencies along Appin Road between Appin East and the WCCPP, so that these can be included in maintenance works and Appin Road safety initiatives as required.

#### **5.5 Commercial Agreement with Road Haulage Company**

Commercial agreements are in place with a road haulage company to ensure the main haulage fleet operating on behalf of IMC attain and maintain benchmark practices in equipment, maintenance and operations.

#### **5.6 Car Parking**

Carparking upgrades have been undertaken and adequate car parking areas are available at all pit top sites for personnel and visitors.

### **6. MONITORING PROGRAM**

Traffic related issues associated with Appin Mine will be monitored to ensure that they are managed to an acceptable level. Traffic will be monitored by reviewing:

- conformance with the DCOC (observational);
- vehicle movements (information included on the South32 website); and
- complaints received.

#### **6.1 Drivers' Code of Conduct**

The DCOC is an integral part of the traffic management system. The monitoring of compliance against the DCOC occurs both internally (via operational employees) and externally (via the Community Call Line). Breaches of the DCOC are followed up with the person or contract company involved and recorded in the event reporting system G360.

#### **6.2 Vehicle Movements**

In accordance with Condition 6 (b) of Schedule 2 of the Appin Mine approval, the volume of product coal able to be transported from the WCCPP is limited to 9.3 million tonnes in a financial year. The vehicle movements are tracked by the Logistics Superintendent to ensure this limit is not exceeded.

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### 6.3 Community Call Line

Reactive traffic issues related to Appin Mine and associated logistics will be identified by members of the local community. The 24-hour community call line (1800 102 210) and email address ([illawarracommunity@south32.net](mailto:illawarracommunity@south32.net)) allows the local community to provide feedback on these issues. Details of the process for addressing complaints is outlined in Section 7.1.

## 7. COMPLAINTS AND NON-COMPLIANCE MANAGEMENT

### 7.1 Complaints and Dispute Resolution

All traffic complaints and enquiries received in relation to Appin Mine will be managed in accordance with the Handling Community Complaints, Enquiries and Disputes Procedure.

Upon receipt of a community complaint, preliminary investigations will commence as soon as practicable to determine the likely cause of the complaint. An initial response will be provided to the complainant within 24 hours of the complaint being made, with a follow up response being provided as soon as practicable once a more detailed investigation is complete.

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 South32 website at:

<https://www.south32.net/our-business/australia/illawarra-metallurgical-coal/documents>.

### 7.2 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 relates to all IMC operations, detail the processes to be utilised with respect to the event reporting and identification of non-conformances, the application of appropriate corrective action(s) to address non-conformances and the establishment of preventative actions to avoid non-conformances. The key elements of the process include:

- identification of non-conformance and/or non-compliances;
- recording of non-conformance and/or non-compliance in G360;
- evaluation of the non-conformance and/or non-compliance to determine specific corrective and preventative actions;
- corrective and preventative actions to be assigned to responsible persons and entered into G360; and
- management review of corrective actions to ensure the status and effectiveness of the actions.

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Non-compliances with transport related criteria will be reported to all relevant agencies via the Annual Review.

## **8. REPORTING AND REVIEW**

### **8.1 Reporting**

#### **8.1.1 Annual Review**

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

The Annual Review is prepared in accordance with the requirement of Condition 4 of Schedule 6 of the Appin Mine approval, and is submitted to relevant agencies in September each year. Annual Reviews are made available to the general public via the South32 website.

#### **8.1.2 Public Reporting of Results (via website)**

In accordance with Condition 25 of Schedule 4, daily records of the amount of coal transported from the site are maintained and are made publicly available at the end of the financial year. They are available on the South32 website at:

<https://www.south32.net/our-business/australia/illawarra-metallurgical-coal/documents>.

### **8.2 Notification of Potential Significant Traffic Events**

In the event of a planned operational activity that has the potential to create significant traffic related issues (i.e. wide loads, road closures), one of the following notifications will occur prior to the event occurring:

- to the Community Consultative Committee (CCC) and, if applicable, the Douglas Park Advisory Panel (DPAP) representatives either at the CCC/DPAP meeting prior to the event, or, in the case that a meeting is not scheduled close to the event, via email to the CCC/DPAP; or
- to potentially affected residences via a letter box drop; or
- to the local community via a newsletter.

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

### **8.3 Review of TMP**

In accordance with Condition 5 of Schedule 6 of the Appin Mine approval, the TMP will be reviewed, and if necessary revised, within three months, of:

- the submission of an Annual Review;
- the submission of an incident report;
- the submission of an Independent Environmental Audit (IEA) report; or

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- any modification to the conditions of the Appin Mine approval (unless the conditions require otherwise).

## **8.4 Audits**

### **8.4.1 Independent Environmental Audit**

In accordance with Condition 9 of Schedule 6 of the Appin Mine approval, an IEA shall be commissioned every three years, that will include a review of the TMP. The report is required to be submitted to the Secretary within six weeks of completion of the audit, in accordance with Condition 10 of Schedule 6.

IEAs have been conducted in 2013, 2016/17 and 2019, with the next IEA to be conducted in 2022. Recommendations from the IEA will be incorporated into the TMP where appropriate.

### **8.4.2 Governance Reviews**

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

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## 9. SUMMARY OF COMMITMENTS

Commitment	Section in TMP
IMC will provide personnel and resources to implement the TMP.	Section 2
IMC will comply with the conditions of the Appin Mine approval and relevant legislation.	Section 3
IMC will monitor coal transport movements.	Section 8.1.2 and Section 6.2
IMC will encourage car pooling where issues are identified with site car parking or vehicle movements to and from the site.	Section 5.1.3
IMC will communicate the requirements of the relevant DCOC to site personnel and relevant contractors.	Section 5.2
IMC will work with the RMS to identify improvements and safety deficiencies along Appin Road between Appin East and the WCCPP, so that these can be included in maintenance works and Appin Road safety initiatives.	Section 5.3 and Section 5.4
IMC will assess traffic impacts during the construction phase for large construction projects and implement specific controls where required.	Section 5.1.5 Section 8.2
IMC will report and investigate complaints, incidents and exceedances of limits as required, and identify and implement corrective actions.	Section 7
IMC will undertake reporting as required.	Section 8.1
IMC will review the TMP and undertake consultation with relevant stakeholders as required.	Section 8.3 Section 1.4
IMC will undertake audits as required.	Section 8.4



## 10. ACRONYMS

Term	Definition
BSO	Bulli Seam Operations
CaCC	Campbelltown City Council
CCC	Community Consultative Committee
CWEA	Coal Wash Emplacement Area
DCOC	Drivers Code of Conduct
DoPI	Department of Planning and Infrastructure
DPAP	Douglas Park Advisory Panel
DPIE	Department of Planning, Industry and Environment
EA	Environmental Assessment
EMS	Environmental Management System
EP&A Act	Environmental Planning and Assessment Act
FY	Financial Year
G360	IMC event reporting system
GVM	Gross vehicle mass
ICHPL	Illawarra Coal Holdings Pty Ltd
IMC	Illawarra Metallurgical Coal
km	kilometre
PKCT	Port Kembla Coal Terminal
RMS	Roads and Maritime Services
TMP	Traffic Management Plan
WCC	Wollongong City Council
WCCPP	West Cliff Coal Preparation Plant
WSC	Wollondilly Shire Council
WTP	Water Treatment Plant

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## 11. REFERENCES

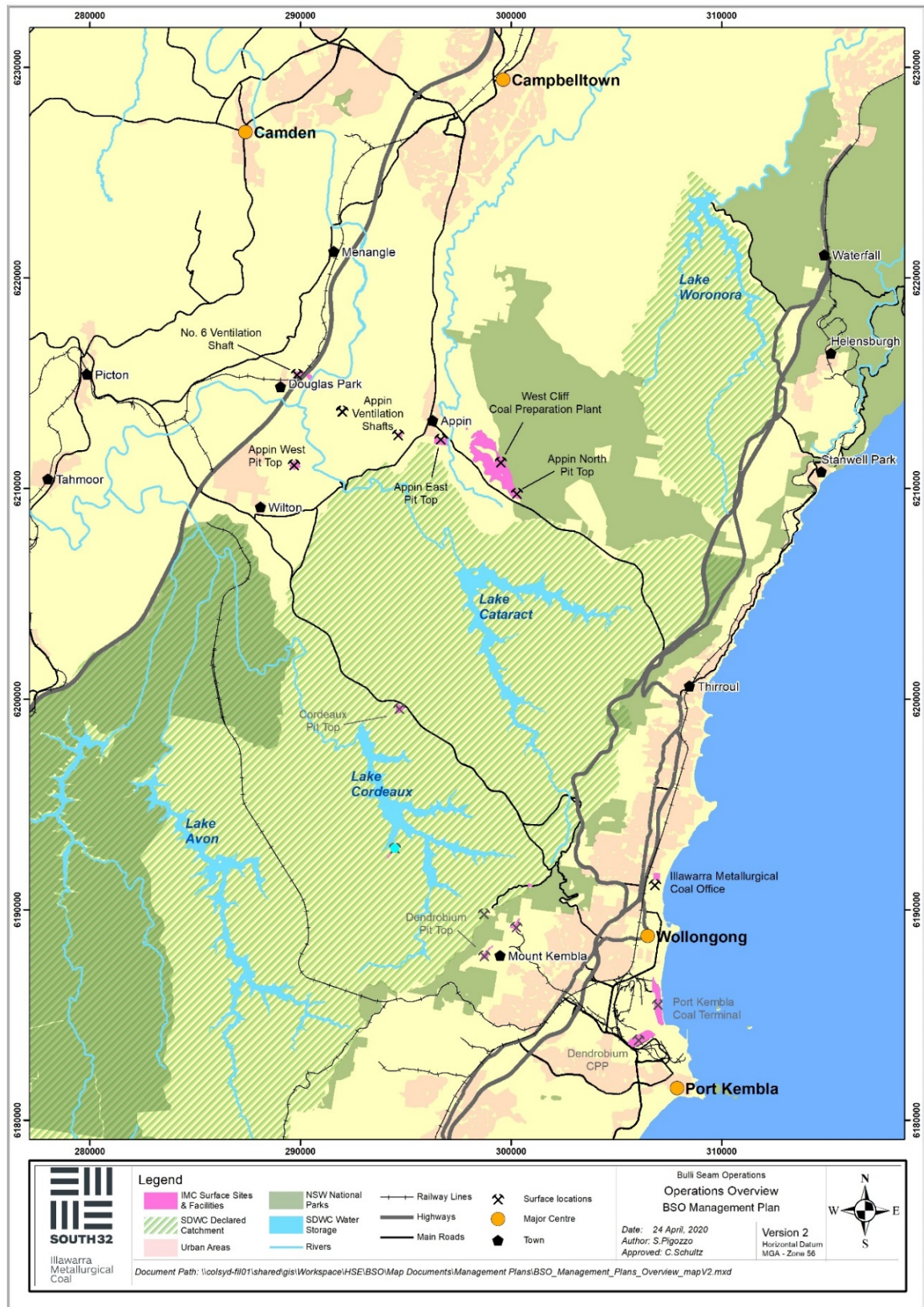
- BSO Project Approval (08\_0150)
- BSO Project Environmental Assessment 2009
- Appendix K – Road Transport Assessment prepared by Traffix dated May 2009
- PKCT Drivers Code of Conduct
- Douglas Park Drivers Code of Conduct
- Handling Community Complaints, Enquiries and Disputes Procedure (IHP0112)
- Event Investigation Procedure (IMCP0098)
- Environmental Compliance/Conformance Assessment and Reporting Procedure (IMCP0186)
- ISO 14001:2015 Environmental Management Systems Standard
- Appin Mine Noise Management Plan (IMCMP0232)
- Logistics Chain of Responsibility Procedure (ICLOGP0124)
- Reporting and Investigation Standard (IMCSTD0069)

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## 12. PLANS

### Plan 1: Appin Mine Locality Plan



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## 13. APPENDICES

### Appendix 1: Appin Mine Approval Conditions: Traffic Management

Condition	Requirement	Section
Condition 25 of Schedule 4	<b>Monitoring of Coal Transport</b> The Proponent shall: <ul style="list-style-type: none"> <li>a) keep accurate records of the amount of coal transported from the site (on a daily basis); and</li> <li>b) make these records publicly available on its website at the end of each financial year.</li> </ul>	Section 6.2 and Section 8.1
Condition 26 of Schedule 4	<b>Traffic Management Plan</b> The Proponent shall update the approved Traffic Management Plan for the project to the satisfaction of the Secretary. This plan must be: <ul style="list-style-type: none"> <li>a) prepared in consultation with the RMS, WCC, WSC and the CaCC;</li> <li>b) submitted to the Secretary for approval by 31 January 2017;</li> <li>c) propose an appropriate program and schedule of works for any intersection upgrades to be undertaken or contributed to by the Proponent over the life of the project, including an upgrade of the intersection of West Cliff Mine Access Road and Appin Road that is generally in accordance with the requirements of the RMS and that is to be completed before the Level of Service at this intersection drops below LOS C, and</li> <li>d) include strategies to manage construction traffic, including road closure protocols, community consultation and measures to avoid potential road safety conflicts with other road users</li> </ul>	Section 1.4  Section 5.3  Section 5.1.5 Section 8.2
Condition 26A of Schedule 4	The Proponent shall ensure that safe access to Ventilation Shaft No.6 is provided from public roads.	Section 5.3
Condition 6 of Schedule 4	<b>Road Traffic Noise Mitigation</b> If after the end of June 2013, road traffic noise generated by the project (including employee vehicles) results in an exceedance by more than 2 dB(A) of the NSW criteria for road traffic noise on Douglas Park Drive or Macarthur Road at any residence on privately-owned land, then the proponent shall, upon receiving a written request from the landowner, implement reasonable and feasible noise mitigation measures (such as double-glazing, insulation, and/or air conditioning) at the residence in consultation with the landowner. If within 3 months of receiving this request from the landowner, the Proponent and the landowner cannot agree on the measures to be implemented, or there is a dispute about	See Appin Mine Noise Management Plan



	the implementation of these measures, then either party may refer the matter to the Secretary for resolution.	
Condition 2 of Schedule 6	<p><b>Management Plan Requirements</b></p> <p>The Proponent shall ensure that the management plans required under this approval are prepared in accordance with any relevant guidelines, and include:</p> <ul style="list-style-type: none"> <li>(a) detailed baseline data;</li> <li>(b) a description of: <ul style="list-style-type: none"> <li>• the relevant statutory requirements (including any relevant approval, licence or lease conditions);</li> <li>• any relevant limits or performance measures/criteria;</li> <li>• the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the project or any management measures;</li> </ul> </li> <li>(c) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria;</li> <li>(d) a program to monitor and report on the: <ul style="list-style-type: none"> <li>• impacts and environmental performance of the project;</li> <li>• effectiveness of any management measures (see c above);</li> </ul> </li> <li>(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;</li> <li>(f) a program to investigate and implement ways to improve the environmental performance of the project over time;</li> <li>(g) a protocol for managing and reporting any: <ul style="list-style-type: none"> <li>• incident;</li> <li>• complaints;</li> <li>• non-compliances with statutory requirements; and</li> <li>• exceedances of the impact assessment criteria and/or performance criteria; and</li> </ul> </li> <li>(h) a protocol for periodic review of the plan.</li> </ul>	<p>Section 4</p> <p>Section 3</p> <p>Section 5</p> <p>Section 6</p> <p>Section 7</p> <p>Section 8</p> <p>Section 7</p> <p>Section 8</p>



## Appendix 2: EA Commitments: Traffic Management

EA Section	EA Commitment	Section
5.15.3	<b>Transport Management Plan</b> to be prepared including the following measures: <ul style="list-style-type: none"> <li>- Illawarra Coal to encourage Project workforce to car pool and minimise work-related light vehicle movements</li> <li>- all oversized vehicles to have the relevant permits, licences and escorts, as required by the regulatory authorities;</li> <li>- all oversize vehicles loads to be appropriately secured and covered, where necessary.</li> </ul>	Section 5.1.3  Section 5.1.2  Section 5.1.2
2.4.4	<b>Car Parking</b> <ul style="list-style-type: none"> <li>- existing car parking facilities at Appin West pit top to be upgraded to accommodate increased workforce</li> <li>- other existing car parking facilities to be reviewed and upgraded as necessary during construction and/or operation of the Project in accordance with appropriate standards</li> </ul>	Section 5.6
5.15.3	<b>Intersection Performance</b> <ul style="list-style-type: none"> <li>- The intersection of the West Cliff pit top access road with Appin Road to be upgraded to accommodate the increase in Project related traffic. Upgrade to involve a signals installation or an alternative design determined in consultation with the RTA.</li> </ul>	Section 5.3
5.15.3	<b>Road Safety</b> <ul style="list-style-type: none"> <li>- Illawarra Coal to work with the RTA to have safety deficiencies identified along Appin Road between the Appin East pit top and West Cliff pit top addressed as part of routine maintenance works</li> </ul>	Section 5.4
5.15.3	<b>Drivers Code of Conduct</b> <ul style="list-style-type: none"> <li>- Illawarra Coal's haulage contractors to be required to observe the PKCT Driver's Code of Conduct for deliveries to PKCT, and to apply applicable measures to other haulage routes, where relevant.</li> </ul>	Section 5.2



## Appendix 3: Agency Consultation

Agency Comments	IMC Response/Where addressed in TMP
<b>Transport for NSW</b>	
<p>Response received 25 June 2020</p> <p>TfNSW has reviewed the submitted TMP and has no issues, however please be advised with regard to the Appendix 2: EA Commitments: Traffic Management Section 5.15.3, TfNSW has not received any information from the proponent for intersection upgrade at West Cliff access road/Appin Road.</p>	<p>The Wedderburn Road/Appin Road intersection upgrade has not yet been completed. The program and schedule of upgrade works will be prepared by RMS (see Section 5.3)</p>
<b>Wollongong City Council</b>	
<p>Response received 9 June 2020</p> <ul style="list-style-type: none"> <li>- Road haulage associated with the Mine occurs primarily on TfNSW-controlled roads.</li> <li>- The TMP outlines how the number of A-double vehicles on the haulage route has increased through the upgrade of the majority of the heavy vehicle fleet to A-doubles. This results in a reduction in overall heavy vehicle movements.</li> <li>- The operator will need to ensure that heavy vehicle permits are in place to operate on these routes. TfNSW are the Authority responsible for the issue of the relevant permits and licences for oversized vehicles.</li> <li>- It should be noted that since the original approval; Coalcliff and Corrimall Coke works have been decommissioned which have significantly reduced heavy vehicle traffic from the Appin Mine within the northern parts of the Wollongong LGA.</li> </ul>	<p>Noted</p>
<b>Campbelltown City Council</b>	
<p>Response received 5 June 2020</p>	<p>Noted</p>

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<ul style="list-style-type: none"> <li>- Little of the heavy vehicle traffic will impact Campbelltown due to the location of the site and the direction of travel for the heavy vehicles.</li> <li>- Light vehicle traffic may use roads in Campbelltown, but this is unlikely to have any significant impact on road capacity.</li> <li>- Should this situation change in the future, Campbelltown City Council requests that we be notified of such to allow additional comment to be made.</li> </ul>	
<b>Wollondilly Shire Council</b>	
<p>Response received 10 June 2020</p> <ul style="list-style-type: none"> <li>- Heavy vehicles for the mine are well versed with the NHVR requirements and travel under strict conditions.</li> <li>- However, there are existing restrictions imposed on Wilton Rd over the Broughton Pass. These restrictions should be included in the Mine's information for its drivers.</li> <li>- The restrictions include: <ol style="list-style-type: none"> <li>1. 12t GVM sign posted road limit;</li> <li>2. 15m Length limit and</li> <li>3. 42.5t with 12t single axle load limit recommended on the existing bridge</li> </ol> </li> <li>- Over weight vehicles may be allowed to travel over the bridge with exemption permits issued by Council.</li> <li>- The section of Wilton Rd at Broughton Pass is frequently being monitored by load Inspectors who would not hesitate to infringe drivers flouting these restrictions.</li> <li>- In addition, Council has installed prominent signs along this route to warn road users. Recently, electronic Vehicles Actuated Signs (VAS) have also been installed.</li> </ul>	<p>Noted and included in Section 5.1.1.1</p>



Appendix 4: Management Plan Approval

To be included when received

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