



a mining and metals company

Appin Mine Traffic Management Plan

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Document Revisions

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2.0	General update to new template. Removal of references to South32. Update of coal transport data. Inclusion of background information for MOD 5. Update to AMVA Project text.	May 2025

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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 Gear M Illawarra Met Coal Pty Ltd.

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

ICHPL received Project Approval 08_0150 (the Project Approval) from the Planning Assessment Commission of NSW under delegation of the Minister for Planning and Infrastructure 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 (7) 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 Project Approval, as modified, for the Traffic Management Plan.

1.1 Plan Objectives

This TMP has been prepared to comply with the intent and requirements of Condition 26 of Schedule 4 of the Project Approval. The objectives of the TMP are to:

- detail the traffic requirements specified in the Project Approval;
- outline control measures to manage the traffic impacts;
- detail the auditing and reporting system to measure performance against the traffic management objectives;
- establish responsibilities for the management of traffic at Appin Mine; and
- maintain an effective mechanism to respond to issues and complaints.

1.2 Scope

The TMP applies to all existing and future activities undertaken at Appin Mine, including traffic management for operational and construction needs on public roads associated with:

- Appin East, Appin West and Appin North Pit Top areas;
- Existing Ventilation Shafts 1 (downcast), 2 (upcast), 3 (downcast) and 6 (upcast);
- Appin Mine Ventilation and Access (AMVA) Project site (including Ventilation Shafts 7 (downcast) and 8 (upcast));¹
- Douglas North Substation;
- WCCPP;

¹ Construction at the Ventilation Shaft 7/8 site commenced in FY23 and is expected to be completed in CY26.

- CWEA; and
- North Cliff Mine site.²

Refer to Plan 1 for locations of these sites.

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 has been undertaken as part of this review of the TMP with Transport for NSW (TfNSW), Wollongong City Council (WCC), Wollondilly Shire Council (WSC) and Campbelltown City Council (CaCC). The comments from the consultation process have been incorporated into Version 2.0 of the TMP.

Appendix 3 outlines comments from the relevant government agencies following consultation and the ICHPL 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 the Department. 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
Superintendent Environment	Implement and periodically review the TMP.
General Manager Sustainability and Approvals General Manager Appin Mine Manager Logistics and Sales Planning	Provide the necessary resources and systems to meet the requirements of the TMP.
Specialist Environment	Advise, coach and mentor ICHPL operations with respect to meeting the standards and requirements of the TMP.
Supervisor Logistics Superintendent Logistics	Monitor and review compliance against the requirements of the TMP.
Corporate Affairs Team	Meet the commitments contained within the TMP for stakeholder engagement.

² North Cliff Mine site is no longer an operational site. Rehabilitation/closure of the site will commence in CY25.

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, the Traffic Assessment (Appendix D of the Modification Report) for the AMVA Project (MOD 3) and Coal Transport Modification Report for MOD 5. 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 and Modification Reports. The results from the studies were assessed under the *Environmental Planning and Assessment Act 1979 (EP&A Act)* and associated Regulations.

All activities carried out at Appin Mine will be in accordance with the conditions of the Project Approval, in accordance with any written directions of the Planning Secretary and generally in accordance with the Environmental Assessment (EA), Statement of Commitments and Preferred Project Report.

Appendix 1 outlines the Project 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.

Documents as listed in Condition 2 of Schedule 2 will be made available on the GM³ website: [link](#).

3.2 Environment Protection Licence Requirements

Environment Protection Licence No. 2504 (EPL 2504) applies to Appin Mine and associated activities. A copy of the licence can be accessed at the EPA website: [link](#).

It is noted that there are no specific traffic related conditions in EPL 2504.

3.3 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 may include but is not limited to:

- *Roads Act 1993;*
- *Road Transport Act 2013;*
- *Road Transport (General) Regulation 2021;*
- *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 2013;*
- *Heavy Vehicle (Fatigue Management) National Regulation 2013;*
- *Heavy Vehicle (General) National Regulation (2013);*
- *Heavy Vehicle (Mass, Dimension and Loading) National Regulation (2013); and*
- *Heavy Vehicle (Vehicle Standards) National Regulation (2013).*

3.4 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 may include but not be limited to:

- TfNSW Road User Handbook;
- TfNSW Heavy Vehicle Driver Handbook;
- TfNSW 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 Project Approval

A baseline traffic assessment was undertaken as part of the EA process for the Project Approval. An extensive review of the traffic levels recorded around the operations is presented in Appendix K of the BSO Project EA (Trafix, May 2009). A copy of this document is available on the GM³ website: [link](#).

Since the EA was completed, ICHPL 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.

4.2 AMVA Project

4.2.1 Traffic

Two-way traffic along the surveyed roads was averaged over five (5) days to give week day volumes and over seven (7) days to give daily traffic, which is summarised in Table 2. The proportion of traffic comprising heavy vehicles was also calculated.

Two (2) way weekday volumes on Menangle Road closest to the site are 3,081 vehicles per day.

Table 2: Week day and daily traffic including heavy vehicles

Location	Average weekday (5 Day)		Average day (7 Day)	
	Volume (vpd)	% of heavy vehicles [*]	Volume (vpd)	% of heavy vehicles [*]
Menangle Road 850 metres north of Woodbridge Road	7304	12.5%	6612	11.7%
Menangle Road between Woodbridge Road and St James Avenue	3622	-	3341	-
Menangle Road approx. 700m north of Finns Road	3081	11.2%	2899	9.9%
Menangle Road approx. 600m south of Finns Road	5760	7.4%	5527	6.5%
Menangle Road south of Camden Road**	3940	13.8%	3729	11.7%
Finns Road between Carols Road and Menangle Road	3532	7.8%	3422	7.0%
Finns Road between Remembrance Highway (Old Hume Highway) and Woodbridge Road	7579	11.2%	6862	11.0%
Woodbridge Road between Finns Road and Menangle Road	4092	10.4%	3644	9.9%
Camden Road east of Menangle Road**	3061	13.7%	2858	12.7%

^{*}Heavy vehicles are classified as Austroad Class 3-12 vehicles and include small, medium and articulated trucks and buses. Source: Traffic Counts 20 -26 October and 19-25 November 2020 ^{**} Traffic Counts 2-8 December 2019

4.2.2 Intersections

The morning and evening peak hours at intersections generally occurred between 7.45 and 8.45 AM and 4.45 and 5.45 PM. Traffic modelling determined that all intersections operate with a good level of service (LoS A) and low vehicle delays, during the weekday morning and evening peaks.

4.2.3 Pedestrians, bicycles and buses

Pedestrian and bicycle activity was very low during the surveys. Bus routes in the area are:

- 889 bus service between Menangle to Campbelltown via Menangle Park which uses the section of Menangle Road north of Durham Green as well as Station Street.
- 49 bus service between Camden and Menangle with Razorback Loop, which uses Menangle Road, Finns Road and Woodbridge Road.

4.3 MOD 5 – Transport and Receipt of Coal Wash

MOD 5 included:

- Receipt and processing of RoM coal from the Russell Vale Colliery, Port Kembla Coal Terminal (PKCT) and other sources at the Dendrobium Coal Preparation Plant (DCPP) (modification to Consent) within the current capacity of the DCPP (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 DCPP 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 DCPP to the 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 DCPD at the CWEA or to beneficial use (modification to Appin Mine Project Approval) within approved capacity of the 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.

5 Traffic Management and Mitigation Measures

The Project 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; and
- upgrade works to the intersection of West Cliff Mine Access Road and Appin Road in consultation with TfNSW.

The Project Approval also required that safe access to Ventilation Shaft No. 6 be provided from public roads and that the construction of the AMVA Project site entrance and intersection with Menangle Road occur prior to the commencement of construction to the satisfaction of WSC and TfNSW. These obligations have been met.

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 transport. Predicted movements were detailed in Appendix K of the EA (Traffix, May 2009) and Appendix D of the Modification Report (Transport and Urban Planning 2021).

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 from the DCP; 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).

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

Coal may also be delivered to other customers as required e.g. Boral. RoM coal may be received at the DCP from other coal mines and coal wash generated from the washing of this coal may be transported to the CWEA or to beneficial uses.

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.

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.

5.1.1.2 Specific Requirements – AMVA Project

The following transport routes are to be used by heavy and light vehicles during the construction of the AMVA Project. These are described as:

- Traffic to/from the South: Traffic will access the Site via the Hume Motorway M31, Picton Road and Menangle Road.
- Traffic from the North: Traffic will access the Site via the Remembrance Driveway, Finns Road, Woodbridge Road and Menangle Road. (Note: the section of Finns Road between Woodbridge Road and Menangle Road has a 15-tonne limit)³. All vehicles which are not defined as General Access Vehicles (GAV) in the National

³ To obtain a permit for heavy vehicles – traffic volumes, type/size of vehicle and hours of operation would be supplied.

Heavy Vehicle Regulator Guidelines would require a permit to access site on Menangle Road from the north.

- These transport routes apply to all heavy vehicles including vehicles transporting construction waste materials.

Further details on traffic management associated with the AMVA Project are included in the Construction Environmental Management Plan (CEMP) for construction activities⁴.

As noted in Section 2.2.4 of the Traffic Assessment Report (Appendix D of the Modification Report), at peak construction (a period of 6-8 weeks) up to 76 workers could be on site at the same time with up to 44 delivery vehicles per day. Daily volumes during peak construction are estimated as 240 two-way vehicle trips per day i.e. 120 in/120 out. Outside the peak construction period, heavy vehicle deliveries would number 11-13 vehicles per day. The construction of the vent shafts will be undertaken in shifts over 24 hours. Concrete deliveries for the vent shafts will occur 24 hours/7 days per week.

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 comply with the relevant Drivers Code of Conduct (DCOC). A DCOC is in place for the AMVA Project and for accessing PKCT;
- 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

ICHPL entered into a new coal haulage contract in 2019, 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 3 includes a summary of the traffic generation due to coal haulage.

⁴ Construction as defined by the Project Approval includes the construction of fans, evases, ancillary site infrastructure, mine access infrastructure (winder, headframe etc) and shaft sinking activities at the AMVA Site, but not including AMVA Site early works. The CEMP for construction activities will also include the activity of pre-sinking. The CEMP was approved by the Department on 19 January 2023 and Version 2 was approved on 17 February 2025.

Table 3: Coal Haulage Movements - Actual and Predicted

Truck movements	(From / To) WCCPP to PKCT and other customers	(From / To) Appin East to WCCPP	Total Appin Mine
VCY23 – Total	63969	69514	
CY23 – Daily Average	175	190	366
CY24 – Total	68845	49895	118740
CY24 – Daily Average	189	137	325
CY25 – Total Predicted	65698	47690	113388
CY25 – Daily Average	180	130	311
CY26 – Total Predicted	73497	54010	127507
CY26 – Daily Average	201	148	349
CY27 – Total Predicted	90656	67452	158108
CY27 – Daily Average	248	185	433

5.1.2.2 Brine transport

Brine is a by-product from the Appin West and Appin North 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 and Appin North WTP are up to 350 kL/day, which equates to approximately 15 trucks and 13 trucks per day respectively. 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.

5.1.2.3 Groundwater transport – AMVA Project

Groundwater collected during shaft sinking and unable to be managed on site will be transported to water treatment facilities within the Appin Mine water management networks and processed for eventual discharge or reuse in accordance with EPL 2504 and the approved Appin Mine Water Management Plan or transported to external facilities.

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 carpool 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 Project Approval.

5.1.5 Construction Traffic

5.1.5.1 General

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. These may include, but not be limited to:

- road closure protocols;
- community consultation; and
- measures to avoid potential road safety conflicts with other road users.

These measures will be addressed in the specific assessments undertaken for each project. The measures for the AMVA Project are outlined in Section 5.1.5.2.

5.1.5.2 AMVA Project

Traffic Control Plan and Road Closure Protocols

ICHPL sought approval from WSC, as the relevant roads authority under s138 of the *Roads Act*), for activities on and in connection with public roads associated with MOD 3 of the Project Approval (s138 Application). ICHPL addressed the special conditions issued as part of the s138 Application.

In addition to requirements associated with WSC approval for road occupancy pursuant to s.138 of the *Roads Act*, a Road Occupancy Licence was secured for any activity likely to impact on traffic flow.

As the intersection/road upgrade works have been completed, it is not anticipated that further road closures will be required.

Community Consultation for Road Closures

Any temporary traffic controls, signage or works within a public road corridor must have approval under s138 of the *Roads Act*.

Should additional road closures be required, communications will be provided to the Appin Mine Community Consultative Committee (CCC) and Menangle Advisory Panel (MAP), and notifications provided on the Community Portal (<https://community.gm3.au/>) and on the GM³ Facebook Page.

Avoiding Potential Road Safety Conflicts

Transport routes have been designated to be used by the majority of heavy and light vehicles during the construction of the AMVA Project to minimise or avoid potential road safety conflicts with other road users. These are described as:

- Traffic to/from the South: Traffic will access the site via the Hume Motorway M31, Picton Road and Menangle Road.
- Traffic from the North: Traffic will access the site via the Remembrance Driveway, Finns Road, Woodbridge Road and Menangle Road. (Note: The section of Finns Road between Woodbridge Road and Menangle Road has a 15-tonne limit).

These transport routes apply to all heavy vehicles including vehicles transporting construction waste materials. These restrictions do not apply to:

- Delivery vehicles that are undertaking deliveries to other customers either prior to or following a delivery to the AMVA Project.
- Oversize vehicles where the transport route is specified in the permit.
- Any employees that reside in the local area (e.g. Campbelltown, Wilton or Douglas Park).
- The infrequent use of other roads for consultation with neighbouring landowners, environmental monitoring and inspection.

In addition, the following restrictions apply:

- Heavy vehicle traffic is prohibited to travel through Broughton Pass and Douglas Park Gorge (via the existing sign-posted limits).
- All vehicles which are not defined as General Access Vehicles in the National Heavy Vehicle Regulator Guidelines will require a permit to access site on Menangle Road from the north.

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.

All drivers, including operators of heavy vehicles, are required to comply with the speed limits designated by signage installed by the TfNSW 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 – AMVA Project

All employees, contractors and visitors accessing the No. 6 Ventilation Shaft site (Douglas Park) and AMVA Project site (Ventilation Shafts 7 and 8) shall be made aware of the AMVA Project DCOC. The AMVA Project DCOC was updated for the construction phase of the AMVA Project⁵.

5.2.2 Drivers' Code of Conduct – PKCT

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 breaking, 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;

⁵ Initially developed for the construction of Ventilation Shaft 6 and named the Douglas Park DCOC.

- 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

5.3.1 Wedderburn Road

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 for the proportion of traffic as a result of the development, will be prepared in consultation with TfNSW if required. The upgrade costs based upon the ratio of mine related traffic will be borne by ICHPL.

The upgrades may include signals installation, or an alternative design, as determined in consultation with TfNSW.

Baseline levels in 2007 should be considered in any discussion regarding intersection upgrades. With the changes to the coal haulage fleet, forecasted movements will continue to be below the 2007 baseline levels⁶ until at least CY28. The number of heavy vehicle movements will be included on the GM³ website at [link](#).

5.3.2 Ventilation Shaft 6

Intersection upgrades to provide safe access to Ventilation Shaft No. 6 in accordance with Condition 26A of Schedule 4 have been completed. The intersection was constructed in accordance with the relevant guidelines for sightlines and for safe speed up and slow down distances and has provided safe access to the site. No safety issues with the intersection have been recorded.

5.3.3 AMVA Project

In accordance with Condition 10 of Schedule 4A of the Project Approval, the AMVA Project site entrance and intersection with Menangle Road was constructed prior to the commencement of construction on the AMVA Project site. No safety issues with the intersection have been recorded.

5.3.4 General

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

A section 138 Approval or/and Road Occupancy Licence (ROL) will be required prior to undertaking any works/occupation of an existing road reserve for the purpose of any aspects presented within the TMP.

⁶ Total coal haulage truck movements in 2007 were 465,724 (Source: Appendix K: Road Transport Assessment for Bulli Seam Operations Project EA)

5.4 Road Safety

ICHPL personnel will work with the TfNSW 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 require the main haulage fleet operating on behalf of ICHPL to attain and maintain benchmark practices in equipment, maintenance and operations.

5.6 Car Parking

Carparking upgrades (including sealing and extension) have been undertaken and adequate car parking areas are available at all pit top sites for personnel⁷ and visitors.

5.7 Outer Sydney Orbital

In accordance with Condition 26B of Schedule 4 of the Project Approval, a specific Infrastructure Management Plan will be developed in consultation with, and to the satisfaction of TfNSW, if it is determined that the corridor of the proposed Outer Sydney Orbital Stage 1 would intersect with the AMVA Project site.

The proposed transport corridor in the vicinity of the AMVA Project site has not yet been determined. ICHPL has been and will continue to communicate with TfNSW until a decision has been made, at which time, if applicable, the Infrastructure Management Plan will be developed in accordance with suitable timeframes agreed with TfNSW.

5.8 Traffic Noise

Noise may be generated from both light⁸ and heavy vehicle movements. Current noise reduction and mitigation measures for road traffic noise include:

- heavy vehicle deliveries to be scheduled during daylight hours, where practicable;
- establishment of heavy vehicle movement times to reduce impact on community amenity (in accordance with the AMVA Drivers' Code of Conduct (DCOC) and Port Kembla Coal Terminal DCOC);
- employee briefings and awareness communications as required on nuisance noise prevention;
- in vehicle monitoring of driver behaviour (in selected site and heavy vehicles);
- encouragement of car-pooling for site personnel (see Section 5.1.3); and
- addressing other matters that may lead to adverse traffic noise impacts on the local community such as driver behaviour, road conditions, project scheduling, worker place-of-work transfer arrangements, which may include use of buses to transport large number of workers between sites etc.

⁷ Including but not limited to the increased workforce as included in the BSO Project application.

⁸ Light vehicle movements include employee and contractor movements to and from site on public roads, including but not limited to Douglas Park Drive and Macarthur Road.

A commercial agreement is in place with a road haulage company for coal haulage on public roads by truck to ensure the main haulage fleet operating on behalf of ICHPL attains and maintains best practices in both equipment and operations.

Relevant local government authorities and Transport for NSW (TfNSW) will be promptly notified as required regarding noticeable deterioration in road pavement that may increase noise generation.

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 DCOCs (observational);
- vehicle movements (information included on the GM³ website); and
- complaints received.

6.1 Drivers' Code of Conduct

The DCOCs are an integral part of the traffic management system. The monitoring of compliance against the DCOCs occurs both internally (via operational employees) and externally (via the Community Call Line). Breaches of the DCOCs are followed up with the person or contract company involved and recorded in the event reporting system GM360.

6.2 Vehicle Movements

In accordance with Condition 6 (b) of Schedule 2 of the Project 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.

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 (community@gm3.au) allows the local community to provide feedback on these issues. Details of the process for addressing complaints is outlined in Section 7.1.

6.4 Traffic Noise Monitoring

Traffic noise monitoring will be undertaken if complaints are received in relation to road noise that can be attributed to Appin Mine activities and where there may be an ongoing impact.⁹ Attended noise monitoring will be undertaken in the vicinity of the complainant's residence or using a representative sample of residents along the affected length of road, to measure road noise, and the influence of road transport associated with Appin Mine. The attended monitoring may also be supplemented with real time monitoring.

⁹ Attended monitoring will not be undertaken where there is an isolated event that has been corrected.

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@gm3.au) which is displayed at ICHPL Projects and Mine Sites, and included in newsletters, letters and other correspondence. The call line and email address are 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 relevant operations personnel for investigation. All air quality complaints received in relation to Appin 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 after a detailed investigation has been completed.

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 relates to all ICHPL 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 GM360;
- 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 GM360; and
- management review of corrective actions to ensure the status and effectiveness of the actions.

Incidents and non-compliances with transport related requirements will be reported to all relevant stakeholders as detailed in Section 8.3.

7.3 Entitlements of Noise Impacted Landowners and Residents

7.3.1 Protocol for Assessing Compliance

An exceedance of noise criteria will be confirmed if at the time of the exceedance:

- the exceedance is validated by analysis and assessment of monitoring data; and

- the exceedance in noise criteria is not attributable to some other source (e.g. other public road users, meteorological event or other source); and
- no landholder agreement is in place to allow the exceedance; and
- no other noise criteria exemptions apply.

Should noise complaints be received, or exceedances of traffic noise criteria be identified, supplementary targeted noise monitoring may be necessary to inform the investigation of noise emissions, assessment of data, identification of causes and to inform the design of improved noise control measures required.

Where noise monitoring has recorded a noise criteria exceedance and the exceedance is confirmed as being Appin Mine related, the reason for the exceedance will be recorded.

Exceedances and non-compliances are reported as an event in GM360.

7.3.2 Traffic Noise Mitigation

In accordance with Condition 6 of Schedule 4 of the Project Approval, if road traffic noise generated by activities associated with Appin Mine (including employee vehicles) exceeds the NSW criteria for road traffic noise by more than 2 dB(A) on Douglas Park Drive or Macarthur Road at any residence on privately-owned land as assessed in Section 7.3.1, and upon receiving a written request from the landowner, ICHPL will implement reasonable and feasible noise mitigation measures at the residence in consultation with the landowner.

If within three (3) months of receiving a written request from any entitled landowner or resident, ICHPL and the landowner or resident cannot agree on the measures to be implemented, or there is a dispute about the implementation of these measures, then either party may refer the matter to the Planning Secretary for resolution.

7.4 Adaptive Management

In accordance with Condition 3 of Schedule 6 of the Project Approval, where any exceedance of the performance measures in Schedule 4 has occurred, ICHPL is required to:

- a) take all reasonable and feasible steps to ensure the exceedance ceases and does not recur;
- b) consider all reasonable and feasible options for remediation and submit a report to the Department describing these options and any preferred remediation measures or other course of action; and
- c) implement remediation measures as directed by the Planning Secretary.

8 Reporting and Review

8.1 Reporting

8.1.1 Annual Review

ICHPL 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 Project Approval and is submitted to relevant agencies in September each year. Annual Reviews are made available to the general public via the GM³ 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 GM³ website at: [link](#).

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 (e.g. wide loads, road closures), one or more of the following notifications will occur prior to the event occurring:

- to the Community Consultative Committee (CCC) and, if applicable, the Menangle Advisory Panel (MAP) representatives either at the CCC/MAP meeting prior to the event, or, in the case that a meeting is not scheduled close to the event, via email to the CCC/MAP;
- to potentially affected residences via a letter box drop;
- broad communications via the GM³ Facebook page or Community Portal; 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 (e.g. type of equipment etc).

8.3 Incident and Non-compliance Notifications

8.3.1 Notification of Incidents – Government Agencies

In accordance with Condition 7 of Schedule 6 of the Project Approval, the Planning Secretary is to be notified in writing via the Major Projects within 24 hours after becoming aware of an air quality incident¹⁰. In accordance with Condition 7AA of Schedule 6, a subsequent incident report is to be provided in accordance with the requirements set out in Appendix 7 within seven (7) days of the initial notification. Notification to the EPA will also be undertaken in accordance with the reporting requirements of the Pollution Incident Response Management Plan (if applicable) or via email/phone.

8.3.2 Notification of Non-compliances – Government Agencies

In accordance with Condition 7A of Schedule 6 of the Project Approval, the Planning Secretary must be notified in writing via the Major Projects website within seven (7) days after becoming aware of a non-compliance¹¹.

The EPA is also to be notified of the non-compliance (via email).

8.4 Review of TMP

In accordance with Condition 5 of Schedule 6 of the Project Approval, the TMP will be reviewed, and if necessary revised, within three (3) months, of:

¹⁰ The definition of an incident in the Project Approval is “An occurrence or set of circumstances that causes or threatens to cause material harm to the environment, and as a consequence of that environmental harm, may cause harm to the health and safety of human beings, and which may or may not be or cause a non-compliance”.

¹¹ A non-compliance that has been notified as an incident does not need to also be notified as a non-compliance.

- the submission of an Annual Review;
- the submission of an incident report;
- the submission of an Independent Environmental Audit (IEA) report; and
- any modification to the conditions of the Project Approval (unless the conditions require otherwise); or
- a direction of the Planning Secretary under Condition 4 of Schedule 2.

Outcomes from each review will be documented in the Management Plan Review Log (unless the TMP is being updated as part of the review). 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.

Where a review triggers a revision of the TMP, the TMP will be revised and submitted to the Planning Secretary for approval. Once approved, the TMP will be uploaded to the GM³ website.

The approved TMP will be implemented.

8.5 Audits

8.5.1 Independent Environmental Audit

In accordance with Condition 9 of Schedule 6 of the Project Approval, an Independent Environmental Audit (IEA) shall be commissioned every three (3) years, that will include a review of the TMP. The report, together with the response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations, is required to be submitted to the Secretary within six (6) weeks of completion of the IEA, in accordance with Condition 10 of Schedule 6.

The IEA is also undertaken to comply with Condition 18 of EPBC Approval 2010/5350. A copy of the report is also submitted to the Commonwealth Department of Climate Change, Energy, the Environment and Water to satisfy Condition 18 (g).

IEAs have been conducted every three (3) years since 2013, with the last IEA being conducted in 2022 and the next IEA to be conducted in 2025. Recommendations from the IEA will be incorporated into the TMP where appropriate.

The audit is to be conducted and carried out in accordance with the Department's Independent Audit Post Approval Requirements.

8.5.2 Governance Reviews

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 (3) years.

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

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 Project Approval and relevant legislation.	Section 3
ICHPL will monitor coal transport movements.	Section 8.1.2 and Section 6.2
ICHPL will encourage car pooling where issues are identified with site car parking or vehicle movements to and from the site.	Section 5.1.3
ICHPL will communicate the requirements of the relevant DCOC to site personnel and relevant contractors.	Section 5.2
ICHPL will work with TfNSW 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
ICHPL 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
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 8.1
ICHPL will review the TMP and undertake consultation with relevant stakeholders as required.	Section 8.4 Section 1.4
ICHPL will undertake audits as required.	Section 8.5

10 Acronyms

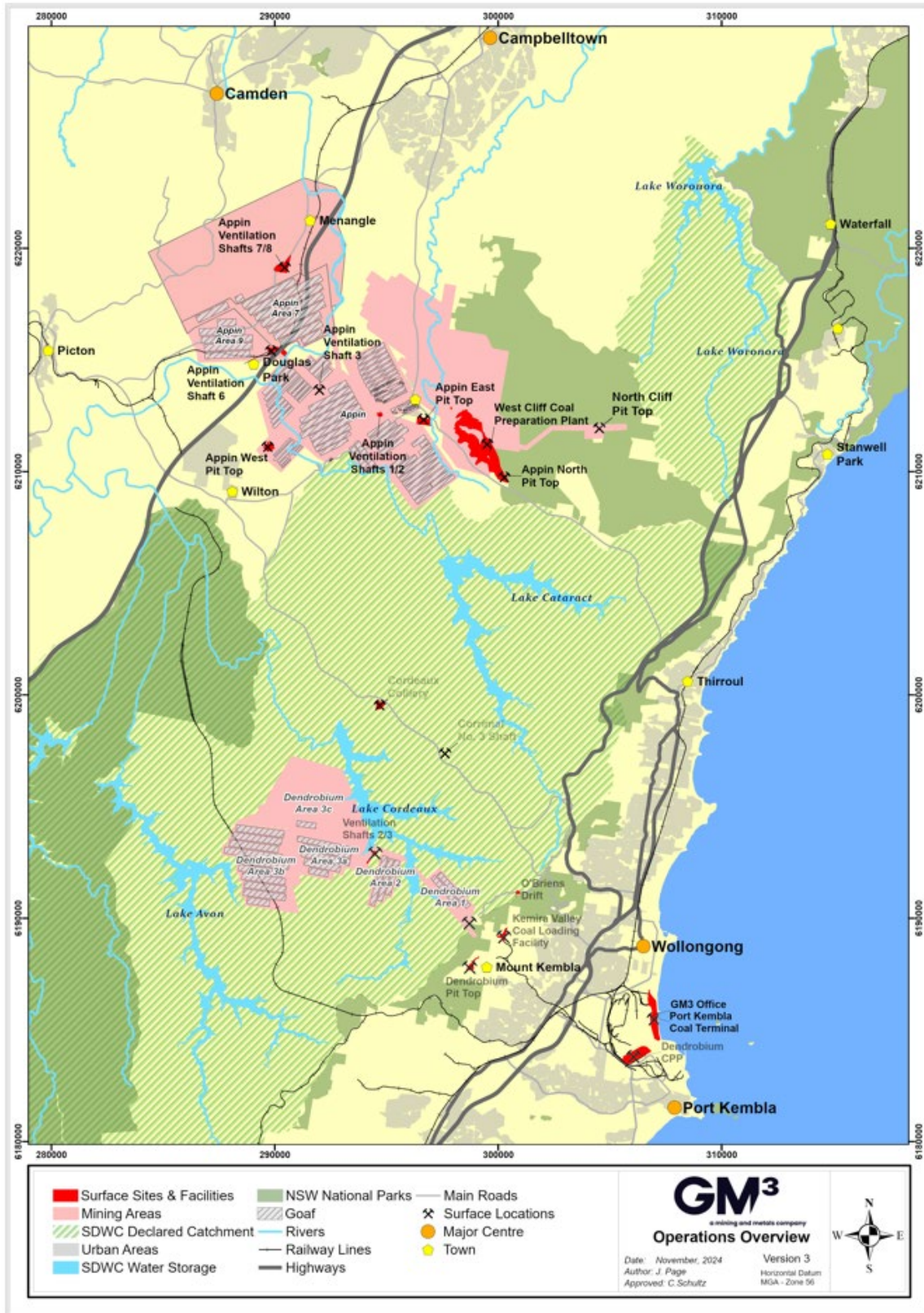
Term	Definition
AMVA	Appin Mine Ventilation and Access Project
BSO	Bulli Seam Operations
CaCC	Campbelltown City Council
CCC	Community Consultative Committee
CWEA	Coal Wash Emplacement Area
DCOC	Drivers Code of Conduct
Department	Department of Planning, Housing and Infrastructure, previously • Department of Planning and Environment (DPE) • Department of Planning, Infrastructure and Environment (DPIE) • Department of Planning (DoP)
EA	Environmental Assessment
EMS	Environmental Management System
<i>EP&A Act</i>	<i>Environmental Planning and Assessment Act</i>
FY	Financial Year
GAV	General Access Vehicles
GM360	Event reporting system
GM ³	Gear M Illawarra Met Coal Pty Ltd
GVM	Gross vehicle mass
ICHPL	Illawarra Coal Holdings Pty Ltd
km	kilometre
MAP	Menangle Advisory Panel
PKCT	Port Kembla Coal Terminal
ROL	Road Occupancy Licence
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme

TMP	Traffic Management Plan
WCC	Wollongong City Council
WCCPP	West Cliff Coal Preparation Plant
WSC	Wollondilly Shire Council
WTP	Water Treatment Plant

11 References

- BSO Project Approval (08_0150), as modified
- BSO Project Environmental Assessment 2009
- Appendix K – Road Transport Assessment prepared by Traffix dated May 2009
- AMVA Project Modification Report dated 30 June 2021
- Appendix D – AMVA Project Menangle – Traffic Assessment Report prepared by Transport and Urban Planning Pty Ltd dated May 2021
- PKCT Drivers Code of Conduct
- AMVA Drivers Code of Conduct (APNSTD0313)
- Community Complaints Procedure (IMCP0112)
- Event Investigation Procedure (IMCP0098)
- Environmental Compliance/Conformance Assessment and Reporting Procedure (IMCP0186)
- ISO 14001:2015 Environmental Management Systems Standard
- Appin Mine Noise Management Plan (APNMP0113)
- Logistics Chain of Responsibility Procedure (ICLOGP0124)
- Reporting and Investigation Standard (IMCSTD0069)

12 Plans



Plan 1: Appin Mine Locality Plan

13 Appendices

Appendix 1: Project Approval Conditions: Traffic Management

Condition	Requirement	Section
Condition 1 of Schedule 2	Obligation to minimise harm to the environment In addition to meeting the specific performance criteria established under this approval, the Proponent shall implement all reasonable and feasible measures to prevent and/or minimise any harm to the environment that may result from the construction, operation, or rehabilitation of the project.	Section 5
Condition 2 of Schedule 2	Terms of Approval The Proponent must carry out the project: (a) generally in accordance with the EA, Statement of Commitments and PPR; (b) in accordance with the conditions of this approval; and (c) in accordance with any written directions of the Planning Secretary.	Section 3.1
Condition 4 of Schedule 2	Consistent with the requirements of this approval, the Planning Secretary may make written directions to the Proponent in relation to: (a) the content of any strategy, study, system, plan, program, review, audit, notification, report or correspondence submitted under or otherwise made in relation to this approval, including those that are required to be, and have been, approved by the Planning Secretary; and (b) the implementation of any actions or measures contained in any such document referred to in condition 4(a).	Section 3.1
Condition 6 of Schedule 4	Road Traffic Noise Mitigation 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 the implementation of these measures, then either party may refer the matter to the Planning Secretary for resolution.	Section 5.8 Section 7.3
Condition 25 of Schedule 4	Monitoring of Coal Transport The Proponent shall: keep accurate records of the amount of coal transported from the site (on a daily basis); and make these records publicly available on its website at the end of each financial year.	Section 6.2 and Section 8.1
Condition 26 of Schedule 4	Traffic Management Plan	

Condition	Requirement	Section
	The Proponent shall update the approved Traffic Management Plan for the project to the satisfaction of the Planning Secretary. This plan must be: - prepared in consultation with the TfNSW, WCC, WSC and the CaCC; - submitted to the Planning Secretary for approval by 31 January 2017; - 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 TfNSW and that is to be completed before the Level of Service at this intersection drops below LOS C, and - include strategies to manage construction traffic, including road closure protocols, community consultation and measures to avoid potential road safety conflicts with other road users.	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 26B of Schedule 4	If it is determined that the corridor of the proposed Outer Sydney Orbital Stage 1 would intersect with the Appin Ventilation and Access Site, the Proponent must develop a specific Infrastructure Management Plan in consultation with, and to the satisfaction of, TfNSW. The plan must include: (a) detailed design and engineering parameters required for co-existence; (b) measures to ensure the ongoing safety and serviceability of the site and Outer Sydney Orbital Stage 1 during construction and operation; (c) any upgrades or augmentations required to the site associated with the construction and operation of the Outer Sydney Orbital Stage 1; (d) assessment of risks generated by co-location of surface infrastructure; and (e) costings of proposed measures and cost sharing arrangements.	Section 5.7
Condition 26C of Schedule 4	The Proponent must implement the Traffic Management Plan approved by the Planning Secretary.	Section 8.4
Condition 11 of Schedule 4A	Construction Environmental Management Plan Prior to the commencement of Appin Mine Ventilation and Access Site early works, the Proponent must prepare a Construction Environmental Management Plan for the construction phase of the Appin Mine Ventilation and Access Site to the satisfaction of the Planning Secretary. This plan must: (a) be prepared in consultation with the EPA; (b) provide specific environmental management and monitoring measures for construction works, including for:	Section 5.1.1.2 Section 5.3 Section 5.1.5 The requirements of this condition are covered in the relevant

Condition	Requirement	Section
	i. minimising construction-related noise, dust, visual impacts, and surface disturbance; ... (e) include a Construction Traffic Management Plan prepared in consultation with the TfNSW and WSC, that: - includes strategies to manage construction traffic, including road closure protocols, community consultation and measures to avoid potential road safety conflicts with other road users; - includes a program for conducting road safety audits, including both pre and post construction, of the intersection of the Appin Mine Ventilation and Access Site entrance with Menangle Road; - includes a vehicle movement plan for: - managing light, heavy and over-dimensional vehicles during construction works; - transporting construction waste materials; and - restricting construction or transportation hours to avoid road user conflicts; and - includes a traffic control plan prepared in accordance with Traffic Control at Works Sites (RMS, 2018).	CEMP (separate to this management plan)
Condition 2 of Schedule 6	Management Plan Requirements The Proponent shall ensure that the management plans required under this approval are prepared in accordance with any relevant guidelines, and include: (a) detailed baseline data; (b) a description of: - the relevant statutory requirements (including any relevant approval, licence or lease conditions); - any relevant limits or performance measures/criteria; - 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; (c) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria; (d) a program to monitor and report on the: - impacts and environmental performance of the project; - effectiveness of any management measures (see c above); (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 project over time; (g) a protocol for managing and reporting any:	Section 4 Section 3 Section 5 Section 6 Section 7 Section 8

Condition	Requirement	Section
	- incident; - complaints; - non-compliances with statutory requirements; and - exceedances of the impact assessment criteria and/or performance criteria; and	Section 7
	(h) a protocol for periodic review of the plan.	Section 8

Appendix 2: EA Commitments: Traffic Management

EA Section	EA Commitment	Section
5.15.3	Transport Management Plan to be prepared including the following measures: Illawarra Coal to encourage Project workforce to car pool and minimise work-related light vehicle movements all oversized vehicles to have the relevant permits, licences and escorts, as required by the regulatory authorities; all oversize vehicles loads to be appropriately secured and covered, where necessary.	Section 5.1.3 Section 5.1.2 Section 5.1.2
2.4.4	Car Parking existing car parking facilities at Appin West pit top to be upgraded to accommodate increased workforce 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	Section 5.6
5.15.3	Intersection Performance 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.	Section 5.3
5.15.3	Road Safety 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	Section 5.4
5.15.3	Drivers Code of Conduct 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.	Section 5.2

Appendix 3: Agency Consultation

Agency Comments	ICHPL Response/Where addressed in TMP
Transport for NSW	
<u>Response received 25 June 2020</u> 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.	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).
<u>Response received 17 October 2022</u> Any TfNSW upgrade project is subject to funding for implementation. Therefore the upgrade {<i>Appin Road and Appin North access road</i>} shouldn't be assumed for any intersection analysis if funding is not available. However, the applicant is only responsible for the proportion of traffic as a result of their development. I suggest remove the statement from TMP, as condition 26 (c) is self-explanatory or I suggest the below wording: <i>"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 for the proportion of traffic as a result of the development will be prepared in consultation with TfNSW. The upgrade costs based upon the ratio of mine related traffic will be borne by IMC."</i>	The text in Section 5.3 has been updated.
<u>Response received 28 March 2025</u> Thank you for providing Transport for NSW (TfNSW) an opportunity to provide advice on the submitted Traffic Management Plans (TMP) in accordance with Condition 26 of Schedule 4 of Project Approval 08_0150. TfNSW has reviewed the submitted TMP regarding the traffic impacts and road safety along haulage routes and has no issues to the mitigation measures proposed in the TMP.	Noted.

Wollongong City Council	
<u>Response received 9 June 2020</u> Road haulage associated with the Mine occurs primarily on TfNSW-controlled roads. 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. 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. It should be noted that since the original approval; Coalcliff and Corrimal Coke works have been decommissioned which have significantly reduced heavy vehicle traffic from the Appin Mine within the northern parts of the Wollongong LGA.	Noted
<u>Response received 24 August 2022</u> Thank you for the opportunity to comment on the proposed revised Traffic Management Plan for Bulli Seam Operations (Appin Colliery). On review of the proposed plan, no objections are raised. It would be appreciated if you could forward this email to the relevant officer in DPIE for their records also.	Noted The consultation has been attached in the Major Projects Portal.
<u>Response received 8 April 2025</u> Thank you for the opportunity to comment on the revised Traffic Management Plan for Dendrobium (sic) Mine. No objection is generally raised to the proposed modifications given that the proposal represents no material change to already approved mining operations, surface activities, transport routes and volumes, or capacity limits at the Dendrobium Coal Processing Plant (DCPP) or West Cliff Coal Wash Emplacement Area (CWEA).	Noted.
Campbelltown City Council	
<u>Response received 5 June 2020</u>	Noted

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. Light vehicle traffic may use roads in Campbelltown, but this is unlikely to have any significant impact on road capacity. Should this situation change in the future, Campbelltown City Council requests that we be notified of such to allow additional comment to be made.	
<u>Response received 13 October 2022</u> The report focuses on transport routes that doesn't impact on Campbelltown LGA and hence there is no comment, however, I am not sure of the coal and coal wash main route that identifies "Sheriff Road, Wedderburn Road, Appin Road....". Wedderburn Road is in Wedderburn, north of the West Cliff Coal Preparation Plant. I suspect the use of Wedderburn Road (Campbelltown LGA) is a spelling mistake. I also had difficulty in identifying Sheriff Road, which may be a private road into Appin East pit top.	Noted. Sheriff Road is the exit road from the Appin East Pit Top and Wedderburn Road is the road that is adjacent to the Appin North Pit Top and WCCPP.
<u>Response received 2 May 2025</u> There is no further comment or action required from CaCC.	Noted.
Wollondilly Shire Council	
<u>Response received 10 June 2020</u> Heavy vehicles for the mine are well versed with the NHVR requirements and travel under strict conditions. 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. The restrictions include: • 12t GVM sign posted road limit; • 15m Length limit and • 42.5t with 12t single axle load limit recommended on the existing bridge Over weight vehicles may be allowed to travel over the bridge with exemption permits issued by Council. The section of Wilton Rd at Broughton Pass is frequently being monitored by load Inspectors	Noted and included in Section 5.1.1.1

who would not hesitate to infringe drivers flouting these restrictions. In addition, Council has installed prominent signs along this route to warn road users. Recently, electronic Vehicles Actuated Signs (VAS) have also been installed.	
<u>Response received 1 November 2022</u> <u>Comment from Assets and Transport:</u> No transport route from the north is acceptable – right turn out of Woodbridge – would need to provide vehicle turning plans. The bridge at Foot Onslow Creek Bridge is untested and not suitable for B doubles or greater. Permits through NHVR would be required with Council consent – this would not be given due to the concerns with Foot Onslow Creek Bridge. No indication of traffic volumes has been given for traffic generated by the construction. Finns Road has a 15T load limit. To be able to get a permit for heavy vehicles – traffic volumes, type/size of vehicle and hours of operation would have to be supplied.	Text in Section 5.1.1.2 amended to reflect this applies to vehicles that are not GAV. Additional text has been added in Section 5.1.1.2. Text provided in Footnote 5.
<u>Response received 13 May 2025</u> Generally Council can be considered satisfied with respect to the aspects that impact road function with the following comments provided: • The aspects of work around intersection upgrades and works required are quite vague appearing to not set clear outcomes/timings. Aspects such as review times with WSC/TfNSW and thresholds for such aspects should be defined in the traffic management plan if it is to be condition/forms part of a separate approval mechanism. • A section 138 (and/or ROL for state roads) are required prior to undertaking any works/occupation of an existing road reserve for the purpose of any aspects presented within the Traffic Management Plan.	The trigger for a review is noted in Section 5.3.1 with reference to the baseline truck movements in Footnote 6. Based on current and predicted truck movements, it is not anticipated that this trigger will be reached unless site production increases considerably, there is a change in operational practices or there is a significant change to the truck fleet. Should these changes occur, they would trigger a conversation with TfNSW and WSC. Reference to the requirement for a section 138 approval and road occupancy licence has been included in the text in Section 5.3.4.

Internal aspects of the development and confirmation of external projects has not been undertaken as part of this review.	Noted.
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Response received from the Department dated February 2023

Traffic Management Plan	Sufficient (Yes/No/Partial)	Document reference and comment	Action Required	Company Response
Schedule 4				
Operating Conditions 4. The Proponent shall: (a) implement best management practice, including all reasonable and feasible noise mitigation measures, to minimise the construction, operational and road traffic noise generated by the project;	Partial	Appendix 1 refers to the noise management plan to address the condition. However, there is no further discussion or information to address the condition.	Include a summary from the noise management plan to address the condition 4.	Section 5.8 has been included.
5.				
(c) seek to minimise road traffic noise generated by employee commuter vehicles on public roads, particularly Douglas Park Drive and Macarthur Road;	No	There are no details if there are measures to minimise traffic noise	Include a discussion on how road traffic noise generated by employee commuter vehicles on public roads, particularly Douglas Park Drive and Macarthur Road are minimised.	Section 5.8 has been included. Footnote 14 has been included under Section 5.8.
Road Traffic Noise Mitigation 6. 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	Partial	Appendix 1 refers to the noise management plan to address the condition but no further information.	Include a summary to address the road traffic noise.	Section 5.8 and Section 7.3 have been included.

Traffic Management Plan	Sufficient (Yes/No/Partial)	Document reference and comment	Action Required	Company Response
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 the implementation of these measures, then either party may refer the matter to the Planning Secretary for resolution.				
Traffic Management Plan				
26. The Proponent shall update the approved Traffic Management Plan for the project to the satisfaction of the Planning Secretary. This plan must be:				
(a) prepared in consultation with the TfNSW, WCC, WSC and the CaCC;	Yes	Evidence from the agencies were sighted.	Open actions listed below.	
(b) submitted to the Planning Secretary for approval by 31 January 2017;	-	Section 5.3	-	
(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;	Partial	Section 5.1.5 does not discuss a program for any intersection works. Section 8.2 discusses the notification to be implemented but there is no mention of West Cliff Mine Access Road and Appin Road. There is no commitment that the condition will be implemented throughout the project life.	Discuss a program to be implemented 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	Intersection performance is discussed in Section 5.3. There was a slight misalignment in relevant Section numbers in Appendix 1.
(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.	Partial	Section 5.1.5 provides a broad description on construction traffic. The condition requires strategies to manage construction traffic.	Include strategies on how the project will manage construction traffic. Provide an overview on the specific assessments.	Section 5.1.5 has been amended.

Traffic Management Plan	Sufficient (Yes/No/Partial)	Document reference and comment	Action Required	Company Response
26A. The Proponent shall ensure that safe access to Ventilation Shaft No.6 is provided from public roads.	Partial	Section 5.3 discusses the intersection was constructed to be fully compliant with RMS guidelines.	Include a discussion from TfNSW confirming the intersection was complaint.	Wording in Section 5.3.2 has been amended.
26B. If it is determined that the corridor of the proposed Outer Sydney Orbital Stage 1 would intersect with the Appin Ventilation and Access Site, the Proponent must develop a specific Infrastructure Management Plan in consultation with, and to the satisfaction of, TfNSW. The plan must include: (a) detailed design and engineering parameters required for co-existence; (b) measures to ensure the ongoing safety and serviceability of the site and Outer Sydney Orbital Stage 1 during construction and operation; (c) any upgrades or augmentations required to the site associated with the construction and operation of the Outer Sydney Orbital Stage 1; (d) assessment of risks generated by co-location of surface infrastructure; and (e) costings of proposed measures and cost sharing arrangements.	Partial	Section 5.7 provides a broad description of the condition. There are no details to confirm if the corridor of the proposed Outer Sydney Orbital Stage 1 would intersect with the Appin Ventilation and Access Site.	Provide information if there is an intersection and when TfNSW will be consulted to prepare the plan. Include timeframes.	The Outer Sydney Orbital route has not yet been made publicly available. The wording in Section 5.7 has been amended to reflect this. Timeframes are unable to be provided until a determination on the final route has been made.
26C The Proponent must implement the Traffic Management Plan approved by the Planning Secretary.	Yes	Section 8.4 includes the condition.	-	
Table SOC 3				
Traffic will be incorporated into environmental assessment documentation. Where relevant, a Traffic Management Plan will be developed and	Yes	Section 8.2 addresses the requirement.	-	

Traffic Management Plan	Sufficient (Yes/No/Partial)	Document reference and comment	Action Required	Company Response
implemented to minimise impacts and ensure continued road safety. - Illawarra Coal will ensure any measures within a Traffic Management Plan will be implemented. - For large projects Illawarra Coal will advise local residents of the commencement of works and any related potential disruptions to local traffic.				
Car Parking - existing car parking facilities at Appin West pit top to be upgraded to accommodate increased workforce - 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	Partial	Section 5.6 discusses limited details on carparking being adequate. What upgrades have been undertaken? Are they adequate to accommodate increased workforce?	Include a discussion on how the carparking has been upgraded to accommodate increased workforce.	Additional text has been included in Section 5.6.
Intersection Performance - 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	No	Section 5.3 does not include detail on the West Cliff pit top access road.	Include details on the upgrade to involve signals installation or an alternative design determined in consultation with the RTA.	Additional text has been included in Section 5.3.1.
Road Safety - 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	Yes	Section 5.4 addresses the requirement.	-	
Drivers Code of Conduct - 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	Yes	Section 5.2 addresses the requirement.	-	

Traffic Management Plan	Sufficient (Yes/No/Partial)	Document reference and comment	Action Required	Company Response
measures to other haulage routes, where relevant.				
General Comments			Action Required	Company Response
Other Agency Comments			Action Required	Company Response
TfNSW				
Hi Chris, Any TfNSW upgrade project is subject to funding for implementation. Therefore the upgrade shouldn't be assumed for any intersection analysis if funding is not available. However, the applicant is only responsible for the proportion of traffic as a result of their development. I suggest remove the statement from TMP, as condition 26 (c) is self-explanatory or I suggest the below wording: "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 for the proportion of traffic as a result of the development will be prepared in consultation with TfNSW. The upgrade costs based upon the ratio of mine related traffic will be borne by ICHPL." Would the above work? Zhaleh Alamouti Senior Land Use Planner Planning & Programs Greater Sydney Transport for NSW M 0427 825 855 T (02) 8849 2331 E zhaleh.alamouti@transport.nsw.gov.au			Hi Zhaleh, I am happy to make that change. Would you be OK with the addition of the highlighted text: "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 for the proportion of traffic as a result of the development will be prepared in consultation with TfNSW if required. The upgrade costs based upon the ratio of mine related traffic will be borne by ICHPL." Section 5.3 has not been updated	Wording in Section 5.3.1 has been checked and it is considered that it reflects the wording suggested by TfNSW and as per the response by ICHPL.
Wollondilly Council				

Traffic Management Plan	Sufficient (Yes/No/Partial)	Document reference and comment	Action Required	Company Response
Hi Chris, Comment from Assets and Transport: No transport route from the north is acceptable – right turn out of Woodbridge – would need to provide vehicle turning plans. The bridge at Foot Onslow Creek Bridge is untested and not suitable for B doubles or greater. Permits through NHVR would be required with Council consent – this would not be given due to the concerns with Foot Onslow Creek Bridge. No indication of traffic volumes has been given for traffic generated by the construction. Finns Road has a 15T load limit. To be able to get a permit for heavy vehicles – traffic volumes, type/size of vehicle and hours of operation would have to be supplied 5.1.1.2 Specific Requirements – AMVA Project The following transport routes to be used by heavy and light vehicles during the construction of the AMVA Project. These are described as: - Traffic to/from the South: Traffic will access the Site via the Hume Motorway M31, Picton Road and Menangle Road. - Traffic from the North: Traffic will access the Site via the Remembrance Driveway, Finns Road, Woodbridge Road and Menangle Road. (Note: the section of Finns Road between Woodbridge Road and Menangle Road has a 15-tonne limit). Thanks, Akash Nafizul Akash Assets Coordinator T A E W 0246779651 P.O. Box 21 Picton, NSW, 2571 Nafizul.Akash@wollondilly.nsw.gov.au http://www.wollondilly.nsw.gov.au			Section 5.1.1.2 includes non-committal language using the word “would”. Revise the section to state “will”. Include the detail on Foot Onslow Creek Bridge.	The text in the TMP in Section 5.1.1.2 already uses ‘will’. Further correspondence with TfNSW occurred on 18/10/22, 14/11/22 and 10/01/23 in relation to the approval of the Appin Mine Ventilation and Access Project Construction Environmental Management Plan (CEMP). The text that has been included in the CEMP (approved by the Department on 19/01/23) is replicated in the TMP. The particular concern regarding Foot Onslow Bridge has been addressed by the inclusion of the following dot point: All vehicles which are not defined as

Traffic Management Plan	Sufficient (Yes/No/Partial)	Document reference and comment	Action Required	Company Response
				“General Access Vehicles (GAV)” in the National Heavy Vehicle Regulator Guidelines would require a permit to access site on Menangle Rd from the North.” This text has been included in Section 5.1.5.2.
Campbelltown Council				
Hi Chris, The report focuses on transport routes that doesn't impact on Campbelltown LGA and hence there is no comment, however, I am not sure of the coal and coal wash main route that identifies “Sheriff Road, Wedderburn Road, Appin Road....”. Wedderburn Road is in Wedderburn, north of the West Cliff Coal Preparation Plant. I suspect the use of Wedderburn Road (Campbelltown LGA) is a spelling mistake. I also had difficulty in identifying Sheriff Road, which may be a private road into Appin East pit top. Regards frank Frank Sirc Team Leader Traffic Investigations M: 0428 568 416 E: frank.sirc@campbelltown.nsw.gov.au W: www.campbelltown.nsw.gov.au			Closed	

Appendix 4: Management Plan Approval

To be included when received