

# Dendrobium Community Consultative Committee

## MEETING MINUTES



<b>MEETING:</b>	Dendrobium Community Consultative Committee Working Group (DCCC WG)	
<b>LOCATION:</b>	Microsoft Teams / Wollongong Golf Club	
<b>DATE:</b>	17:30, Thursday 19 May 2022	
<b>ATTENDEES:</b>	Independent Chairperson Community Representatives	Mike Archer (MA) Jenny Evans (JE) Vivien Twyford (VT) Phil Clunas (PC) Phil Diamond (PD) Michael Banasik (MB) Wollondilly Shire Council John Wood (JW) Wollongong City Council
	Illawarra Metallurgical Coal Representatives (IMC)	Amanda Silarski (AS) Gary Brassington (GB)
<b>APOLOGIES:</b>		Alex Beccari (AB) Anita Mulrooney (AM) Phil Grant (PG)

<b>1</b>	<b>PURPOSE</b>
	The purpose of the DCCC WG is to provide a forum for open discussion between representatives of Dendrobium Mine, the community, the relevant councils and other stakeholders on the Dendrobium Mine Extension Project.
<b>2</b>	<b>AGENDA</b>
	<ul style="list-style-type: none"> <li>Welcome, Apologies &amp; Declaration of Pecuniary Interests</li> <li>Business Arising</li> <li>Dendrobium Mine Extension Project update</li> <li>General Business</li> </ul>
<b>3</b>	<b>WELCOME / APOLOGIES</b>
	<p>Mike Archer (MA) welcomed all members present to the Dendrobium Community Consultative Committee Working Group (DCCC WG) meeting.</p> <p>MA issued an apology for AB, AM and PG. MA introduced JW, proxy for Wollongong City Council.</p> <p>MA provided Acknowledgement to Country.</p>
<b>4</b>	<b>DECLARATION OF PECUNIARY INTERESTS</b>
	<p>MA declared a pecuniary interest, advising that in his role as Independent Chairperson, he is paid for his time by South32 Illawarra Metallurgical Coal.</p> <p>There were no other declarations made at the meeting.</p>
<b>5</b>	<b>PREVIOUS MINUTES</b>
	Meeting minutes of DCCC WG meeting 24 March 2022 were accepted. Moved JE, seconded PC.

5A	<b>BUSINESS ARISING</b>
	<p>Questions on Notice from the previous meeting were discussed:</p> <ol style="list-style-type: none"> <li> <p><b>1. What is the viable percentage concentration of methane to produce power?</b></p> <p>Additional abatement measures for fugitive emissions (i.e. use of methane) were considered – not considered reasonable or feasible for the Project. Combustion of gas to generate electricity is utilised at the Appin Mine, however it requires a relatively homogenous gas resource at 75-95% methane and requires periodic gas enrichment from the state gas network to feed the electricity generation plant. By comparison, the Area 5 gas content is lower in methane content and less homogenous. It would require gas enrichment which is not available in the Metropolitan Special Area. This option is not considered viable for the Project.</p> </li> <li> <p><b>2. Would an additional 50 m of setback from reservoirs reduce subsidence impact further?</b></p> <p>Mining has previously occurred proximal to the Upper Cordeaux No. 2 Dam, Cordeaux Dam and Avon Dam. The longwall layout proposed has been designed to minimise potential impacts to Avon Dam - includes minimum setbacks of 1km from the dam wall and 300m from the Full Supply Level (FSL). We commit to achieving performance measures such that the safety and serviceability of the Avon Dam is always maintained. This includes developing mitigation, management and monitoring measures for potential subsidence impacts to the Avon Dam (i.e. detailed monitoring program and Trigger Action Response Plan (TARP). We will review and revise our existing WaterNSW Asset Management Plan for the Project. TARPs would be informed by a risk assessment completed during Extraction Plan preparation, including input from an appropriately qualified Dams Engineer. Compliance with any Dams Safety NSW requirements or conditions relating to mining, including implementation of appropriate and approved setbacks from the dam wall and FSL.</p> </li> <li> <p><b>3. What is the impact of truck movements through Mount Kembla (assume during construction)?</b></p> <p>Potential impacts of the Project on road traffic movements, key intersection performance and road safety are assessed in Appendix H of the EIS. Additional truck movements would occur during construction activities associated with the Project. It is not anticipated there be any material change in the condition of the roads (Road Transport Assessment). All oversize loads would be transported with the relevant permits and load declarations obtained in accordance with Additional Access Conditions for oversize and overmass heavy vehicles and loads. The Drivers' Code of Conduct applies to truck movements through Mount Kembla and specifies requirements to minimise potential impacts of traffic on the community and maintain road safety. The Project is not predicted to significantly alter the proportion of Dendrobium Mine's contribution to traffic. We will review the existing Traffic Management Plan (TMP) and update it as required.</p> <p>GB noted the majority of the construction is related to the new ventilation shaft which would be access via Picton Road. There is limited construction planned at the pit top, with the exception of the proposed car park. Majority of truck movements in Mount Kembla will be related to delivery of earth moving equipment.</p> <p>AS noted the carpark is not designed or planned, A secondary approval would be required before this could commence. The detail planning for the car park would involve consultation with relevant stakeholders.</p> <p>VT questioned how long the construction would be, raising concern that it may coincide with the construction of the mountain bike trails in Kembla Heights.</p> <p><b>Question on Notice</b> – How long is the construction period?</p> </li> </ol>
6	<b>DENDROBIUM MINE EXTENSION UPDATE</b>
	<p><b>Overview/update</b></p> <ul style="list-style-type: none"> <li>AS noted key dates which were subject to change pending progress:</li> </ul>

	<ul style="list-style-type: none"> <li>○ December 21 – Project determined SSI</li> <li>○ December 21 – Scoping Report lodged / SEARs issued</li> <li>○ April 22 – EIS planned submission</li> <li>○ May/June 22 – Public exhibition period for 6 weeks (till 14 June)</li> <li>○ May/June 22 – Community engagement</li> <li>○ From June 22 – Response to submissions</li> </ul> <ul style="list-style-type: none"> <li>● AS provided an update on the community feedback to date and community information dates in May and June. <ul style="list-style-type: none"> <li>○ Limited community feedback received, with two enquiries related to the proposed car park and traffic movements.</li> <li>○ Two people attended the community information session on 14 May looking for more information to support a submission.</li> <li>○ The remaining community information sessions are 27 May at Unanderra Community Hall and 28 May and 1 June at Kembla Heights Bowling Club</li> <li>○ Demonstration of virtual room provided</li> </ul> </li> <li>● VT questioned the information being shared with the community – is it all positive? Are impacts still shared? GB noted the EIS includes all information – positive and negative – as required by legislation. It paints a true picture of the Project. MA commented the executive summary does address positive and negative impacts. AS noted while it is not included on the boards of information prepared for the information sessions, it is the EIS summary booklet (A5, 8 pages) as a summary table that describes which is available at the sessions. The booklet was shown at the meeting and noted it is available in the virtual room and website. There was an opportunity to include this information on a board.</li> </ul> <p><b>Action: AS include the summary table from the EIS summary booklet on an information board at reminding community information sessions.</b></p> <p><b>Open discussion</b></p> <ul style="list-style-type: none"> <li>● AS presented a series of slides previously discussed, opening up the meeting for member questions.</li> <li>● PD questioned the sequencing of Area 3C and Area 5. GB explained we would operate in Area 3C, shift to Area 5 and then return Area 3C. As Area 3C has higher gas concentrations, this sequence would enable Area 3C gas to be removed prior to mining, however would be at the discretion of government to approve an extension in our Development Consent.</li> <li>● PD noted the Maldon-Dombarton rail link had been in the media – how does this impact on mine plans. G pointed to the rail corridor on the map, noting it passed through Area 5. This would be taken into consideration in mine design and mitigation. Mining under rail infrastructure is technically complex however it is proven – South32 has successfully mined under the Main Southern Railway.</li> <li>● MB commented on the Maldon-Dombarton rail. Wollondilly Shire Council has been advocating for the rail link. It would like to see it used as a freight line, but also a passenger service given the growing Wilton area.</li> <li>● PC commented on the dam wall setback – is Area 5 the closest a mine has ever been to a dam wall? GB clarified mining has occurred closer to Cataract Dam Wall by other operators than is proposed by South32. This provides good data for mitigation measures. GB clarified that the 1 km setback from dam walls will be adaptive and the distance shifted further away if the ongoing monitoring suggests it is required. This will be done in consultation with the Dam Safety NSW.</li> </ul>
<b>7</b>	<b>GENERAL BUSINESS</b>
	<ul style="list-style-type: none"> <li>● VT – interested in the outcome of the community engagement. She doesn't believe there is as much interest in the project given significant change has been made to the proposed mine footprint. She does believe the car park will remain an issue for the local community and believes when stakeholders are consulted effectively there can be better outcomes for the community and mine.</li> <li>● PC – commented that interest in the project may be low given the federal election and cost of living pressures increasing.</li> </ul>

	<ul style="list-style-type: none"> <li>• PD – questioned South32’s position on the mountain bike trails planned for Kembla Heights. AS confirmed South32 is yet to determine its position – waiting on assessments and proposed plans for Kembla Heights to be presented.</li> </ul>
<b>8</b>	<b><i>ACTIONS</i></b>
	<ul style="list-style-type: none"> <li>• Questions on Notice: <ul style="list-style-type: none"> <li>○ How long is the construction period? When is it expected to start and finish if external and internal approvals are granted to schedule?</li> </ul> </li> </ul>
<b>9</b>	<b><i>MEETING CLOSE / NEXT MEETING</i></b>
	<p><b>Meeting close:</b> 6.30pm</p> <p><b>Next Meeting:</b> 5.30pm, Wednesday 13 July 2022</p>

