Central Eyre Iron Project
Mining Lease Proposal

CHAPTER 5
STAKEHOLDER CONSULTATION

5 Stakeholder Consultation 5-1

List of Figures

List of Plates

List of Tables

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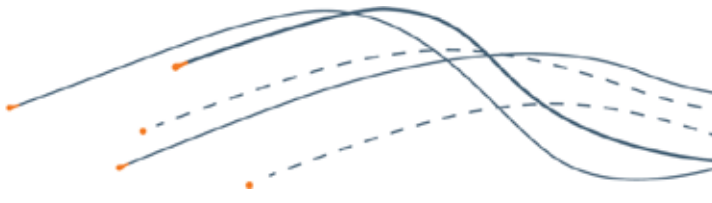
5   Stakeholder Consultation

5.1   Applicable legislation and standards

The following chapter provides an overview of the stakeholder engagement and consultation undertaken by Iron Road (as the parent company of the mining proponent, IRD Mining Operations Pty Ltd) regarding the proposed mining lease. Engagement and consultation have been undertaken in order to understand the context and views of affected parties, to provide opportunities for stakeholder participation in the project, to discuss suitable outcomes and to identify project design options. The chapter provides a detailed description of the stakeholders with whom Iron Road has engaged and consulted, the type of engagement and consultation that has been undertaken, the key benefits and issues identified by affected parties and a summary of how issues have been addressed and benefits maximised.

Iron Road considers the process of engagement and consultation as the practice of "actively bringing stakeholder voices into decisions that affect or interest them (DPC 2013)" and has identified, engaged and consulted with a range of stakeholders including, but not limited to:

·   Directly and indirectly impacted landowners

·   Local communities

·   Local government

·   Local businesses

·   Native Title parties and Aboriginal groups

·   State and Federal politicians

·   State and Federal government agencies

·   Industry

·   Service providers

·   Non-government organisations and special interest groups

·   The general public

5.2   Applicable Legislation and Standards

Iron Road has based its engagement and consultation on industry and government recognised practice as outlined in section 5.3 below. This approach to stakeholder engagement and consultation was adopted by Iron Road during its exploration activities and continued during both its Pre-Feasibility Study (PFS) and Definitive Feasibility Study (DFS) and continues today.

As Iron Road progressed its activities and completed its studies, including all work undertaken to determine that the substantial magnetite deposit identified by the Company could be effectively and efficiently mined, it ensured that its extensive engagement with stakeholders also took into consideration the requirements specified under the *Mining Act, 1971* (Act) and *Mining Regulations, 2011* and Ministerial Determination 006. Under that legislation a mining proponent must consult with affected stakeholders, report on which stakeholders have been consulted with, identify the challenges or concerns expressed by stakeholders and set out how the proponent has responded to those challenges/concerns.

In particular the proponent must demonstrate the extent to which outcomes have been developed in consultation with landowners and other directly affected stakeholders. As articulated in the Act and as per Ministerial Determination 006, each Chapter of this Mining Lease Proposal (MLP) describes the views of affected parties and how those views have been taken into account.

Iron Road's engagement strategy is considered on a whole of project basis, therefore all engagement activities have included conversations about the proposed CEIP Mine and all infrastructure components. The Company has been consistent in its message delivery with all stakeholders and this strategy is reflected throughout this chapter.

5.3 Engagement and Consultation Approach

Iron Road values its place within the community and believes well planned and managed mining operations, with a clear commitment to social and environmental responsibility, benefit both the Company and the community. Iron Road's work is based on the following principles:

- Maximise opportunities to communicate and engage with communities and stakeholders
- Work with community leaders to identify mutual benefit
- Actively foster good working relationships with federal, state and local governments
- Liaise effectively with regulatory bodies and advisory agencies
- Seek to leave the community with lasting positive benefits following mine closure
- Strive to leave the community with no lasting negative impacts
- Support programs and training to add to social wellbeing in local communities
- Operate openly and develop strong relationships within communities
- Prioritise local employment and business opportunities and encourage CEIP workforce to live in nearby communities and participate in local events.

In addition to legislative requirements relating to consultation with stakeholders, Iron Road has drawn on South Australian Government policy directions including *Better Together: Principles of Engagement* (DPC 2013). Iron Road has also incorporated industry recognised approaches such as those developed by Dr Peter M. Sandman and those developed by the International Association for Public Participation (IAP2), including *Foundations of Public Participation* (IAP2 2012). Flexibility has underpinned Iron Road's consultation and engagement strategy and suggestions from stakeholders, together with lessons learnt from the experiences of other resources proponents, have been incorporated into the program on an ongoing basis.

Iron Road was one of the first industry signatories to the South Australian Chamber of Mines and Energy (SACOME) *Code of Practice for Stakeholder and Community Engagement* (SACOME 2012) and the principles of the Code, outlined below, also underpin the approach.

1) **Inclusive** – the engagement process identifies, reaches out to and includes, participants who clearly represent all stakeholder groups including community, government, business and industry.

2) **Transparent and Accountable** – the engagement process is transparent and it is clear who is responsible and accountable for its implementation.

3) **Clear and Informed** – the engagement process provides timely, balanced and objective information and promotes shared understanding between and within stakeholder groups. Issues on which stakeholder groups are to be engaged are clearly scoped and the factors that can or cannot be influenced by their input are clear.

4) **Accessible and Timely** – the engagement process is accessible to stakeholder groups. Time to deliberate is provided and an appropriate tone is created to encourage deliberation and the forming of informed opinion.

5) **Meaningful** – The engagement process and outcomes are considered by decision makers and can influence the decisions made. The engagement process provides feedback to stakeholder groups on how their input influenced the outcome.

Plate 5-1 Iron Road Staff Meeting with Community Members

5.4 Stakeholders

In identifying stakeholders Iron Road has used the SACOME *Code of Practice for Community and Stakeholder Engagement* description which defines stakeholders as "individuals or groups with an interest in a proposal or a project. Stakeholders may be directly or indirectly affected by the proposal or project" (SACOME 2012).

Iron Road has undertaken a qualitative assessment of impact levels to stakeholders, underpinned by the recognition that physical proximity to the mine will influence levels of impact and interest. Engagement levels have been tailored based on three levels of impact as outlined in Table 5-1 below.

Table 5-1 Levels of Impact

Impact Level	Description	Level of Engagement
High	Directly affected stakeholders with high, medium and low interest levels. Based on the results of engagement and consultation the majority of directly affected stakeholders have medium to high levels of interest.	Inform, Consult, Involve and Collaborate
Medium	Indirectly affected stakeholders with high levels of interest in the project.	Inform, Consult, Involve
Low	Indirectly affected stakeholders with a medium to low level of interest in the project.	Inform and Consult

The stakeholder analysis and corresponding engagement levels have informed how Iron Road has tailored engagement activities, as outlined in Figure 5-1.
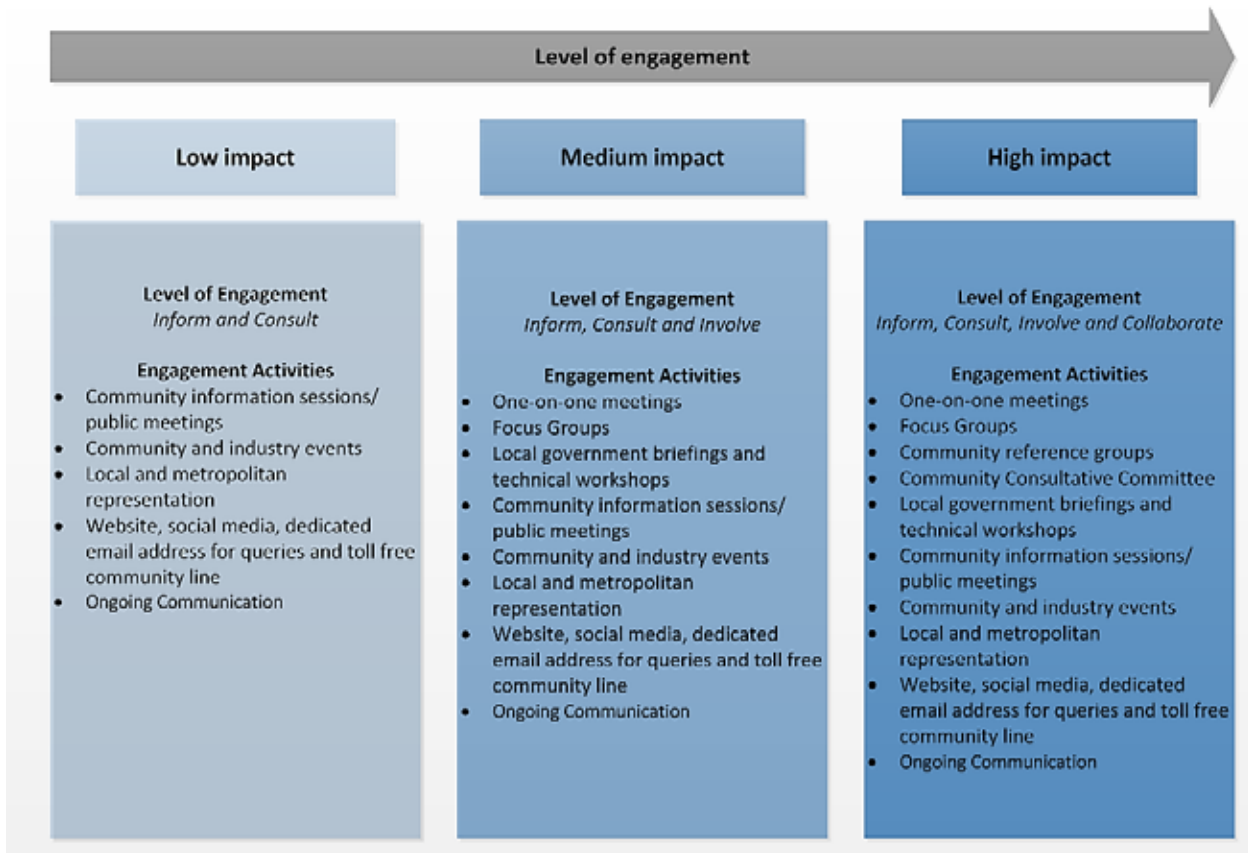
Figure 5-1 Tailoring Engagement by Impact Level

The proposed mining lease will cover an area of 8,458 ha, the majority of it on agricultural land held under freehold tenure by six different farming families. There are also portions of road reserves within the boundary of the proposed mining lease are under the care, control and management of the Wudinna District Council (DC).

Other affected stakeholders in the region include landowners adjacent to the proposed mining lease, the Warramboo community, the Wudinna community, Wudinna DC, Regional Development Australia Whyalla and Eyre Peninsula, local industry and businesses, social services providers, local police, educators, health professionals, volunteer organisations, community groups and other communities in the general vicinity such as Kyancutta, Minnipa and Lock.

Engagement has been and will continue to be, undertaken with a large range of stakeholders at a local, regional, state and broader level. Stakeholder groups engaged and consulted to date and the level of potential impact on each group as a result of the proposed mine, are outlined in Table 5-2.

Table 5-2 Stakeholder Groups and Impact Level

Stakeholder Group	Description	Examples of Engagement Opportunities
High impact		
Landowners	Landowners whose land is within or adjacent to the proposed mining lease.	· Ongoing one-on-one meetings with directly impacted landowners. This has included discussions around proposed drilling and other exploration activities, information on landowner rights under the Act (with relevant landowners from late 2008) and details about where they could obtain further information. · One on one project updates offered to all directly impacted and adjacent landowners. · Photo montages offered to adjacent landowners and requested through the CEIP CCC as to appropriate public view points to include in the visual impact assessment. · Individual impact assessment meetings offered to landowners within or adjacent to the proposed mining lease. · 34 public meeting / information session opportunities since 2012. · Focus groups. · CEIP Community Consultative Committee. · Attended (with information booth) all significant community events since 2012, including the Cleve Field Days, Wudinna Year of the Farmer Show, Wudinna Show and Eyre Peninsula Career Expo Road Show.
Aboriginal groups	Barngarla Aboriginal Corporation (BAC) on behalf of the Barngarla native title claim group (SAD 6011/1998).	· Range of meetings with representatives from the BAC. · ILUA negotiation meetings with the Barngarla Negotiation Team. · Attended presentations by DSD and DPTI representatives to BAC representatives about the approvals processes. · Onsite Aboriginal Heritage clearance survey undertaken. · Attended BAC Directors meeting. · Attended meeting with Walga Mining representatives. · Barngarla community certification meeting in relation to the ILUA (Whyalla, 3rd June 2015).
Local Communities	Communities within the following District Council areas: · Wudinna DC · DC of Cleve · DC of Tumby Bay · DC of Elliston · DC of Kimba	· 34 public meeting / information session opportunities since 2011. · Attended (with information booth) all significant community events since 2012, including the Wudinna Year of the Farmer Show, Wudinna Show Cleve Field Days and Eyre Peninsula Career Expo Road Show. · Focus groups. · Two public meetings held in Lock. · One formal presentation to DC of Elliston.

Stakeholder Group	Description	Examples of Engagement Opportunities
Project Specific Committees	· CEIP Community Consultative Committee (CCC) · Port Neill Community Reference Group · Tumby Bay and District Community Consultative Group	· One community information session to seek community ownership of CCC at Warramboo. · Three community run workshops held at Wudinna and Warramboo to develop CCC terms of reference, membership and decide on an independent Chair. · 20 reference groups / committee meetings held. · One Iron road hosted port site tour for PNCRG and interested public.
Local Government	· Wudinna DC of Cleve · DC of Tumby Bay · DC of Elliston · DC of Kimba	· 25 formal meetings with District Council executives and councillors. · Weekly / monthly / bi-monthly informal meetings to provide updates and gain feedback.
South Australian Government	· State Members of Parliament · Department of State Development (DSD) · Department of Planning, Transport and Infrastructure (DPTI) · Environmental Protection Authority (EPA) · Department of Environment, Water and Natural Resources (DEWNR) · Primary Industries and Regions South Australia (PIRSA) · South Australia Research and Development Institute (SARDI) · Minnipa Agricultural Research Centre · Attorney General's Department (Crown Solicitor's Office) · Department of Health · Department of Treasury · Native Vegetation Council · Eyre Peninsula Natural Resource Management Board · Eyre Peninsula Land Use Support Program (EPLUS)	· Over 100 meetings with range of agencies including DSD, DPTI, EPA and DEWNR. Monthly meetings with DPTI and DSD. · Attendance at all mid-west health advisory committee meetings. · Quarterly meetings with Peter Treloar, local member for Flinders and member of the CEIP CCC. · Formal presentation and information discussion with EP NRM Board and DEWNR. · Formal presentation to Development Assessment Commission (DAC) in relation to the CEIP Infrastructure. · Attended 3 EPLUS sessions. · Formal meeting with SARDI. · Two formal meetings with Minnipa Agricultural Research Centre. · Updates and information meetings with various Government Ministers.
Local community groups	· Community and sporting groups and clubs/associations · Local volunteer organisations	· Ongoing discussions with members of the Wudinna Community Club Committee and Warramboo Community Club. · Three formal presentations to Wudinna Senior Citizens. · One formal presentation to Wudinna Country Women's Association. · Discussion with Local Lions Club. · One formal presentation to Streaky Bay Probus club. · One formal presentation to Minnipa Progress Association. · Ongoing communication with Port Neill Progress Association. · Formal presentation Cleve Probus Club.

Stakeholder Group	Description	Examples of Engagement Opportunities
Industry and business	· Regional Development Australia Whyalla and Eyre Peninsula (RDA). · Local and regional service providers such as mechanics and tyre centres, petrol stations, hardware and machinery manufacturers/ distributors. · Local and regional restaurants, cafes, bakeries, supermarkets, chemists, butchers, newsagents. · Accommodation providers such as hotels, motels and caravan parks. · Industry associations and chambers of commerce, including Primary Producers SA, Grain Producers SA and fishing and aquaculture associations. · ElectraNet · Resources Industry Taskforce · SA Power Networks · Cowell Electrics	· Two formal presentations to RDA board. · Bi-monthly informal meetings with RDA. · One formal presentation to SARDI Chair Rob Kerin. · Two presentations to Eyre Industry Leaders Group. · Formal Presentation to Livestock SA. · Informal discussion with Grain Producers SA. · Formal Presentation to Whyalla 1st business group. · Round table discussions with: Australian Southern Bluefin Tuna Industry Association LTD, Fisheries and Aquaculture (PIRSA) and Agriculture, Food and Wine (PIRSA).
Employees and Contractors	Iron Road employees and contractors.	· Weekly community / stakeholder updates at management meetings. · Mandatory internal training (focus on understanding the communities we work in and orientation of farming practices).
Medium Impact		
Australian Government	· Department of the Environment · Department of Infrastructure and Regional Development · Department of Industry and Science · Department of Defence · Department of Agriculture	· Two formal presentations and discussion with Rowan Ramsay, Federal member for Grey. · One on one meetings with Federal politicians including the Hon Christopher Pyne MP (Minister for Education and Training, Federal Member for Sturt, SA) and the Hon Gary Gray AO, MP (Member for Brand, WA). · Formal presentations to representatives from Federal agencies.
Non-government organisations	· Environmental groups · Regional volunteer organisations · Special interest and lobby groups	· Six formal one-on-one meetings/presentations. · Informal one-on-one discussion with St Johns Ambulance, CFS services and Centacare. · 34 meetings/information sessions open to general public. · Informal discussions at events such as Community Cabinet Luncheon - Streaky Bay, Cleve Field Days, Iron Road public meetings and drop in sessions. · Discussion with Save our Sustainability.
Regional communities	· Communities within and surrounding the proposed Mining Lease including those in areas within the Whyalla and Eyre Peninsula RDA region: · City of Whyalla · City of Port Lincoln	· Meeting with all CEO's and mayors of District Councils. · Presented at Eyre Peninsula LGA conference 2014. · Attended Eyre Peninsula LGA Conference 2015. · Three one-on-one meetings with EPLGA Mining Taskforce.

Stakeholder Group	Description	Examples of Engagement Opportunities
	· DC of Ceduna · DC of Kimba · Wudinna DC · Streaky Bay DC · DC of Cleve · Franklin Harbour DC · Elliston DC · Tumby Bay DC · DC of Lower Eyre Peninsula, remote areas services by the Outback Areas Community Development Trust)	
Low Impact		
General public	General South Australian and broader public.	· ASX releases · Media articles · Attendance Yorke Peninsula Field Days · Attendance at industry conferences and events (including SACOME conferences) · Eyre Peninsula Career Expo · booth holder at Science Alive - National Science Week · Attendance at Streaky Bay Country Cabinet and Luncheon 2014

5.5   Engagement Program

The implementation of the engagement program has been a focus for Iron Road since the very early stages of the CEIP. Engaging stakeholders and communities in the decision-making process has promoted more informed, better understood and sustainable decisions. Iron Road seeks to engage with a wide range of stakeholders to gain a broad representation of opinions and potential impacts and is focused on building trust and positive relationships with stakeholder groups.

Iron Road has worked with stakeholders locally, regionally, across South Australia and more broadly, through a number of initiatives to create direct and ongoing engagement and consultation.

The program has been developed to align with the project timeline in order to incorporate stakeholder feedback into the design of critical project elements.

An overview of the engagement activities undertaken by Iron Road since the completion of its Pre-Feasibility Study (PFS) is provided below. Issues and benefits raised during engagement and how Iron Road has responded to these have been recorded in Iron Road's Stakeholder Issues and Benefits Register, provided in Table 5-8.

5.5.1   Community Information Sessions / Public Meetings

Iron Road recognises that stakeholders will have ongoing questions regarding the proposed mining lease and therefore ensures that key staff and management are available and accessible to provide regular updates and disseminate information. This has included the attendance of key Iron Road personnel at numerous public meetings over the past four years, with the first meetings held in Warramboo and Wudinna in September 2011. Those first meetings were organised with the following objectives:

- To inform the community about the results of the PFS and to set out the next steps for the Company (e.g. such as further drilling with the aim of increasing the magnetite resource)
- To seek feedback and information from all participants about concerns/issues/challenges; perceived negative impacts and potential benefits and develop an understanding of the things they value about their community
- To answer questions, either during the public part of the meeting, or afterwards when talking with people in smaller groups

The important information gained by Iron Road during those first two meetings served as the basis for the preparation of this engagement and consultation strategy. Table 5-3 below provides an example of the community information sessions and public meetings that have taken place since 2011.

Table 5-3 Overview of Community Information Sessions and Public Meetings

Date	Meeting theme/ focus	Audience
Sept 2011	PFS update	Wudinna community
Sept 2011	PFS update	Warramboo community
Feb 2012	PFS update	Local Residents and broader Lock community
Feb – June 2012	Key issues focus groups	Wudinna, Warramboo and Lock
March 2013	Update on Port Proposal	Port Neill
March 2013	CEIP information display	Tumby Bay
March 2013	Update on Port Proposal	Tumby Bay
May 2013	Community Groups/ Reference Groups	Wudinna/Warramboo
June 2013 – October 2013	Various community public meetings, workshops and discussions held to establish a community-formed CCC	Wudinna/Warramboo
September 2013	Update on CEIP	DC of Cleve
January 2014	Port Proposal and corridor information session	Port Neill Holiday Makers
April 2014	CEIP DFS Update	DC of Cleve
April 2014	DFS Open day / Update	DC of Tumby Bay
April 2014	DFS project update	TBDCCG, PNCRG, advertised to general public
April 2014	Eyre Peninsula Field Days – General update and overview regarding the CEIP	Local and regional community
January 2015	Port and Corridor	Holiday Makers
Feb 2015	Approval process, project financing and upcoming consultation events	Wudinna DC
March 2015	Project update, approval process, where to from here	Rudall (DC of Cleve)
April 2015	Project update, approval process, where to from here	Lock community

5.5.2 One-on-One Meetings

Establishing strong relationships with landowners whose properties lie within, or are adjacent to, the proposed mining lease, together with directly affected community members, has been a priority for Iron Road. It has been important not only to understand concerns and specific issues facing each, but to involve those directly affected from the early stages in the project evolution process to ensure they are well informed with any changes that might impact them and their businesses.

Iron Road has undertaken one-on-one meetings with landowners, directly affected community members, the Barngarla Aboriginal Corporation (BAC) on behalf of the Barngarla Native Title Claim Group (SAD 6011/1998), a range of local businesses and service providers (including health, police and education), state government agencies, industry groups and non-government organisations.

Meetings with directly impacted landowners over the years have included discussions on the following:

- In relation to the owners of land Iron Road needed to access – details of drilling programmes / other exploration activities such as geotechnical trenching; determining if there were any special requirements (e.g. access, drill hole locations), rehabilitation of land, compensation;
- Landowner rights under the Act; where to obtain further information
- Ultimate purchase of land.

Direct dealings with impacted landowners around future acquisition of land is difficult for all concerned and is handled as sensitively as possible. In addition to dealings with minesite landowners, Iron Road has hosted information sessions specifically for landowners directly impacted by the infrastructure components to provide general information about the approvals process, engineering and design and potential environmental impacts.

Iron Road has also created opportunities for one-one-one meetings more broadly through community/public drop in sessions, meetings with services providers, at community events and in tailored presentations given in response to stakeholder requests.

Iron Road has worked closely with State Government since 2011 undertaking more than 100 meetings with a range of departments to discuss all elements of the proposed mining lease including environmental, social and economic impacts and opportunities. Information on stakeholder engagement activities, including feedback received and how that has been managed, is relayed at each of the regular case management meetings which comprise representatives from a range of agencies, primarily DSD and DPTI.

5.5.3 Focus Groups

Understanding key issues, concerns and how potential benefits can be maximised has been a priority for Iron Road since the early stages of the project, particularly since the completion of the PFS. To assist in facilitating this understanding, a structured focus group process was undertaken in 2012. The purpose of the focus groups was to seek specific information and feedback from interested community members in small groups discussing the key themes of:

- Business and Economic Impacts
- Environment
- Social Impacts
- Transport and Access
- Training and Education
- Housing and Accommodation

These themes were developed based upon feedback provided to Iron Road during public meetings held in September 2011. The emphasis of the Focus Groups was the proposed mine and information provided to Iron Road during that process was used to inform the future consultation and engagement strategy.

The focus groups were made up of farmers, local business owners, local government representatives, health professionals, educators and other members of the Lock, Minnipa, Warramboo and Wudinna communities. Having small groups of people discussing the specific matters of interest enabled Iron Road to better understand the views of stakeholders, in particular the social, economic and environmental values that are held by those parties. The results of the focus groups underpinned how Iron Road's engagement strategy and program was developed and shaped the focus of some of the technical studies undertaken as part of both the DFS and the mining lease proposal.

Focus groups were held in the local communities of Warramboo, Wudinna and Kyancutta during the period February – June 2012. An overview of Focus Group meeting dates is provided in Table 5-4.

Table 5-4 Overview of Focus Groups

Date	Focus Group Theme
20 February 2012	Business and Economics Focus Group Meeting 1
20 February 2012	Environmental Focus Group Meeting 1
21 February 2012	Social Impact Focus Group Meeting 1
21 February 2012	Transport and Access Meeting 1
2 April 2012	Training and Education Meeting 1
2 April 2012	Housing and Accommodation Meeting 1
3 April 2012	Business and Economics Focus Group Meeting 2
3 April 2012	Environmental Focus Group Meeting 2
3 April 2012	Social Impact Focus Group Meeting 2
3 April 2012	Transport and Access Meeting 2
27 June 2012	Transport and Access Meeting 3
27 June 2012	Training and Education Meeting 2
27 June 2012	Business and Economics Focus Group Meeting 3
27 June 2012	Environmental Focus Group Meeting 3
28 June 2012	Social Impact Focus Group Meeting 3
28 June 2012	Housing and Accommodation Meeting 2

5.5.4   Community Consultative Committee (CCC)

In 2013 Iron Road partnered with the local community to establish the CEIP Community Consultative Committee (CCC) which focuses on the proposed mine at Warramboo and long term employee village adjacent to Wudinna. The CCC includes various representatives of the Wudinna/Warramboo district and is facilitated by an Independent Chair who was unanimously elected by the committee members.

The committee's purpose is framed through the Terms of Reference (refer Appendix E) which were developed by the committee with a focus on maintaining community values, becoming informed, maximising benefits, minimising potential negative impacts and leaving a positive legacy for the future generations.

In addition to regular meetings as a group, the CCC breaks into working groups to focus on the discussion and resolution of issues related to specific themes, such as water and dust. All CEIP CCC meetings are open to the public and meeting minutes are published both on the Iron Road website and Wudinna District Council website. Additional community members are invited to participate in these working groups where appropriate/ relevant.

The CEIP CCC is focused broadly on achieving the following objectives:

· Ensure that effective communication and consultation arrangements are established with affected residents, businesses, interests and industry groups

· Provide a local perspective ensuring community inclusion, deliberation and influence, particularly in relation to increasing the benefits and minimising impacts to local communities

· Oversee the community engagement process in relation to fairness, transparency and accountability

· Provide recommendations on relevant aspects of the project

An overview of the CEIP CCC meetings held to date is provided in Table 5-5.

Table 5-5 Overview of CEIP CCC Meetings

Date	Meeting Details and Themes
08 October 2013	**CEIP CCC Meeting 1** Identified purpose, development of Terms of Reference, membership, Independent Chair role management, meeting governance.
12 December 2013	**CEIP CCC Meeting 2** Working together ½ day workshop, planning for 2014, meeting communication, Iron Road project update and happenings.
20 February 2014	**CEIP CCC Meeting 3** Meeting Governance, Social Impact Assessment - Rose Bowey, Discussion - Terms of Reference and meeting protocols, including incorporation, recording of minutes.
11 March 2014	**CEIP CCC Meeting 4** Definitive Feasibility Study update presentation from Steve Green.
14 April 2014	**CEIP CCC Meeting 5** Review of IRD Public Meetings in April and community response. Discussion regarding: Significant Environmental Benefit, groups top key issues for consideration, incorporation.
30 June 2014	**CEIP CCC Meeting 6** Mining Assessment Presentation from DSD on the Mining Lease Application Process.
30 July 2014	**CEIP CCC Meeting 7** Social Impact Assessment Presentation.
10 September 2014	**CEIP CCC Meeting 8** Air Quality and monitoring, road conditions, feedback on technical talking topic program.
16 October 2014	**CEIP CCC Meeting 9** Informal session due to only 2 members attending, discussed water.
7 November 2014	CEIP CCC Working Group: Progress Development of Community Outcomes.
11 December 2014	CEIP CCC Working Group: Progress development of community outcomes table.
11 December 2014	**CEIP CCC Meeting 10** Review of the CEIP CCC first year of operation, discussion on MLP vs PEPR.

Date	Meeting Details and Themes
04 February 2015	**CEIP CCC Meeting 11** Project update from Larry Ingle, presented the draft Social Impact Assessment, water access discussion, Crop health project with SARDI and MARC, Technical talking topics to commence shortly.
10 March 2015	**CEIP CCC Meeting 12** Social Impact Assessment CCC review and feedback.
20 April 2015	**CEIP CCC Meeting 13** Community outcomes tables completed and finalised for formal handover to Iron Road for response.
June 2015	**CEIP CCC Meeting 14** Facilitated session by Independent Chair to review community outcomes list, Iron Road comments and workshop the outcomes that could be achieved through partnerships or delegation to responsible parties.

As part of its consultation with the community on appropriate environmental and social outcomes, Iron Road asked the CEIP CCC to 'look ahead' from the perspective of the community and identify and record environmental, social and economic expectations that should be met by Iron Road and relevant stakeholders to maximise positive benefits and minimise potential negative impacts. The CEIP CCC prepared a community expectations document which is at Appendix F along with Iron Road's response. Where relevant to the Mining Lease Proposal, these expectations have also been included in Table 5-8 Benefits and Issues Register.

The community expectations document is owned by the CEIP CCC. The CEIP CCC has acknowledged that although Iron Road can influence some of the outcomes, many are not the company's decision or responsibility to manage. Iron Road and the CEIP CCC will continue to refine this document as part of the broader collaboration with the community and other stakeholders on desired expectations and strategies by which they may be met, where this is practicable.

5.5.5 Talking Topic Round Table Sessions

Iron Road collaborated with the members of the CEIP CCC, Wudinna District Council, various community groups and other interested stakeholders to develop a program called Talking Topic Round Table Sessions as outlined in Table 5-6. These sessions were developed in response to ongoing stakeholder feedback regarding the same key themes: air quality; water; visual amenity; mine closure and rehabilitation; economic outcomes and social outcomes.

The Talking Topics were designed around the technical aspects of each key issue, addressing community expectations and providing relevant information from findings of the Technical Reports undertaken as part of the mining lease application process.

Table 5-6 Talking Topic Details

Date	Talking Topic Details
24 February 2015	**Talking Topic Round Table Session 1 - Water** Warramboo Community Club Hydrogeologist (Groundwater specialist)
10 March 2015	**Talking Topic Round Table Session 2 - Air Quality** Warramboo Community Club Atmospheric Scientist (Air Quality) Environmental Scientist (Air Quality) specialising in Air Monitoring

Date	Talking Topic Details
24 March 2015	**Talking Topic Round Table Session 3 - Visual Amenity, Mine Rehabilitation, Mine Closure** Wudinna Telecentre Conference Room Environmental Manager
April 2015	**Talking Topic Round Table Session 4 – Water** Warramboo Community Club Hydrogeologist (Groundwater Specialist)
14 April 2015	**Talking Topic Round Table 5 – Community Economic Outcomes** Environmental Manager Stakeholder Engagement Manager

5.5.6   Community Reference Groups

In addition to the CEIP CCC, Iron Road liaises with two other community formed reference groups, whose purposes are framed by Terms of Reference (refer Appendix E). As outlined below, they have been established to enable direct engagement with Iron Road on behalf of the communities they represent. Their focus is based on geographical and social proximity to elements of the CEIP Infrastructure, rather than the proposed mining lease:

· The Port Neill Community Reference Group (focused on the proposed port, rail and other infrastructure)

· Tumby Bay and Districts Community Consultative Group (focused on the proposed on the proposed port, rail and other infrastructure)

As both of the reference groups are self-formed and independently managed, they advise Iron Road as to when and how they would like to be consulted and engaged with. The groups also meet upon request from Iron Road should the need arise. Meetings have focused on topics the groups have considered as significant to their community as well as highlighting opportunities for involvement in the CEIP Infrastructure.

5.5.7   Survey

Local and Metropolitan Representation

Former Chairman of the Wudinna District Council, Tim Scholz, is Iron Road's on site senior staff member operating out of a local office in Wudinna. This provides local stakeholders with ready access to the latest information regarding all elements of the CEIP and an on-going opportunity to discuss any issues, concerns or opportunities. In addition to encouraging the development of relationships, this enables Iron Road to build a better understanding of the local community and key values.

Iron Road is headquartered in Adelaide, South Australia which provides city based stakeholders with the opportunity to access information and project updates and where appropriate, meet with Iron Road staff. Having key decision makers based in Adelaide also enables a high-level of responsiveness and flexibility to stakeholder needs.

Community and Industry Events

Iron Road is committed to participating in numerous community events in the general vicinity of the proposed CEIP and the broader SA community, both in order to provide information to the local and regional community members and as an opportunity to gain feedback on the project. Examples include:

- Attending and often sponsoring local community events including: Wudinna Show, Wudinna Area School Pedal Prix, Cleve Field Days, Yorke Peninsula Field Days, Lock Races and Iron Road Port to Port Fun Run. Other sponsorships have included local sporting clubs.
- Participation in:
  - SACOME conferences and educational events
  - Eyre Peninsula Mining Alliance (member since 2012)
  - Sustainable Development Committee, SACOME
  - Community Engagement Sub Committee of Sustainable Development Committee, SACOME
  - Industry conferences such as South Australian Resources and Energy Investment Conference, Sustainable Development 2014

Local Government Briefings and Technical Workshops

As a result of several years of regular engagement, Iron Road staff and management have developed strong relationships with staff and elected members of the Wudinna District Council as the one that will be most impacted by the proposed mining lease and long term employee village. Meetings initially focused on the provision of project updates and the seeking of input into elements of the project design but in recent times have focused on technical content of the mining lease proposal including the local road network and proposed closures and realignments. Discussions and negotiations are ongoing and will continue through every phase of the project including approvals, construction, operations and closure.

An overview of local government briefings and workshops is provided in Table 5-7.

Table 5-7 Overview of Local Government Briefings and Workshops

Date	Briefing/Workshop Theme
October 2014	Wudinna DC Theme: Review road network and early works for construction
November 2014	Wudinna DC Theme: Future town planning
February 2015	Wudinna DC Theme: Water Technical Session Theme: Social impacts
March 2015	Wudinna DC Theme: Air Quality Technical Session
April 2015	Wudinna DC Theme: General project update/ Economics

Website, Social Media, Dedicated Email Address, Toll Free Community Line

Iron Road has a comprehensive website that provides up to date information about the CEIP together with company contact information. In addition, social media such as Twitter is utilised to communicate regular updates to the investor community.

A dedicated email address (community@ironroadlimited.com.au) and a 24 hour toll free community line were established by Iron Road in 2011 to present stakeholders with the maximum number of forums through which feedback can be provided.
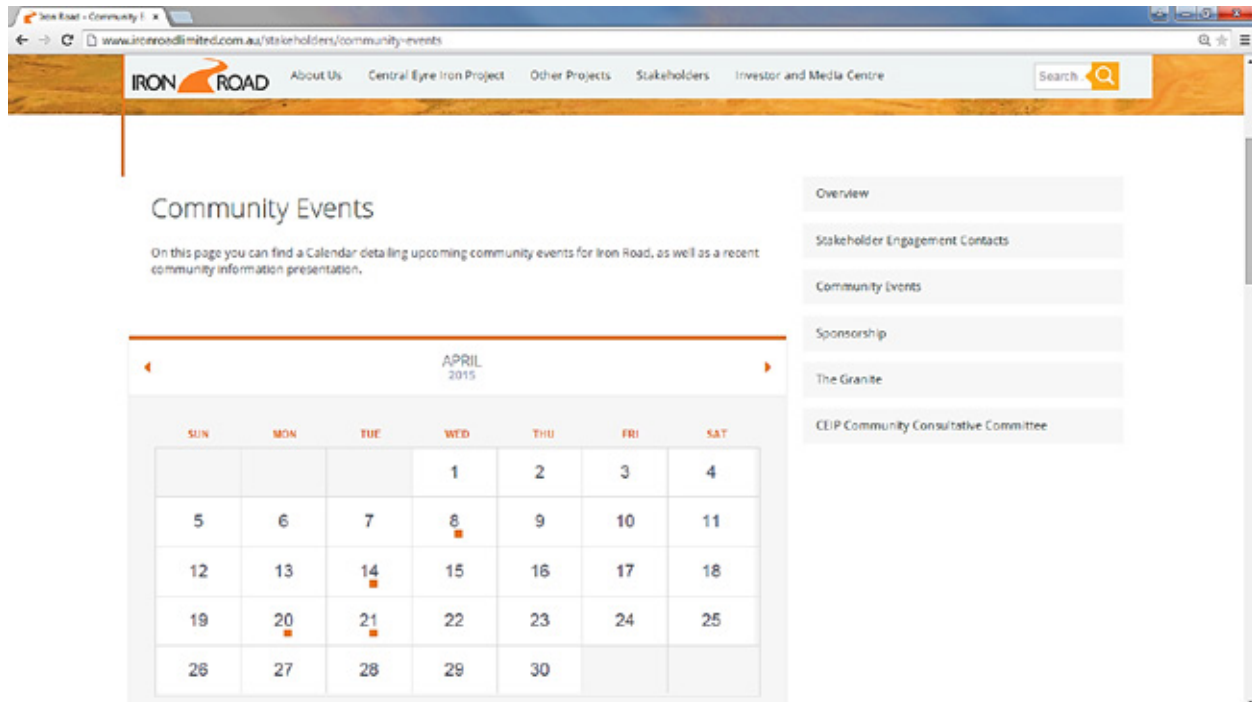

Plate 5-2 Example of Iron Road Website

Ongoing Communication

In addition to meetings, information sessions and participation in local events, Iron Road regularly communicates with the community through newsletters, targeted letter box drops, editorials and advertising in local newspapers. Iron Road also provides regular contributions to local and regional newspapers, including monthly updates in The Granite, a monthly publication that circulates widely within the Wudinna District Council area.

Monitoring and Evaluation

Monitoring, evaluation and continuously improving how stakeholder expectations can be met have been integral to Iron Road's approach. In addition to recording stakeholder engagement activities, feedback and issues in a central stakeholder engagement register, Iron Road has gathered targeted evaluations from community members through such mechanisms as feedback interviews after community meetings. Minutes, prepared by Iron Road or discussion participants, have been used as a record of many meetings and discussions with various stakeholders, to ensure feedback and opinions are adequately represented and understood by Iron Road.

Iron Road has an internal monitoring and evaluation process that includes monthly reviews of the Stakeholder Issues and Benefits Register, monitoring of how issues and feedback have been incorporated into the mine design and the integration of lessons learned across the organisation.

An independent review of Iron Road's engagement strategy and program was undertaken by respected community engagement specialist Bob Goering of Community Engagement Group Australia in 2012/2013 to ensure that it was robust and consistent with best practice engagement methods.

5.6 Identifying and Managing Benefits and Issues

Due to the comprehensive engagement undertaken by Iron Road, the Company has been able to work in partnership with stakeholders to identify any concerns they may have and to discuss potential mitigation and management alternatives. All of the concerns raised have been captured by Iron Road in a Stakeholder Benefits and Issues Register (Table 5-8) and have been taken into consideration during the design of the project. Those concerns have been addressed in each of the relevant chapters within this document together with Iron Road's response to 'designing-out' where possible or managing/mitigating issues.

5.6.1 Benefits Raised

Positive feedback received has been focused on the significant employment, local business and economic diversification benefits that the proposed mine will bring to the region. A large proportion of local community members have expressed their hope that the proposed mine will contribute towards reversing the population decline that many regional communities have faced in recent years, particularly those within the Wudinna District Council area which has experienced a significant decline over the past 25 years. In particular there has been positive feedback about the benefits that the project may bring in terms of creating opportunities for young people to stay in, or relocate to, the region given the increased employment and training prospects. Additional benefits identified include a larger pool of potential volunteers and sportspeople in local communities and improvement of existing services and facilities, particularly health and education. Feedback was provided regarding the positive impact the project would have on local, regional and South Australian economies through increased local procurement opportunities, opportunities to leverage potential infrastructure and services upgrades (upgrade to regional power, water and other infrastructure networks, upgrades to roads, upgrades to local schools) and potential benefits of a diversified economy not reliant primarily on the success of agriculture. Benefits regarding an increase to the South Australian Government revenue, as a result of the requirement for Iron Road to pay mineral royalties in relation to the magnetite produced from the proposed mine in due course were also identified.

Other benefits identified related to the environment, particularly in terms of the opportunities to potentially use desalinated or treated waste water for community benefit and potential fundraising income that could be contributed to the community through Iron Road's recycling activities.

Iron Road is committed to working with the community to ensure opportunities are maximised locally and regionally.

5.6.2 Concerns Raised

At a local and regional level, concerns have been expressed about the potential impacts the proposed mine might have on existing industries and the potential skills shortages that may be faced by the agricultural and other industries in the area should the project proceed. Particular concerns have been raised about possible adverse impacts on agricultural businesses in the area due to uncertainty, disruption to activities and potential long-term impacts on farming operations. Other concerns relate to project timing, the location of the proposed CEIP Infrastructure and the size of the footprint on agricultural land.

Concerns have also been expressed about the potential social impacts of the project, including effects on cost of living and housing availability/cost and impact on existing community culture and values.

Other concerns identified were around potential environmental impacts on water, noise, air quality, visual amenity and waste management. All of these concerns are a key focus for Iron Road's risk-based approach to the project development, have been discussed with community members, the CEIP CCC and the Wudinna District Council and are extensively discussed in the relevant chapters within this document.

5.6.3 Stakeholder Benefits and Issues Register

A summary of the key issues and benefits raised by stakeholders is outlined in Table 5-8. Impact assessments have addressed these issues and / or concerns raised, as detailed more extensively in the individual chapters and accompanying technical reports. A high level summary of Iron Road's response to these issues is provided in this table – reference should be made to the relevant chapter for a more comprehensive list of commitments and proposed control measures.

Table 5-8 Benefits and Issues Register

Benefits and Issues	Iron Road response
Social (Chapter 22 Social)	
Community culture and character **Benefits** · Stemming of population decline · Creation of local employment opportunities · Creation of local training opportunities · Employment and training opportunities encourage greater number of young people to stay in the region · Iron Road involvement and support of community activities (e.g. Pedal Prix) · Larger pool of potential volunteers in local communities · Larger pool of potential participants in sporting and other local clubs · Improved community stability due to diversification of local economy **Issues** · Changes to the culture, character, fabric, identity and lifestyle of the local community through the introduction of a new workforce and the potential loss of farming families · Negative amenity impacts on local communities as a result of dust, noise, light spill, blasting, radiation levels and increased traffic from mine construction and operations · Impact on sense of security and safety in communities within and surrounding the proposed mining lease · Uncertainty in local and regional communities regarding final number of workers to be involved in the proposed activities to be undertaken on the proposed mining lease and if these workers are from outside the community when they will arrive · Reduction in capacity of local and regional community members to volunteer given long working hours associated with FIFO and shift work · Residential integration of CEIP workforce and their families into the community · Ongoing attraction of employees from non-mining sectors · Impacts of mine closure on local community	**How has engagement occurred?** A comprehensive Social Impact Assessment (SIA) has been undertaken to understand and address the concerns and maximise the benefits raised by stakeholders. Iron Road has sought stakeholder participation in the design of the proposed activities on the proposed mining lease and the development of the SIA through a range of engagement activities including: · Review of draft Social Impact Assessment (SIA) by the Wudinna DC and CEIP CCC with feedback incorporated into the final SIA · Holding of ongoing discussions with the CEIP CCC regarding community culture and character, which has led to the development of a Q&A document to support conversations with stakeholders · All issues related to private landowner access have been discussed with relevant landowners on a one-on-one basis to enable effective mitigation and designing out where possible of potential issues · Focus groups, which have included an emphasis on social impacts, have been hosted by Iron Road at the early stages of CEIP design. The feedback received in these Focus Groups has provided a solid foundation for Iron Road in understanding the key social issues the community considers would impact their environment · Iron Road, at the request of Wudinna DC, participated in a Social Technical Information Session. As part of this session Iron Road briefed attendees on the technical aspects of the project and attendees provide their feedback, ideas and discussed issues of concern

Benefits and Issues	Iron Road response
Access to infrastructure, services and resources **Benefits** · Access to improved services (e.g. schools, hospitals, retail) as a result of population growth and greater opportunities for existing and new businesses · Access to higher quality education and training tailored to potential job opportunities (e.g. University campus in Wudinna, specialist subject choices at secondary school) · Opportunity for local and regional businesses to use infrastructure upgraded and constructed by Iron Road (e.g. roads, airport) · Potential increase in access to infrastructure (e.g. commercial public air service available due to upgrade of Wudinna airport) as a result of population growth and greater opportunities for existing and new businesses · Potential increase in access to infrastructure and services as a result of Iron Road investment · Potential to improve viability of local sporting and community organisations as a result of population growth · Potential to use Iron Road fire management capabilities in case of emergency and develop a collaborative approach to emergency response · Potential increases in student population counters current downward trend in student numbers in local schools · Population growth increases numbers in religious congregations · Green waste utilised either on site or for local business and community projects · Sewerage treatment plant for whole of community **Issues** · Concern regarding whether there will be adequate supply of housing to cope with increased demand · Concern regarding potential loss of access to land and infrastructure (e.g. local road closures, access to properties and paddocks) · Increased travel times for local communities as a result of road closures around the infrastructure corridor (increased potential travel times for daily activities such as checking sheep and machinery, taking children to school, accessing sports clubs, transporting grain and during emergencies such as fires) · Concern regarding impact of increased population on local and regional services (including health, mental health, police, community and emergency) · Concern regarding whether current method of funding library services based on census data will adequately cover the cost of additional services required as a result of population increases · Increased demand for bus transportation and new routes places pressure on existing services · Increases in child population creates competition for existing	**Iron Road's response** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Examples of responses include: · Iron Road corporate volunteer program will be implemented · CEIP employees will be encouraged to reside locally · Iron Road working with Local Government to support a staged approach to housing development through strategic planning · Iron Road has committed to ensuring local employment as a priority · Mine footprint reduced through improvement program focused on minimising impacts to farm land and preserving availability of cropping land in the area · Maintenance of ongoing community perceptions survey · Iron Road will work with state government regarding any upgrades to the Tod highway · Exploring potential to inject potable water into local piped water network · Development of a closure plan that focuses on leaving a positive legacy that can be leveraged by the local community to create ongoing opportunities following mine closure

Benefits and Issues	Iron Road response
childcare services	
· Population increases impact capacity of emergency response services, particularly ambulance and CFS services, which are solely operated by volunteers	
· Increased population places pressure on existing facilities of local sporting clubs	
· Growth in residential population could place pressure on existing infrastructure and services, particularly the local airport, local roads and waste management services and systems	
· Impact of infrastructure activities on access to and use of existing water pipelines, power supply and phone lines used by farmers	
· Increased travel times as a result of activities related to the CEIP footprint and associated infrastructure, resulting road closures and need to realign roads	
· Access to public areas is impacted by location of the proposed infrastructure	
· Fire management on and surrounding the infrastructure corridor area	
Standard of living and community wellbeing **Benefits** · Potential increases in household income in local communities improves standard of living · Greater family cohesion due to young people remaining in region (as a result of increased training and employment opportunities) · Potential access to greater number of business services as a result of greater opportunities for existing and new businesses · Increased population numbers lead to greater number of volunteers and pool of people to participate in local sporting, community and other organisations **Issues** · Impact of increasing population on housing availability and affordability in local community, particularly given limited additional supply capacity in many of the local towns surrounding the proposed mining lease · Impact of increased cost of living (particularly housing affordability) on retirement affordability in local and regional communities · Impacts on availability of short-term holiday/seasonal accommodation in local and regional communities due to accommodation requirements of Iron Road workforce · Concerns that the community will not be made aware of environmental issues which could impact natural surroundings and community wellbeing	

Benefits and Issues	Iron Road response
Accommodation village **Benefits** · Accommodation village structure will facilitate integration of Iron Road employees and contractors with local community · Flow-on benefits to local economies as a result of the accommodation village not having on-site facilities Issues · Concern about poor integration in the community between "miners" and "locals"/"farmers"	
Economic (Chapter 23 Economic)	
Industries **Benefits** · Increased local procurement opportunities · Increased viability of existing businesses and potential for future development of new businesses due to increased growth in local and regional economies · Increased viability of existing businesses given increased access to infrastructure (e.g. road) · Diversification of the economic base in the local and regional economy · Improved communication infrastructure including mobile phone coverage and potentially internet speed · Potential to improve access to resources such as power and water which could provide opportunities for the development of other industries · Potential positive impact on local land value due to local increase in population and demand for land · Opportunity regarding partnership for agricultural commodity transport and export · Investment in to agricultural research and dry land farming systems (scholarships, project funding, employment opportunities) · Business opportunities arising from utilisation of mine bi-products **Issues** · Loss of agricultural land to proposed mining lease footprint and resultant lowering of agricultural production · Loss of credibility for the Eyre Peninsula as an eco-tourism destination due to proposed mining lease footprint and real or perceived environmental impacts · The comparatively higher wages provided by Iron Road and potential impact this may have on increasing competition for workers leading to skills shortages for other local/farming businesses · Negative impacts on local land value due to increased population and environmental impacts of activities to be undertaken on the proposed mining lease (including the visual amenity of the mine) · Loss of access to local land and resources (such as water) which are necessary to enable the viability of existing industries	**How has engagement occurred?** A comprehensive Economic Impact Assessment (EIA) has been undertaken to understand the potential economic benefits and impacts that may result from the CEIP. Landowners are being engaged on a one-on-one basis with private discussions occurring to minimise any inconveniences and impacts to their lifestyle and businesses. Iron Road works with each individual landowner to develop an 'Impact Management Plan' (IMP) to address any potential issues and maximise potential benefits to the landowner. Iron Road has sought stakeholder participation in the design of the activities to occur on the proposed mining lease and the development of the MLP through a range of engagement activities including: Focus Groups, which have included an emphasis on economic impacts, were hosted by Iron at the early stages of proposed activities design. The feedback received in these Focus Groups has provided a solid foundation for Iron Road in understanding the key economic issues the community considers would impact their environment Review of draft EIA by the Wudinna DC and CEIP CCC with feedback to be incorporated into the final EIA. **Iron Road's response** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and management strategies can be found in Chapter 3. Examples of responses include: · To assist in managing demand on local housing sales Iron Road will develop a construction camp and accommodation village · Iron Road has made a commitment to developing training and upskilling programs locally to encourage local workforce employment

Benefits and Issues	Iron Road response
· Restrictions on movement of stock/farm equipment · Local farmers may not be able to take up work opportunities at the proposed mine due to competing seasonal demands **Workforce** **Benefits** · Increased employment opportunities · Increased training opportunities · Opportunity for farmers to gain second income through flexible work arrangements with Iron Road and options for employment during off peak agricultural periods · Opportunity for local community members to build capabilities in greater number of industries **Issues** · Impact if workforce model is Fly-In Fly-Out (FIFO) or Drive-in Drive-out (DIDO) as local communities may not be able to secure as many of the resulting economic benefits arising from an increase in local population · Impact of skills shortages on agricultural sector, particularly during harvest	· Iron Road has made significant local employment commitments which includes maintaining an ongoing register of local skills and expertise to access when recruitment phase begins · Iron Road will investigate the implementation of flexible roster design to allow multi-industry employment and to cater for families with children · Iron Road has developed a third party agreement for access to infrastructure development

Environment	
Waste (Chapter 14 Waste Management) **Benefits** · Opportunities to improve existing waste management facilities creating flow-on benefits including potential employment opportunities and potential to support a regional recycling program · Potential fundraising income contributed to the community through Iron Road recycling activities · Potential to re-use stormwater and wastewater on local community grounds and for community benefit · Potential for local compost production from food wastes from construction camps **Issues** · Capacity of existing waste facilities to accommodate anticipated waste volumes and waste streams originating from the proposed mining lease (domestic waste, industrial waste, mine bi-product) · Potential for spillage or accidental release of chemicals, hydrocarbons or hazardous materials from trucks and machinery used in construction and operations · Uncertainty regarding how Iron Road will recycle/dispose of commercial and industrial waste from the proposed mining lease site, particularly during construction	**How has engagement occurred?** The project design incorporates management of waste including separation of recyclables and working with local councils to develop/upgrade waste transfer stations. Waste management has been discussed with stakeholders through engagement including: meetings with Community Reference Groups, CCC, one-on-one meetings, community information sessions, focus groups and local government briefings and technical workshops. **Iron Road's response** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and management strategies can be found in Chapter 3. Examples of responses include: · Engaged Wudinna and Tumby Bay council in discussion regarding the opportunity that exists for upgrades to the local waste system and potential opportunity to introduce a recycling depot to the area
Air Quality (Chapter 15 Air Quality) **Benefits** · Better localised weather data and forecasts · If adopted, YieldProphet™ information to assist local farmer's productivity	**How has engagement occurred?** A comprehensive air quality assessment has been undertaken that addresses potential impacts and issues raised by stakeholders. The EPA and DPTI have been engaged regarding the method of investigation and presented results as they arise.

Benefits and Issues	Iron Road response
Issues • Earthworks and vehicle use during mine construction may lead to the generation of dust which could impact crops and/or human health • Materials handling during the operation of the mine may generate dust which impacts on the health and amenity of local residents • Uncertainty regarding how dust and its potential impacts will be monitored • Impact on air quality due to salt laden dust generated by saline water used for dust suppression • Impact of dust from mining operations on surrounding cropping businesses, including potential reductions to crop yield • Impact of dust on human health	The key findings of the air quality assessment have been provided to stakeholders through engagement including: meetings with the CEIP CCC, one-on-one meetings, community information sessions, focus groups and local government briefings and technical workshops. **Iron Road's response** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and management strategies can be found in Chapter 15. Examples of responses include: • The mining system utilised will be an in pit conveyor system (rather than a trucking system) to reduce dust emissions • Traditional tailing dams will be replaced with an integrated waste landform removing the risk of potential saline water seepage into ground water from pooled tailings waste water in dams • Water trucks will be used to suppress potential dust emissions from roads • Crop health program will be developed in partnership with SARDI/MARC to be initiated and maintained throughout project to monitor impacts of dust on crops • Rail wagons will be completely covered to manage any potential dust
Soils (Chapter 13 Soil and Land Quality) **Benefits** • The soil monitoring of land within and surrounding the proposed mining lease will provide other relevant additional information to farmers regarding the health of their land and crops • SEBs will make a significant contribution to carbon sinks **Issues** • Potential for spillage or accidental release of chemicals or hydrocarbons reducing land productivity and quality and resulting in potential human health risks • Potential for soil disturbance, sand drift, material movements, compaction and erosion resulting in a loss of soil quality and potential for acidification and limiting future agricultural use of the land • Use of saline groundwater for dust suppression during construction of the infrastructure corridor and port project and the impact of salt on soil	**How has engagement occurred?** A comprehensive technical study of soil and land quality impacts has been undertaken that addresses potential impacts and issues raised by stakeholders. The key findings of the technical study have been provided to stakeholders through engagement including: meetings with Community Reference Groups, CCC , one-on-one meetings, community information sessions, focus groups and local government briefings and technical workshops. **Iron Road's response** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and management strategies can be found in Chapter 13. Examples of responses include: • Implement engineering solutions to ensure no interruption of surface and groundwater, protecting existing soils • Revegetate and/or cover any disturbed soils, including sand dunes to secure soil movement and mitigate sand drift.

Benefits and Issues	Iron Road response
Groundwater (Chapter 19 Groundwater) **Benefits** · Potential use of desalinated water by third parties **Issues** · Drawdown of groundwater levels, from dewatering, pit inflow management and evaporation from the open pits, affecting existing bore users, agricultural production, the Lake Warramboo Complex and/or the Musgrave PWA · Acid mine drainage to groundwater impacts on agricultural values · Metals leaching associated with acid mine drainage	**How has engagement occurred?** A comprehensive technical study of groundwater impacts has been undertaken that addresses potential impacts and issues raised by stakeholders. State Government experts (DEWNR) have been engaged regarding the method of investigation and presented results as they arise. The key findings of the technical study have been provided to stakeholders through engagement including: meetings with the Community Reference Groups, CCC, one-on-one meetings, community information sessions, focus groups and local government briefings and technical workshops **Iron Road's response** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and management strategies can be found in Chapter 19. Examples of responses include: · Independent primary water supply (Kielpa borefield) resulting in no major strain on existing supplies · Industry accepted design measures and standards will be adopted for the railway line including: ARTC Standards and embankments, ballast and sleepers to dissipate and distribute the weight of the locomotives and wagons · Extensive studies undertaken demonstrate that ample water is available from the Kielpa borefield, with no negative impacts · Opportunities for the broader community to access the treated Kielpa borefield water from the minesite · Working with the community to explore opportunities arising from wastewater from long term employee village
Surface Water (Chapter 18 Surface Water) **Issues** · Concern that difficulty containing surface water within the proposed mining lease could lead to flow on to surrounding properties · Surface water runoff depositing saline material from areas subject to saline water application (e.g. the integrated waste landform, internal roads within the mine site subjected to dust suppression using saline water) on adjoining properties · Uncontrolled surface water runoff from the integrated waste landform resulting in erosion, sedimentation and loss of topsoils · Capacity of infrastructure at the proposed mining lease to accommodate high rainfall events	**How has engagement occurred?** An assessment of surface water impacts has been undertaken that addresses potential impacts and issues raised by stakeholders. The key findings of the assessment have been provided to stakeholders through engagement including: meetings with Community Reference Groups, CCC, one-on-one meetings, community information sessions, focus groups and local government briefings and technical workshops. **Iron Road's response** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and

Benefits and Issues	Iron Road response
	management strategies can be found in Chapter 18. Examples of responses include: · Survey demonstrates no surface water from the Integrated Waste Landform is leaving the proposed mining lease boundary · Inspection of hazardous material storage areas will occur following significant rain events
Noise and Vibration (Chapter 16 Noise and Chapter 17 Airblast and Vibration) **Issues** · Noise from operation of conveyor system during the night in rural agricultural area · Noise from truck movements during mining operations impacting the amenity of local residents · Noise from mine operation impacting stock · Noise from construction of mine and supporting infrastructure impacting on amenity and human health · Noise from trains travelling between the mine and port impacting on amenity and lifestyle enjoyment · Blasting vibration impacting buildings on adjacent land	**How has engagement occurred?** Comprehensive technical studies of noise impacts have been undertaken that addresses potential impacts and issues raised by stakeholders. The EPA and DPTI have been engaged regarding the method of investigation and presented results as they arise. The key findings of the technical studies have been provided to stakeholders through engagement including: meetings with the Community Reference Groups, CCC, one-on-one meetings, community information sessions, focus groups and local government briefings and technical workshops. In particular one-on-one engagement is being undertaken with landowners to manage and minimise the potential impact of noise to their lifestyle and businesses. **Response to issues raised** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and management strategies can be found in Chapter 16. Examples of responses include: · Iron Road will ensure that all noise generated is below the Environment Protection (Noise) Policy, as defined by the Wudinna District Council Development Plan at the date the Mining Lease is granted.
Weed and pest management (Chapter 11 Fauna and Pest Species and Chapter 12 Vegetation and Weeds) **Benefits** · More regular and integrated approach to weed and pest monitoring and management · Potential for significant contribution to funding/science in the region **Issues** · Concerns regarding impact of project activities on weed and pest management, including spread of weeds through vehicles, machinery, clothing and footwear and potential to attract more pest species to the area · Concerns regarding whether weed and pest management standards and practices at project site are adequate and how weed and pest management will be monitored	**How has engagement occurred?** A comprehensive technical study of impacts to terrestrial ecology has been undertaken that addresses potential impacts and issues raised by stakeholders. The key findings of the technical study have been provided to stakeholders through engagement including: meetings with the CEIP CCC, one-on-one meetings, community information sessions, focus groups and local government briefings and technical workshops. **Response to issues raised** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and management strategies can be found in Chapters

Benefits and Issues	Iron Road response
	11 and 12. Examples of responses include: · Development and implementation of weed management strategies in collaboration with EP NRMB and local landholders
Flora and fauna (Chapter 11 Fauna and Pest Species and Chapter 12 Vegetation and Weeds) **Benefits** · Opportunity to develop strategic environmental off-set in line with EP NRM Board Regional Objectives · Opportunity regarding the return of SEB's locally and to the region · Visual screening generates opportunities for revegetation · Re-establishment of fauna habitat and vegetation areas and promotion of the re-population of fauna species **Issues** · Impacts on migratory bird species · Loss of Native Vegetation due to land clearance for mine footprint · Potential impacts on flora species of State significance which are protected under the National Parks and Wildlife Act 1972 (SA) · Potential impacts upon flora and fauna species of national significance, including whales, which are Protected Matters under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwth) (EPBC Act) · Changes to fire regimes (pattern, frequency and intensity) · Potential dust impacts to existing vegetation · Impacts on Hambidge Wilderness Protection Area (WPA) in relation to groundwater and fire risk	**How has engagement occurred?** A comprehensive technical study of impacts to terrestrial ecology has been undertaken that addresses potential impacts and issues raised by stakeholders. The key findings of the technical study have been provided to stakeholders through engagement including: meetings with the Community Reference Groups, CCC, one-on-one meetings, community information sessions, focus groups and local government briefings and technical workshops. **Response to issues raised** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and management strategies can be found in Chapter 11. Examples of responses include: · Development of an SEB Plan and compliance with SEB Plan requirements as approved by DSD under delegation from the Native Vegetation Council and the Department of Water and Natural Resources (DEWNR) · Various ongoing monitoring and reporting of elements of ecosystem health.
Visual amenity (Chapter 20 Visual Amenity) **Issues** · Light pollution from the operation of the mine and supporting infrastructure at night · Impacts to the preservation of the rural character of the region resulting from the visual amenity of the mine and supporting infrastructure	**How has engagement occurred?** A comprehensive visual impact assessment has been undertaken that addresses potential impacts and issues raised by stakeholders The key findings of the technical study have been provided to stakeholders through engagement including: meetings with Community Reference Groups, CCC, one-on-one meetings, community information sessions, focus groups and local government briefings and technical workshops **Response to issues raised** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and management strategies can be found in Chapter 20. Examples of responses include: · Lighting design to direct any light spill toward the ground using industry best practice

Benefits and Issues	Iron Road response
Aboriginal Heritage (Chapter 9 Aboriginal Heritage) **Benefits** · A range of social opportunities that will flow from implementation of the ILUA **Issues** · Potential disturbance to Aboriginal artefacts or sites of cultural significance	**How has engagement occurred?** Negotiations with the Barngarla Aboriginal People to establish an Indigenous Land Use Agreement (ILUA) and a survey of the project area with the Barngarla for archaeological sites and cultural places of significance to Aboriginal People has been completed **Response to issues raised** Design modifications and management and control strategies have been incorporated by Iron Road in response to the Barngala People's requests. Further detail regarding both design measures and control and management strategies can be found in Chapter 9. Examples of responses include: · Appropriate authorisation has been obtained under the relevant legislation prior to the commencement of any activities that will disturb known Aboriginal objects and sites · As per the Heritage Protocol, if new Aboriginal objects or sites are discovered, work that may affect the objects or sites ceased until appropriate authorisation is provided
Traffic (Chapter 8 Traffic) **Benefits** · Road upgrades by Iron Road **Issues** · Safety implications to local communities and landholders, particularly during harvest, as a result of additional traffic movements during construction and operation · Additional noise and dust generation associated with increased vehicle movements · Increased patronage of local roads resulting in additional maintenance requirements · Increased travel times and inconvenience due to increased vehicle movements, transport of large plant (e.g. modules), road realignments/closures and construction/operation of level crossings	**How has engagement occurred?** A comprehensive technical study of transport and traffic impacts has been undertaken that addresses potential impacts and issues raised by stakeholders. Consultation has been undertkaen with regarding to road networks and closures across the region. **Response to issues raised** Design modifications and management and control strategies have been incorporated by Iron Road in response to stakeholder feedback. Further detail regarding both design measures and control and management strategies can be found in Chapter 16. Examples of responses include: · Opportunity for grain access to rail and port infrastructure · Reduced construction road traffic through the adoption of a modularised construction method · Bus transport service for Iron Road employees to and from mine site to minimise number of cars on the road

Plate 5-3 Iron Road Discussing the CEIP with Community Members

5.7 Conclusion

Iron Road is focused on developing the proposed mining lease in a manner that generates maximum benefit for the local, regional and broader South Australian community. Iron Road views the identification and understanding of the context and views of affected parties as integral to the process and to achieve this, has developed an engagement and consultation strategy that focuses on encouraging participation from stakeholders. The building of trust and relationships with stakeholders and communities is underpinned by an approach based on engagement that is inclusive, transparent and accountable, clear and informed, accessible and timely and meaningful.

The understanding and consideration of stakeholder views, particularly those of directly affected parties, have been incorporated into the design of the proposed mine and the impact assessment process, including the development of project outcomes. The specific design and mitigation measures to address issues raised are outlined in the relevant chapters and actions will be included in the Program for Environment Protection and Rehabilitation (PEPR).

Iron Road will continue to engage and consult with stakeholders during the Government's public consultation process and, if the proposed mine is approved and the Company secures funding, engagement and consultation will continue throughout the life of the mine.