



APPENDIX CC

STAKEHOLDER CONSULTATION ISSUES AND BENEFITS REGISTER SUMMARY

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Stakeholder Consultation Issues and Benefits Register

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Stakeholder Consultation Issues and Benefits Register Summary

The CEIP CCC has established the Community Expectations Initiative which seeks to 'look ahead' from the perspective of the community, and identify and record environmental, social and economic outcomes that maximise positive benefits and minimise potential negative impacts of the CEIP. For the purpose of the EIS, where appropriate, these outcomes, together with Iron Road's responses, have been summarised and included in Table 1 below.

Identifying and Managing Benefits and Issues

Through the comprehensive engagement undertaken, Iron Road has worked in partnership with stakeholders to identify concerns and issues and potential mitigation and management alternatives. These issues have been captured by Iron Road in a Stakeholder Benefits and Issues Register and have been considered throughout the design of the project. Issues raised by stakeholders have been identified and addressed in relevant EIS chapters along with Iron Road's response to 'designing-out' where possible or managing/mitigating issues.

Local and regional stakeholders have expressed a range of views regarding the project. This feedback has been considered by Iron Road in designing elements of the project in order to maximise potential positive impacts and benefits, such as local job creation, and to minimise any potential negative impacts. A summary of the results of engagement, and the opportunities and issues raised by stakeholders is presented in the following sections.

Benefits Raised

Positive feedback has been focused on the significant employment, local business and economic diversification and the opportunity to share and access improved infrastructure benefits that will be gained by communities and businesses. Local farmers in the district perceive there to be real value to the grain industry if the opportunity to build competition into the grain market through accessing competitive rail and export facilities were to be realised through the CEIP. Local community members have expressed hope that the project will contribute towards reversing the decline in population that many regional communities have faced in recent years. In particular there was 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, through support by Iron Road.

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 infrastructure and services upgrades (e.g. access to port, upgrade to regional power, water and other infrastructure networks, upgrades to roads, access to rail, upgrades to local schools) and potential benefits of a diversified economy not reliant primarily on the success of agriculture. Benefits regarding South Australian Government revenue, as a result of payment of mineral royalties in relation to the proposed CEIP Mine, were also identified.

Benefits were also identified regarding the environment, particularly in terms of the opportunities to strategically link established remnant vegetation for biodiversity corridors, potential use of desalinated or treated waste water for community benefits, and potential fundraising income 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.

Issues Raised

At a local and regional level, concerns were expressed about the potential impacts the project might have on existing industries and the potential skills shortages that may be faced by the agricultural and other existing industries should the project proceed. Other concerns related to project timing, the location of some of the proposed CEIP Infrastructure and the size of the footprint on agricultural land. Concerns were expressed regarding 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.

Issues were identified regarding potential environmental impacts, in particular impacts on water and air quality, potential for noise pollution, the visual amenity impacts from infrastructure and management of waste. All of these issues are a key focus for Iron Road’s risk-based approach to the project development and are extensively discussed in the individual impact assessment chapters.

Stakeholder Benefits and Issues Register

A summary of the key concerns and benefits raised is outlined in Table 1 below. Note that this table includes benefits and issues relating to the CEIP as a whole, not just the CEIP Infrastructure. Various impact assessments have been undertaken and deal with the issues and/or concerns raised. Individual chapters deal with these extensively, as do technical reports, all of which form part of the EIS.

Table 1 Benefits and Issues Register Summary

Benefits and Concerns	Iron Road Response
Social (EIS Chapter 22 Social Environment)	
<p>Community culture and character</p> <p>Benefits</p> <ul style="list-style-type: none"> • 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 <p>Issues</p> <ul style="list-style-type: none"> • 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, and increased traffic from infrastructure construction and operations. • Impact on sense of security and safety in communities within and surrounding the CEIP. • Uncertainty in local and regional communities regarding final number of workers to be involved in the CEIP, and if these workers are from outside the community, when they will arrive. 	<p>How has engagement occurred?</p> <p>A comprehensive Social Impact Assessment (SIA) was 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 CEIP 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, and holding 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 provided their feedback, ideas and discussed issues of concern.</p>

Benefits and Concerns	Iron Road Response
<ul style="list-style-type: none"> • Reduction in capacity of local and regional community members to volunteer, given long working hours associated with FIFO and shift work. <p>Access to infrastructure, services and resources</p> <p>Benefits</p> <ul style="list-style-type: none"> • Access to improved services (e.g. schools, hospitals, retail) as a result of population growth, and greater opportunities for existing and new businesses. • Opportunity for local and regional businesses to use infrastructure upgraded and constructed by Iron Road (e.g. roads, rail, transmission line). • 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. • Potential increases in student population counters current downward trend in student numbers in local schools. • Population growth increases numbers in religious congregations. <p>Issues</p> <ul style="list-style-type: none"> • 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 will create competition for existing childcare services. • Population increases impact capacity of emergency response services, particularly ambulance and CFS services, which are solely operated by volunteers. 	<p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 22. Examples of responses include:</p> <ul style="list-style-type: none"> • The long-term employee village adjacent to Wudinna has been designed with participation by the Wudinna DC to encourage community integration. To achieve this, a number of facilities will not be included as they are available in the town, such as a gymnasium, recreational (pool, oval, sports courts) facilities and a bar. • Re-vegetation of the corridor will be designed to act as a visual block to the infrastructure. • An Iron Road corporate volunteer programme will be implemented. • CEIP employees will be encouraged to reside locally. • Iron Road has committed to ensuring local employment is a priority.

Benefits and Concerns	Iron Road Response
<ul style="list-style-type: none"> • 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. 	
<p>Standard of living and community wellbeing</p> <p>Benefits</p> <ul style="list-style-type: none"> • 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. <p>Issues</p> <ul style="list-style-type: none"> • 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 CEIP. • 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 Concerns	Iron Road Response
<p>Long-term employee village</p> <p>Benefits</p> <ul style="list-style-type: none"> Long-term employee 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 long-term employee village not having on-site facilities. <p>Issues</p> <ul style="list-style-type: none"> Concern about poor integration in the community between “miners” and “locals”/“farmers”. 	
Economic (EIS Chapter 22 Economic Environment)	
<p>Industries</p> <p>Benefits</p> <ul style="list-style-type: none"> 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. rail and port). Diversification of the economic base in the local and regional economy. Potential to improve access to resources such as power and water which could provide opportunities for the development of other industries (e.g. wind farms). Potential positive impact on local land value due to local increase in population and demand for land. <p>Issues</p> <ul style="list-style-type: none"> Loss of agricultural land to infrastructure footprint and resultant lowering of agricultural production. Loss of credibility for the Eyre Peninsula as an eco-tourism destination due to infrastructure footprint and real or perceived environmental impacts. The comparatively higher wages provided by the proposed infrastructure 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 proposed infrastructure (including the visual amenity of the infrastructure). Loss of access to local land and resources (such as water) which are necessary to enable the viability of existing industries. Restrictions on movement of stock/farm equipment due to infrastructure activity. Local farmers may not be able to take up work opportunities at the proposed infrastructure due to competing seasonal demands. 	<p>How has engagement occurred?</p> <p>A comprehensive Economic Impact Assessment (EIA) has been undertaken to understand the potential economic benefits and impacts that may result from the CEIP.</p> <p>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.</p> <p>Iron Road has sought stakeholder participation in the design of the CEIP and the development of the EIA through a range of engagement activities including:</p> <ul style="list-style-type: none"> Focus Groups, which have included an emphasis on economic impacts, were 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 economic issues the community considers would impact their environment. Review of draft EIA by the Wudinna DC and discussion through technical workshops in the community sought feedback to be incorporated into the final EIA. <p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 25. Examples of responses include:</p> <ul style="list-style-type: none"> To assist in managing demand on local housing sales, Iron Road will develop a construction camp and long-term employee village. 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.

Benefits and Concerns	Iron Road Response
<p>Workforce</p> <p>Benefits</p> <ul style="list-style-type: none"> Increased employment opportunities Increased training opportunities Opportunity for farmers to gain second income through flexible work arrangements with Iron Road and option for employment during off-peak agricultural periods. Opportunity for local community members to build capabilities in greater number of industries. <p>Issues</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Iron Road will develop a flexible roster design to allow multi-industry employment.
Environment	
<p>Waste (EIS Chapter 4 Description of Project)</p> <p>Benefits</p> <ul style="list-style-type: none"> Opportunities to improve existing waste management facilities creating flow-on benefits, including potential employment opportunities, and potential to support a regional recycling programme. Potential fundraising income contributed to the community through Iron Road recycling activities. Potential to re-use stormwater and wastewater on local community grounds. <p>Issues</p> <ul style="list-style-type: none"> Capacity of existing waste facilities to accommodate anticipated waste volumes and waste streams originating from the infrastructure. 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 infrastructure site, particularly during construction. 	<p>How has engagement occurred?</p> <p>The project design incorporates management of waste including separation of recyclables and working with local councils to develop/upgrade waste transfer stations.</p> <p>Waste management has been informed by and discussed with stakeholders through engagement including meetings with CEIP CCC, one-on-one meetings, community information sessions, focus groups, and local government briefings and technical workshops.</p> <p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 4. Examples of responses include engaging Wudinna and Tumby Bay council in discussions regarding the opportunity that exists for upgrades to the local waste system and potential opportunity to introduce a recycling depot to the area.</p>
<p>Air Quality (EIS Chapter 10 Air Quality)</p> <p>Benefits</p> <ul style="list-style-type: none"> Water truck access and services <p>Issues</p> <ul style="list-style-type: none"> Earthworks and vehicle use during infrastructure construction may lead to the generation of dust which could impact crops and/or human health. Materials handling during the operation of the infrastructure may generate dust which impacts on the health and amenity of local residents. 	<p>How has engagement occurred?</p> <p>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.</p> <p>The key findings of the air quality assessment have been informed by, discussed with and presented 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.</p>

Benefits and Concerns	Iron Road Response
<ul style="list-style-type: none"> Uncertainty regarding how dust and its potential impacts will be monitored. Impacts of dust from rail operations on surrounding crops. Impact on air quality due to salt-laden dust generated by saline water used for dust suppression. 	<p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 10. Examples of responses include:</p> <ul style="list-style-type: none"> Rail wagons will be completely covered to manage any potential dust. The conveyor systems at the proposed port will be fully covered and the moisture content of the concentrate will be carefully managed to avoid dust emissions from the concentrate stockpile. The ship loader design includes an extendable/retractable telescopic chute which will be extended into the ship's loading hatch to minimise dust emitted during loading. An air quality monitoring programme at the proposed port and active operational controls will be used to manage dust emissions within the air quality criteria.
<p>Soils (EIS Chapter 17 Land Quality)</p> <p>Benefits</p> <ul style="list-style-type: none"> The soil monitoring of land within and surrounding the infrastructure corridor for potential dust impacts will provide other relevant additional information to farmers regarding the health of their land and crops. <p>Issues</p> <ul style="list-style-type: none"> 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, 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. 	<p>How has engagement occurred?</p> <p>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 informed by and discussed with stakeholders through engagement including meetings with Community Reference Groups, one-on-one meetings, community information sessions, and local government briefings and technical workshops.</p> <p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 17. Examples of responses include:</p> <ul style="list-style-type: none"> Iron Road will implement engineered solutions for water movement through ground soils if ground compaction was to occur. Iron Road will plant vegetation on sand dunes where possible to secure soil movement and mitigate sand drift.
<p>Groundwater (EIS Chapter 16 Groundwater)</p> <p>Benefits</p> <ul style="list-style-type: none"> Potential use of desalinated water by third parties. <p>Issues</p> <ul style="list-style-type: none"> Decrease in availability and supply of water due to use by project, including the extraction from proposed borefield 	<p>How has engagement occurred?</p> <p>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.</p>

Benefits and Concerns	Iron Road Response
<p>at Kielpa.</p> <ul style="list-style-type: none"> Lowering of groundwater table surrounding the proposed borefield due to extraction of water and associated impact on surface water levels. Depression of groundwater table due to railway line and ground compaction. 	<p>The key findings of the technical study have been informed by, discussed with or presented to stakeholders through engagement including meetings with the Community Reference Groups, CEIP CCC, one-on-one meetings, community information sessions, focus groups, and local government briefings and technical workshops.</p> <p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 16. Examples of responses include:</p> <ul style="list-style-type: none"> 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. Opportunities for the broader community to access the Kielpa borefield if current water regulations around access were to change. Working with the community to explore opportunities arising from wastewater from long-term employee village.
<p>Surface Water (EIS Chapter 15 Surface Water) Issues</p> <ul style="list-style-type: none"> Construction and operation of railway line and port infrastructure altering flow regimes and surface/groundwater interactions, particularly in areas of shallow highly saline surface/ground water. Capacity of infrastructure to accommodate high rainfall events. 	<p>How has engagement occurred?</p> <p>An assessment of surface water impacts has been undertaken that addresses potential impacts and issues raised by stakeholders.</p> <p>The key findings of the assessment have been informed by, discussed with or presented to stakeholders through engagement including meetings with Community Reference Groups, CEIP CCC, one-on-one meetings, community information sessions, focus groups, and local government briefings and technical workshops.</p> <p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 15. In response over the length of the infrastructure corridor, an estimated 400 culverts will be installed at creek crossings, ephemeral drainage lines and local low points to allow movement of water across the infrastructure corridor and maintain natural flows during storm events.</p>

Benefits and Concerns	Iron Road Response
<p>Noise (EIS Chapter 12 Noise and Vibration)</p> <p>Issues</p> <ul style="list-style-type: none"> • Noise from construction of infrastructure impacting on amenity and human health. • Noise from trains travelling between the mine and port impacting on amenity and lifestyle enjoyment. • Noise from the operation of the port impacting the amenity of local residents. • Vibration impacting Verran Methodist Church and cemetery from rail operation. 	<p>How has engagement occurred?</p> <p>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.</p> <p>The key findings of the technical studies have been provided to informed by and discussed with stakeholders through engagement including meetings with the Community Reference Groups, CEIP CCC, one-on-one meetings, community information sessions, focus groups, and local government briefings and technical workshops.</p> <p>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.</p> <p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 12. Examples of responses include:</p> <ul style="list-style-type: none"> • The rail alignment has been located as far as feasible away from houses and townships. • The railway track has been engineered as a continuously welded line to minimise any traditional train “clickety clack” noise.
<p>Weed and pest management (EIS Chapter 13 Terrestrial Flora and Fauna)</p> <p>Benefits</p> <ul style="list-style-type: none"> • More regular and integrated approach to weed and pest monitoring and management. <p>Issues</p> <ul style="list-style-type: none"> • 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 the project site are adequate and how weed and pest management will be monitored. 	<p>How has engagement occurred?</p> <p>A comprehensive technical study of impacts to terrestrial ecology has been undertaken that addresses potential impacts and issues raised by stakeholders.</p> <p>The key findings of the technical study have been informed by and discussed with 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.</p> <p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 13. A response example is the development and implementation of weed management strategies in collaboration with EP NRMB and local landholders.</p>

Benefits and Concerns	Iron Road Response
<p>Flora and fauna (EIS Chapter 13 Terrestrial Flora and Fauna)</p> <p>Benefits</p> <ul style="list-style-type: none"> • Opportunity to develop strategic environmental off-set in line with EP NRM Board Regional Objectives. • Visual screening generates opportunities for revegetation. • Re-establishment of fauna habitat and vegetation areas and promotion of the re-population of fauna species. • Potential to use environmental offsets to strategically link established remnant vegetation for biodiversity corridors. <p>Issues</p> <ul style="list-style-type: none"> • Impacts on migratory bird species. • Loss of Native Vegetation due to land clearance for infrastructure 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. 	<p>How has engagement occurred?</p> <p>A comprehensive technical study of impacts to terrestrial ecology has been undertaken that addresses potential impacts and issues raised by stakeholders.</p> <p>The key findings of the technical study have been informed by, discussed with or presented to stakeholders through engagement including meetings with the Community Reference Groups, CEIP CCC, one-on-one meetings, community information sessions, focus groups, and local government briefings and technical workshops.</p> <p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 13. Examples of responses include:</p> <ul style="list-style-type: none"> • The infrastructure corridor route was selected to avoid known areas of high ecological value such as conservation parks, reserves, vegetation heritage agreement areas, WPA and other areas known to contain higher likelihood of occurrence of threatened species (e.g. Jumping-Jack Wattle and Darke Peak Mallee respectively). • Integration of local survey count of Plover findings into technical report • Request that Iron Road is involved in the annual Plover count that occurs through the Australian Hooded Plover Count. • Enabling access to CEIP site so community can continue to monitor Plover pairs found around the port site at Cape Hardy. • Regular inspection and maintenance of transmission line and rail to reduce fire risk.
<p>Visual amenity (EIS Chapter 23 Visual Amenity)</p> <p>Issues</p> <ul style="list-style-type: none"> • Light pollution from the operation of the proposed port at night. • Impacts to the preservation of the rural character of the region resulting from the visual amenity of the infrastructure. 	<p>How has engagement occurred?</p> <p>A comprehensive visual impact assessment has been undertaken that addresses potential impacts and issues raised by stakeholders.</p> <p>The key findings of the technical study have been informed by and discussed with stakeholders through engagement including meetings with Community Reference Groups, one-on-one meetings, community information sessions, and local government briefings and technical workshops.</p> <p>Examples of design modifications and management and control strategies:</p> <p>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</p>

Benefits and Concerns	Iron Road Response
	management strategies can be found in EIS Chapter 23. Response includes lighting design to direct any light spill toward the ground.
<p>Aboriginal Heritage (EIS Chapter 19 Native Title and Aboriginal Heritage)</p> <p>Issues</p> <ul style="list-style-type: none"> • Potential disturbance to Aboriginal artefacts or sites of cultural significance. 	<p>How has engagement occurred?</p> <p>Negotiations with the Barngarla Aboriginal People to establish an Indigenous Land Use Agreement and a survey of the project area with the Barngarla for archaeological sites and cultural places of significance to Aboriginal People has been completed.</p> <p>Examples of design modifications and management and control strategies:</p> <p>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 is in EIS Chapter 19. Response includes avoiding disturbance of seven archaeological sites identified at the proposed port site.</p>
<p>Traffic (EIS Chapter 18 Traffic and Transport)</p> <p>Benefits</p> <ul style="list-style-type: none"> • Road upgrades resulting from the CEIP. <p>Issues</p> <ul style="list-style-type: none"> • Safety implications to local communities and landowners, 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. 	<p>How has engagement occurred?</p> <p>A comprehensive technical study of transport and traffic impacts has been undertaken that addresses potential impacts and issues raised by stakeholders. The key findings of the technical study have been informed by and discussed with stakeholders through engagement including meetings with Community Reference Groups, CEIP CCC, one-on-one meetings, community information sessions, and local government briefings and technical workshops.</p> <p>Examples of design modifications and management and control strategies:</p> <p>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 EIS Chapter 18. Response includes bus transport service for CEIP employees to and from mine site to minimise number of cars on the road.</p>



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