

CENTRAL EYRE IRON PROJECT MINING AND DEVELOPMENT APPLICATION**GOVERNMENT REQUEST FOR RESPONSE DOCUMENT LETTER****Attachment 04**

105 Public Submissions

Volume 3 of 4

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050 - STRINGER LAND P/L - STRINGER ENGINEERING P/L

CEIP ONLINE SUBMISSION

Mr Lubin Stringer

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2-Feb-16

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS), Commonwealth EPBC Act (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

Please refer to attached letter

Please refer to attached letter

Please refer to attached letter

Submission_to_CEIP.docx, type application/vnd.openxmlformats-officedocument.wordprocessingml.document, 14.7 KB

1 February 2016

Submission in Response to Iron Road application for mineral lease at Warramboos and Environmental Impact Statement for a port, bore-field, infrastructure corridor and accommodation village

To whom it may concern

I am a fifth generation farmer and I take great pride in my land and way of life. It is an honour for me to farm this land, a great opportunity passed down through the generations and made possible by many years of hard work, determination and perseverance. I am committed to leaving the land in a profitable and sound state for future generations. I was raised on the farm, I left after school to get a trade, I returned with a wife to raise our kids on the farm. I love my land. I also own and operate an Engineering Business in Warramboos that supports the local farming community.

050 A

I have had 3 informal meetings on my property with Iron Road over the recent years, all of which were initiated by Iron Road at short notice, typically 1 days notice is all that was given. At the first meeting, Iron Road verbally informed me that they are going to build an infrastructure corridor on part of my land to support the mine they are going to build at Warrambo. I have not received any formal notification from Iron Road about infrastructure corridor through my land. On all three occasions I asked fair and reasonable questions of Iron Road relating to the proposed operations on my and neighbouring properties. These questions remain un-answered, here is a summary of those questions asked

Why can't the infrastructure corridor be routed through the Hambidge and Hincks Conservation Parks? (This would save a lot of farm land from being ruined and it would also save cost of construction and maintenance for the infrastructure corridor due to aligning route with natural dune/swale slope of land and a significantly shorter route)

What is the exact position of the proposed infrastructure corridor with respect to my land and my transport/cargo routes?

How much of my land, and what land, is Iron Road proposing to acquire?

Where else has a project of this geological size been attempted in a similar farming community? (for learning and comparative purposes).

Who is responsible for maintenance of the proposed infrastructure corridor land and associated boundaries during construction, operation and after closure? (This poses a major biodiversity risk to my farm)

Who is responsible for re-directing current services (eg water, power, telephone) that will be disrupted by the mine?

Will Iron Road provide guarantee of grain being allowed to travel down the proposed infrastructure corridor and be loaded onto ships at the proposed new wharf? (this has huge economic importance for the farming community)

Not one of these questions have been satisfactorily answered, therefore I do not have the required information to make an assessment on the impacts of the proposed mine and infrastructure to myself, my family, my farm and my businesses.

I have perused the associated mining lease application and environmental impact statement. A proposal of this nature and the information in these documents, clearly highlights many major risks to my current way of life and my businesses. I do not have the time to thoroughly read the thousands of pages in the associated documents and provide more questions that will not be answered.

I am a farmer and local small business owner. I have a young family, I provide for my family, I work hard, I'm a busy man. Time is precious. I have volunteered countless hours attending meetings, reading documents, researching and asking questions. Iron Road have not satisfactorily answered my fair and reasonable questions. Until Iron Road can demonstrate to me that they are willing to consult with me in an appropriate manner, my time is prioritised on my Family, my Farm and my business.

I hope that the assessors and approval people have the required skills and patience to navigate correctly through the many levels of bureaucracy and ensure the right decisions are made so that my livelihood, my farm, my family and my community are not inversely impacted any more by this proposal.

In the current economic environment I feel that the biggest risk to our community is, the project receives enough financial funding to get started in some way shape or form, land is acquired and the farming land ruined, and then the project is 'moth-balled' due to financial hardship, with no money left to attend to a big mess. It is of utmost importance that sufficient funds be secured, to satisfactorily rehabilitate and maintain any environment that is impacted by this project at any stage of its life, prior to any approvals being given.

Yours sincerely

Lubin Stringer

263 Cootra Centre Road, Koongawa

Member of Central Eyre Iron Project Community Consultative Group

Director - Stringer Land Pty Ltd, Koongawa, South Australia

Director - Stringer Engineering Pty Ltd, Warramboo, South Australia

Id: #269809

051 - NAME & ADDRESS WITHHELD

CEIP ONLINE SUBMISSION

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS)

1 - I understand that my submission will be published on the government website and provided to the applicant, BUT I require that the government withholds my name and contact details. I understand that it is my responsibility to ensure personal information is not included in the body of my submission, any footers or headers or any attachments.

My concern lies with the state of South Australia's economy. It is important for the future of this state that large high profile projects are progressed where the concerns of the community and environment are met. In this case the documents indicate that the community is primarily in favour of the project and that strict environmental standards will be met during construction and operation of the mine, rail and port facilities. Considering that Holden is about to leave SA, the new hospital project is about to complete it must be a state priority to promote projects that bring jobs, opportunity and prosperity to South Australia. The government's objective to place SA as a new mining friendly district depends on project that meet community and environmental standards being approved without delay.

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Id: #269807

052 - RADCLIFFE, BARBARA, Dr.

CEIP ONLINE SUBMISSION

Dr Barbara Radcliffe

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1/02/2016

Sth Australian Mining Application (MP)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

My comments are general. Given the current economic and climate conditions, my opinion is that the positives of this project far outweigh the negatives. In the current climate, we need to diversify our industries, and especially in this area, the Iron Road Project would contribute to diversification. The benefits would include greater opportunities for employment, increased population and concomitant increases in services such as education, and as well as increased opportunities for other industries that would support the mining venture and its subsequent rehabilitation.

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Id: #269806

053 - ROCKWELL AUTOMATION

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Mr Gregory Schultz

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February 1st 2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

Please refer to attached document.

CEIP_Submission.docx, type application/vnd.openxmlformats-officedocument.wordprocessingml.document, 25.0 KB

CEIP Submissions

Mining Regulation

Attn: Business Support Officer

GPO Box 320

ADELAIDE SA 5001

February 1st 2016

To whom it may Concern,

The proposed Iron Road Central Eyre Iron Project (CEIP) iron ore mining and infrastructure project located on Eyre Peninsula, is, we believe, paramount to the development of the Resources Industry in South Australia, and as such Rockwell Automation strongly support this important project.

The Mining Sector presents strategic employment benefits to South Australia, where we see declining traditional Manufacturing industry trends, leading to high unemployment and an erosion of highly regarded engineering and trades skills in our workforce.

The Northern Districts of South Australia hold world class resources and the development in the Mining Sector, with BHP's Olympic Dam Operations, OZ Minerals, and Arrium Mining just to mention a few, presents an opportunity to our economy and the State of South Australia which should be supported.

Rockwell Automation has had a long history of supplying and supporting automation technology to this region and to the Mining Sector as a major METS supplier. The skills of the local workforce on the Upper Spencer Gulf region and the Northern districts, have developed over many years and as we know, the current pressure on the resource commodity prices have resulted in many highly skilled workers being forced to seek new opportunities.

The CEIP Development, including the Mine operations and the associated Infrastructure Projects will provide these opportunities to the workforce, and the economic benefits to the region and to the State of South Australia will be significant.

Benefits to the local Community and to the commercial sector in the region will be the upside of this project, with many businesses realizing the benefits of supporting this Mine operation in the future.

Id: #269803

054 - NAGEL, JAMES

CEIP ONLINE SUBMISSION

Mr James Nagel

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1/02/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS), Commonwealth EPBC Act (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

I strongly support the CEIP Project as proposed by Iron Road. The quality and volume of work, study and optimisation that has been performed leaves little doubt that the CEIP will deliver a nett social and economic benefit to South Australia and Australia, and positively affect many individuals and families. I am confident that properly monitored and managed it will also provide a nett environmental benefit. Please do what ever is necessary to help this State get back on its feet. regards, James

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Id: #269801

055 - WUDINNA DISTRICT COUNCIL

CEIP ONLINE SUBMISSION

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1/02/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

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WUDINNA DISTRICT COUNCIL

RESPONSE TO PUBLIC CONSULTATION DOCUMENTATION IN RELATION TO THE CENTRAL EYRE IRON PROJECT

The Wudinna District Council wish to acknowledge the significant environmental and feasibility investigations undertaken for the project and the on-going stakeholder engagement by the company particularly with Wudinna District Council.

The Wudinna District Council supports the responsible development of this project and remains adherent to its publicly stated policy position. That on behalf of its constituents it will seek to ensure that this development maximises opportunities for the community, regional and broader SA community while attempting to minimise and negate any undesirable impacts that may accompany it. To quote a past chairman on this position:

"As a Council we need to be pragmatic and realistic. If the ore deposit is of such a nature and quality that it will be developed, then our role must be to try our hardest to seek value from the new industry so that our community gets the best possible outcome starting with the farmers who may lose their land. We will be talking with government and the mining group with one outcome in mind, how best to maximise the benefit for all people who live in the area" – Chairperson Report, Annual Report 2008/2009

Having regard to the very significant investment, employment and infrastructure outcomes that can flow from CEIP and particularly to this area the Wudinna District Council generally remains supportive of the economic opportunities that this will provide. This Council however is not well qualified or resourced to form a view about the environmental and land use impacts and will seek to rely on others better placed and professionally responsible for making judgements on those matters. It would however reference the Wudinna District Council Development Plan.

Description of Existing Environment – Planning Framework 2.3.2 (Mining Lease Proposal)

Wudinna District Council Development Plan – Council stated policy position

"highlights the need for Iron Road to be socially and environmentally conscientious in the design operation and closure of the mine site, to minimise land use and traffic conflict and to give consideration to the appearance of the mine operation and its impact on landscape character"

Mining Lease proposal

Description of Existing Environment – Proximity to Infrastructure and Housing

2.2.3 Utilities (Mining Lease Proposal)

The council would concur that existing utility infrastructure is largely at capacity.

The upgrade of this infrastructure to service the new development will be advantageous to the community. The capacity and in some cases the 'useful life' of existing utilities and existing infrastructure has reached capacity and some cases is beyond 'reasonable useful life'. Communications – mobile telephone and internet connectivity across the district for example is in many cases less than satisfactory and a discussion with the company about the possible community access to their new infrastructure has been encouraging. Access to new water sources from water desalination for their new venture also holds potential for community access and opportunity.

2.2.4 Transport; 8. Traffic; 8.3 Existing Environment (Mining Lease Proposal)

Roads – 8 (8.3 – 8.7) (Mining Lease Proposal)

There has been extensive discussion between Iron Road and Wudinna District Council over the impact of the mine and its operations on the existing local road network. This includes the consequential affect that it will have on the movement of people and commerce. Wudinna District Council has in turn consulted with the community with particular reference to persons directly affected by the development. Negotiations with the company have primarily focused on solutions for roads lost to the development and solutions for consequential changes to road use patterns. The Wudinna District Council has largely reached agreement on these matters with the company and this has been confirmed by way of an exchange of correspondence where the company has agreed to upgrade (and in some cases to seal) roads which impact the mine site area and adjoining community. However further discussion will need to occur where changed road use patterns and where there may be specific operational impact by the mine through excessive trafficking which has cost implications for recurrent maintenance.

8.6.1 Design Measures (Mining Lease Proposal)

Rail Network

There has been some discussion about the rail/road interface between the three directly impacted Councils (Wudinna, Cleve & Tumby Bay). While there has been some consensus between two Councils one remains strongly of the view that from a cost benefit and safety perspective (given the frequency and nature of trains) that 'controlled crossings' should be installed in each case. The Wudinna District Council has concurred with the District Council of Cleve position that a 'crossing detail design' for local roads should provide as follows.

- Road alignments so that at least 50m of road on either side of the crossing is at 90o to the rail
- 100m either side of the crossing to be sealed with the first 15m to be hot mix asphalt and the remaining 85m to be 2 coat seal
- Iron Road to remain responsible for maintenance 5m either side of the crossing
- Iron Road to remain responsible for vegetation clearances to maintain at least minimum required site distances at crossings

Further, the module haul process has the potential to cause significant delays for other commuters. The suggestion (supported by Wudinna District Council) has been made that Iron Road set up a web site which includes satellite live tracking of these modules so the public have the opportunity to make alternative route plans if necessary.

Air Service – 22.4 (Environmental Impact Statement)

Iron Road has been quite clear (discussions in 2013) that a significant proportion of their construction workforce (at least initially) will be been designed around Long Distance Commute (LDC) and particularly fly-in fly-out (FIFO). As a consequence they have undertaken to introduce policies/incentives to encourage the operational workforce to reside locally rather than long distance commute. Part of these discussions included considerations around the need to upgrade the existing Council owned Airport and terminal facilities at Wudinna.

Iron Road engaged Wudinna District Council (who in turn engaged the consultants – Aerodrome Design Pty Ltd) to provide design and cost estimates to accommodate a sealed runway with an operational length of 1510 metres to suit an aircraft equivalent to the Quanta's Dash 8-300 and the Rex Saab 340 class of aircraft. The terminal and associated facilities were to allow for a 50-60 seat aircraft (as above) which approximates the size and layout to Environ Arc designed for Coober Pedy (about 500m square). This work was completed and provided to the company.

While the company has in principal agreed to meet the cost of the capital upgrade required discussion around how recurrent costs will be met and matters relating to method of operations remain outstanding with the company.

Social Environment – 22 (Environmental Impact Statement)

The districts main service centre, the township of Wudinna currently offers a wide range of retail and social services to the surrounding district, including a hospital and health services, police and emergency services, education and children's services, recreation and sport facilities and visitor accommodation. The Social Impact Assessment performed by the company correctly identifies aspects of community life that are valued by our existing residents. Namely:

- quality of lifestyle; good amenity and relatively low living costs
- Social fabric of tight knit and friendly communities, strong sense of community and community spirit, with its shared history, high levels of volunteering and a willingness to help each other
- A sense of safety and security and few problems with drugs, alcohol or crime
- Good infrastructure, including health services and support, school and sport and recreational facilities
- Housing and housing affordability
- Natural environment, with large areas of vegetation and access to a vast unspoilt coastline

While realistic to the consequence of change produced by a development of this scale the council believe that it is imperative that we seek (as much as possible) to preserve these characteristics in accepting and planning for this new industry.

Council acknowledge the design modifications that have been adopted by the company to protect these social values through;

- Providing workers accommodation to reduce potential impacts on the existing housing stock
- Measures to encourage the operational workforce to reside locally rather than a fly-in fly-out (FIFO) basis
- Minimising the mine and infrastructure disturbance footprint where possible namely: locating temporary construction camp on the mine to minimise disruption to the local community; locating the long term employee village adjacent to the township of Wudinna to reflect views, encourage integration within the community and boost local spending
- Locating the railway line, water pipeline and power transmission within a single infrastructure corridor to minimize access impacts

Impact Assessment 22.4 (Environmental Impact Statement)

Employment and Business 22.5.1 (Environmental Impact Statement)

The CEIP will result in a long-term contribution to local regional and the state economy as result of the direct and indirect employment growth over the short and long term; the provision of goods and materials (non labour resources) for the project and opportunities for business.

It is expected that the workforce associated with CEIP will provide significant benefits to Wudinna District Council and the State including:

- Creating new direct and indirect employment opportunities at the state, regional and local levels, in the short and long terms, and for particular groups including young people and women
- Increasing opportunities for apprenticeships and education and training at the local level
- Generating business development opportunities through the direct provision of goods and services to Iron Road and its contractors and indirect/flow on effects generated in other sectors of the economy as a result of higher levels and increased consumer spending
- A long-term positive boost to the local and regional economy through economic diversification, reducing reliance on primary production and providing greater resilience to economic down turns in the agricultural sector
- Reversing population loss that have been experienced in many rural communities on the Eyre Peninsula by attracting people to live and work in the central and lower Eyre Peninsula
- Increasing the membership base for local community, recreational and volunteer organisations

Wudinna District Council are however not oblivious to the challenges that accompany these benefits and will need to be vigilant and strategies are in place that will overcome/minimise the impacts of these issues. Namely:

- Recruitment and retention vulnerabilities in securing the required workforce
- Capacity constraints in the local and regional business sector that affect their ability to participate in and benefit from new opportunities
- Competition for skilled workers which may draw workers away from existing local and regional ventures, creating pressures for higher wage costs and affecting the ability of businesses to attract and retain staff. This includes attracting resources (human, plant and equipment, and other inputs) from existing ventures

Housing & Accommodation 22.3.4 (Environmental Impact Statement)

The township of Wudinna will accommodate the proposed long-term village if the CEIP goes ahead. A number of discussions have been conducted with the company on this matter including the prospective location and a desire by Council to ensure a high standard of accommodation and amenity. It is comforting to note that the Social Impact Assessment proposes that 'The long term employee village would be designed to be of high quality, aesthetically pleasing and locally appropriate to enhance perceptions of the town. In order to attract and retain employees, the village in Wudinna would offer a high level of amenity and comfort and cater for couples as well as single people'. Wudinna District Council appreciates and acknowledges this decision. Again however it must be stated that the level of discussion about these matters remains largely conceptual with consultation having occurred at relatively preliminary levels. Detail as to how utility infrastructure (e.g. CWMS, Stormwater, road, footpaths etc) and their manner of integration with town infrastructure is yet to be discussed.

The Wudinna District Council would agree with commentary that the location of the long-term employee village immediately adjacent to Wudinna will provide opportunities for local business through increased patronage and local spend, although it is recognised much of the income paid to Long Distance Commute (LDC) workers would be spent outside of Wudinna. Wudinna District Council believes locating the village adjacent to the township will encourage integration within the community and boost local spending.

Housing Impacts in Wudinna 22.5.3 (Environmental Impact Statement)

Wudinna District Council would generally concur with the conclusions reached regarding the housing market in Wudinna. There is minimal capacity in the township to accommodate large increases in demand. As such there is likely to be a spike in housing costs even though there will be a mitigating affect with the availability of company accommodation in the long term village.

The support from the company to assist Wudinna District Council engage appropriate expertise to enable the preparation of a Structure Plan is appreciated as it will facilitate planning for new residential development demands, including the provision of strategic infrastructure and should ensure housing demand will not outstrip supply. Should the project achieve its required statutory approvals and move to commencement the company has undertaken to support Wudinna District Council in the completion of this planning work through to its conclusion.

Increased Business Development Opportunities 22.5.1 (Environmental Impact Statement)

The Wudinna District Council is encouraged by the opportunities the CEIP will potentially provide in both direct and indirect business opportunities.

"The economic impact assessment estimated that around 24% of direct construction expenditure on the CEIP (approximately \$286 million per annum for both the CEIP Mine and CEIP infrastructure) and 18% of direct operational expenditure (approximately \$201 million per annum) would be spent in the Eyre and Western region with the greatest expenditure occurring in the Wudinna District Council. The economic impact assessment also identified that the greatest flow-on employment effects for industries in the local and regional study areas would be in wholesale trade, accommodation, food services and retail trade."

While some bridging work has been done to prepare our commercial and retail business sectors for the opportunities that this development will provide any real engagement and participation will only become effective when/if the development becomes a reality. As such we see a continuing role for Wudinna District Council, the company and the State in this task.

Iron Road – Memorandum of Understanding

In the course of Wudinna District Councils discussions and negotiations with Iron Road it was agreed to participate in establishment of a Memorandum of Understanding (MOU). The intent being to document 'points of principle' that underlie Councils support and serve as a record of intent by the parties that can ultimately translate into Management Agreements post the statutory approval process. As 'reserved matters' (albeit – non legally binding) to be honoured by the parties as part of the approval process.

Alan F McGuire
CHIEF EXECUTIVE OFFICER

Wudinna District Council
PO Box 6
WUDINNA SA 5652
Ph: 08 8680 2002
admin@wudinna.sa.gov.au



Wudinna District Council



Memorandum of Understanding

Between

Iron Road Limited

and

Wudinna District Council

PART ONE - Introduction

Iron Road Limited including its subsidiary IRD Mining Operations Pty Ltd (together *Iron Road*) is proposing to develop a magnetite mining and minerals processing operation near Warrambo, approximately 25 km southeast of Wudinna on the Eyre Peninsula in South Australia. The proposed mine (*CEIP Mine*) is part of Iron Road's Central Eyre Iron Project (*CEIP*) and is expected to produce a minimum of 21.5 Mtpa of iron concentrate for at least 25 years.

Significant infrastructure is required to support the CEIP Mine and to provide the logistics chain to enable export of the iron concentrate to market, and includes:

- a deep water port facility at Cape Hardy, approximately 7 km south of Port Neill;
- a standard gauge railway line from the CEIP Mine to port site;
- a power supply transmission line;
- a borefield and water pipeline; and
- a long-term employee village located adjacent to the town of Wudinna (*CEIP Infrastructure*).

The CEIP has been awarded Major Project Facilitation status by the Federal Government and the CEIP Infrastructure has been declared a Major Development by the South Australian Government.

The CEIP will provide significant economic and social opportunities for the Eyre Peninsula and all of South Australia, directly through employment and enterprise development and indirectly through broader economic opportunities. Iron Road has an existing Memorandum of Understanding (*MOU*) with an International grain handling company which reflects Iron Road's intention of being the key facilitator for the export of grain through the proposed port. Iron Road recognises that its future is inextricably linked to the economic future of the Eyre Peninsula and State of South Australia.

The CEIP will employ a substantial number of people and contribute significantly to the national economy.

GPO Box 1164 Adelaide SA 5001 | Tel: 08 8214 4400 | Fax: 08 8214 4440 | admin@ironroadlimited.com.au

PART TWO - Purpose

This MOU provides a framework for the Parties to genuinely work together to achieve maximum benefit outcomes for the Eyre Peninsula region and seeks to reinforce the relationships already developed.

The "Guidelines for an Environmental Impact Statement" (*EIS Guidelines*) in relation to the CEIP Infrastructure issued by the Minister for Planning in November 2014 include an expectation that the Parties will enter into a Management Agreement relating to the areas of the CEIP that fall within the Wudinna District Council (*Wudinna DC*). However the Parties acknowledge that at this early stage of the project, an MOU is considered more appropriate to set out desired outcomes for the immediate future, and that a Management Agreement will be negotiated by the Parties after all State and Federal Government approvals for the CEIP have been received, project finance is in place and iron Road's Board of Directors have made a decision to mine.

PART THREE - Outcomes

Through this MOU and consistent engagement between the Parties, the Parties will seek to deliver key outcomes which include, but are not limited to:

- the construction or upgrading of any new or existing roads required as a result of the CEIP, including the Parties working together to design a suitable road network in the CEIP Mine area;
- provision of fair maintenance arrangements for public roads that are identified at risk of having excessive wear and tear that can be specifically attributed toward CEIP Mine and CEIP Mine related operations;
- provide fair contribution toward improvements required through extraordinary impacts on Council assets requiring remedy that are mutually agreed to be as a consequence of the CEIP Mine development e.g. such as those arising through significant and rapid increase in population impacting the capacity of existing community facilities. Financially contribute toward the upgrade/replacement of any urban based physical social/recreational infrastructure which can be identified by mutual agreement;
- the preparation of a Structure Plan for the district which identifies the likely impact of the CEIP and subsequent Development Plan Amendment;
- rail crossings to be established in consultation with Wudinna DC and constructed in accordance with the relevant legislation, requirements of the National Rail Regulatory Authority and any relevant Australian Standards;

- discussions in relation to Council rates payable by Iron Road to Wudinna DC in respect of land acquired by Iron Road for the CEIP Mine at Warrambo. the infrastructure corridor and the long term employee village adjacent to the town of Wudinna;
- the design of the long term employee village including integrated facilities in order to achieve the best social and economic outcomes for the community;
- exploring opportunities for collaboration between the Parties in relation to wastewater (from both the long term employee village and the construction camp within the CEIP Mine at Warrambo), potable water from a RO plant, recycling and waste and other business opportunities;
- working together to ensure that opportunities around the supply of power, water or an upgrade of communications infrastructure are explored as a means of providing benefits to the community;
- working together to achieve an upgrade of the Wudinna airport, including supporting Wudinna DC in any necessary Development Plan Amendment;
- Iron Road continuing its engagement with local community groups, including the CEIP Community Consultative Committee, to ensure the community remains well informed about the CEIP and kept aware of any business or employment opportunities;
- Iron Road engaging respectfully and consistently with impacted landowners in order to achieve fair outcomes; and
- working together to promote the Eyre Peninsula and the CEIP in order to enhance the economic and social prosperity of the region.

PART FOUR - Duration and review

This MOU becomes effective upon execution by each of the Parties and, unless it is extended by the mutual agreement of the Parties, will remain in effect until the earliest of the following occurs:

- the termination of the MOU by mutual consent of the Parties; or
- the execution by the Parties of a Management Agreement as contemplated pursuant to the EIS Guidelines for the CEIP Infrastructure; or
- the expiry of a period of three (3) years after the date of execution of the MOU.

This MOU may, at the request of either Party, be amended and/or reviewed at any time by written agreement.

056 - MURPHY, KANE

CEIP ONLINE SUBMISSION

Mr Kane Murphy

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1/02/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

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Submission

"Only six families"

As a fourth generation farmer looking towards the future I cannot see how farming and mining can coexist. I have worked on our family farm at Warramboos for over ten years with my father. I was lucky enough to have the privilege of working with my Grandfather from time to time and that is something that sticks close to my heart and I hope one day my kids will experience the same thing. The memories and stories of how our land was turned from scrub into farming country is truly amazing, so the thought of a mine starting in this area really sends a chill down my spine and everyone else's in the district. We will lose three of five farms with a fourth having a railway corridor running through, leaving us unviable to farm in Warramboos. To think that all the time and effort we have put into this farm for it then to be turned into a mine is disheartening. What people cannot see is that it's our whole lively hood that is getting taken from beneath us and we are left with little say.

For a mine to start in a community like Warramboos is devastating not only for the farming families but everyone concerned, the safe loving community once known will no longer be in my opinion. Iron Road states that six families are affected but it affects the whole community, **what is the land worth for the surrounding areas? Who wants to farm next to a huge mining site where the dust affects plants animals and maybe even our own health? How is the land that has been farmed for so long going to be viable to farm again after the thirty year life span? Iron Road states that it will be rehabilitated but realistically, will it?** To this day on our personal properties where Iron Road have "rehabilitated" small portions of our land we still have bare patches where nothing grows, with this in mind of how low scale these small drill holes are compared the proposed mine site. I challenge anyone that thinks that a mine

of this size can ever be rehabilitated to be farmed upon after the completion of the mine. I have witnessed the way mining companies manipulate to try and get what they want at the expense of others like ourselves. To come into our home and suggest that a member of our family would be able "to make coffee for the miners" to me truly shows that their intentions are pretty clear, and that they are only in it for themselves not worrying about the footprints they leave behind or the effected people. We were offered an unreasonable amount for our land with full knowledge that our land is worth much more not to mention the inconvenience and disadvantages it has for us, with this in mind they state that we were never made an offer. A family member complained about the noise whilst Iron Road were drilling close to our family home, their response was a set of earplugs to sleep at night. Manipulative tactics to make our lives harder than they already are with the burden of this mine hanging over our heads for such a long time. We are no longer able to make any improvements to our properties because were unsure on what is happening. The uncertainty is the most painful thing imaginable when you are trying to run a business and live your everyday lives.

Time Line:

If a mining lease is granted what sort of time line is given?

Are we going to have this hanging over our heads for as long as the mining company can find the finance to start mining?

What do we do in the meantime?

The health and well-being of not only our family members but also community members has to be questioned after what we have been through. I am sure they haven't thought twice about how the community is coping with this mine? **The proposed mine site is right next to the community cemetery will funerals be able to take place there any more or will they stop mining for the respect of community members even?** Is there a place for Warramboos being so close to a mine site and how close is too close for retired members or just members of our community that live in the township of Warramboos.

Submission re IRD CEIP MLP: Kane Murphy

Pg1

Compensation:

What compensation will be available for farms on the boundary of the proposed mine site?

What compensation will these farmers get if contamination of crops/wool etc does occur?

I am a 26 year old farmer that loves my job and what endless opportunities it provides, every day is different and I think that is what makes farming so enjoyable. We provide food for the country give up our meals for some of yours and we are proud of that so I ask what place does mining have in any agricultural communities? **Is the mine going to provide after its thirty year life span?** Will thirty years of money equitant to the land being farmed forever? If this mine starts where will it stop? Would we rather import food that is no longer in demand through prime land being demolished?

Submission re IRD CEIP MLP: Kane Murphy

Pg 2

Id: #269796

057 - NAME & ADDRESS WITHHELD

CEIP ONLINE SUBMISSION

1-Feb-16

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS)

1 - I understand that my submission will be published on the government website and provided to the applicant, BUT I require that the government withholds my name and contact details. I understand that it is my responsibility to ensure personal information is not included in the body of my submission, any footers or headers or any attachments.

RDAWEP_Iron_Road_CEIP_Mining_Lease_Proposal_Submission_January_2016.pdf, type application/pdf, 502.6 KB

1st February 2016

**CEIP Submission
Mining Regulation
Attention: Business Support Officer
Department of State Development
GPO Box 320
ADELAIDE SA 5001**

Dear Business Support Officer

RE: Submission - Iron Road Limited, Mining Lease Proposal and Environmental Impact Statement, Central Eyre Iron Project

Regional Development Australia Whyalla and Eyre Peninsula (RDAWEP) is pleased to lodge this submission about Iron Road Limited's Mining Lease Proposal (MLP) and Environmental Impact Statement (EIS) for the Central Eyre Iron Project (CEIP) at Warrambo.

Scope of this Submission

The CEIP is the most important development project proposed on the Eyre Peninsula for many years. The project has the potential to be both catalytic and ameliorative. That is, the CEIP will stimulate a range of social and economic initiatives and bring benefits to assist the future development of the region. The project also has the potential to resolve several population, employment, business, infrastructure, and other issues that are presently constraining regional development.

However, the nature and scale of the CEIP has created considerable angst among some sectors of the regional community. Numerous questions and concerns about the project benefits and impacts emerged during stakeholder consultation for the project development. These concerns are extensive and include matters such as:

- **Community culture and character** – i.e. the consequences of population growth; the impact from the influx of new residents and a Long Distance Commute (LDC) workforce; difficulties with residential integration; the loss of farming families; impacts on community amenity; safety and security; and the impact on community functioning and volunteering.
- **Infrastructure, services and resources** – housing supply shortages; lack of infrastructure capacity; utilities capacity and demand; services provision constraints; and land access and transport issues.
- **Standard of living and community well-being** – housing affordability; living cost increases; and the impact on short-term and visitor accommodation provision.
- **Businesses and industry viability** – the loss of agricultural land; employment opportunities; the impact of higher mining wages on labour demand; competition for resources; business viability; training provision; opportunities for local procurement; human capital development; business capability building; and seasonal employment constraints.
- **The natural environment** – waste management; air quality impacts; salinity impacts; soil and land quality; impacts on ground and surface water quality and capacity; noise and vibration controls; weed and pest management; and potential impacts on flora, fauna, visual amenity and rural character.

This submission does not address all of these concerns. As RDAWEP is the principal agency for planning the social and economic development of the Whyalla and Eyre Peninsula region, this submission is limited to comment about aspects of the CEIP that have consequences for long term regional development.

RDAWEP has neither the resources nor expertise to provide informed comment about community environmental concerns with the CEIP. For example, even though water is a critical issue for future development of the region, no comment is offered about the use of the Kielpa bore field to supply water for the CEIP. Other stakeholders have the expertise to provide this analysis. RDAWEP is also mindful of the rigorous scrutiny that is undertaken by State and Australian Government departments regarding the environmental conditions for mine development approvals, and is satisfied that community concerns about environmental issues will be appropriately addressed through this process.

Similarly, the MLP identifies the potential benefits and impacts that apply during the construction, operation, and mine closure phases of the CEIP. However, as the construction phase is a relatively short and transitional project component that will largely be undertaken by a contract LDC workforce, community concerns about construction impacts are not addressed in this submission. RDAWEP is also satisfied that the design measures proposed by Iron Road – such as the provision of secure construction villages at the mine and port sites equipped with medical, laundry and recreational facilities – will minimise the LDC workforce impact on nearby township communities.

This submission addresses the CEIP elements that will help to alleviate regional development needs and constraints, and those which create opportunities to stimulate sustainable social and economic development into the future. The analysis is based on years of RDAWEP development planning, informed by intelligence from ongoing consultation with the region's industry, business, community, and Local Government sectors.

The region's development needs and issues are well-documented in RDAWEP Regional Plans from 2011; which Iron Road has cited as evidence throughout the MLP.

An overview of the region's key characteristics is necessary to understand the catalytic importance of the CEIP and its benefits for long term regional development. This information is extracted from RDAWEP Plans, as well as summary documents prepared for Minister Brock's Regional Roadshows in August 2015 and presentations to the State Government Economic Development Board's mission to the region in September 2015. (Data citations are not provided in this overview as the references are fully detailed in RDAWEP planning documents and the MLP).

In preparing this submission, RDAWEP has reviewed the social and economic sections of the MLP and consulted with stakeholders who have brought specific CEIP concerns to RDAWEP attention. RDAWEP has also liaised with Iron Road throughout the course of the CEIP development and is fully aware of the strategies being implemented by the company to maximise regional benefits and mitigate negative project impacts. These strategies are extensively detailed in the MLP, and are only discussed where relevant to this submission.

Regional Overview

Whyalla and Eyre Peninsula is one of the most complex planning regions in South Australia. The region is remote; vast in size at 230,000 km²; and has a small population of approximately 57,000 people (3.5% of the State population). Most people (64%) reside in the regional cities of Whyalla and Port Lincoln; and 35% reside in nine district Local Government Areas (LGAs). The regional population is declining in some LGAs; notably inland Councils such as Wudinna and Kimba. The region also has a large and growing Aboriginal population which, at 5.7% of the population, exceeds the proportions in South Australia (1.9%) and Australia (2.6%).

The regional economy is extremely diverse with key industries including agriculture, manufacturing, fishing, and aquaculture. Tourism and mining are the region's fastest emerging industries and, due to the region's wealth of mineral resources and nature-based visitor experiences, have substantial potential for future growth.

Industrial diversity is a regional strength because it provides resilience through not being reliant on a single industry for prosperity. However, this diversity is not shared across the region as a whole. Manufacturing and steel processing are focused in Whyalla. Agriculture is the key industry in Lower Eyre Peninsula, Tumby Bay, Cleve, Elliston, Kimba, Streaky Bay and Wudinna. Most of the region's aquaculture jobs are provided in Port Lincoln, Lower Eyre Peninsula, Cleve, Franklin Harbour and Ceduna.

Most of the region's fishing jobs (76%) are based in Port Lincoln, and tourism activity is predominantly focussed in coastal areas. The region's economy and industry composition are also transforming, and has changed substantially since 2001.

The region has an ageing population. The health care and social assistance industry is now the region's largest employer, providing 12.6% of the regions jobs in 2013-14. There is growing demand for aged care services and infrastructure, and the region's workforce has an older profile for most industries than South Australia and Australia.

A pending surge in Baby Boomer retirements has the potential to reduce the labour force by about 40% (11,000 workers) by 2020. However, the region has a smaller proportion of young people, which will make it difficult to replace these retirees. Future workforce provision is exacerbated by the annual migration of about 30% of young people to metropolitan Adelaide for employment and study.

The combination of the remote location, vast land area, a small and ageing population, the loss of young people, and a diverse and changing industry profile creates a range of challenges for sustainable economic and community development.

The region lacks the economies of scale which are necessary for cost effective services provision and infrastructure development. The region's 11 LGAs typically have large geographical areas to service and maintain, and a small ratepayer base from which to raise the funds. This creates a challenge in addressing competing economic, community, environmental and infrastructure needs with limited budgets.

Servicing and development tasks are heightened by the region's limited water resources; the sparse spread of small townships; the tyranny of distance from metropolitan Adelaide; and the lack of population critical mass to influence political decision-making.

The limited capacity and condition of the region's ageing infrastructure is a major issue. The road network is vast, and a maintenance burden for Local Government. The electrical transmission system is faulty, at full capacity, and is due for replacement in 2017. The isolated narrow gauge railway network is generally in poor condition, resulting in a declining use of rail for grain cartage. The subsequent growth in grain cartage by road has markedly increased heavy vehicle movement, magnified road maintenance costs, and raised community concerns about road safety. A corresponding growth in tourism vehicle movement across the region has amplified these concerns.

The region's main ports at Thevenard, Port Lincoln, and Whyalla have functional issues that are hindering export capability and increasing export costs. These ports also do not have container capability. Mobile telephone and Internet services are either poor or unavailable in some sections of the region, which is constraining community and business functioning and the efficacy of emergency services.

These collective infrastructure issues need to be resolved because they are hindering the development of the region and preventing many opportunities and strategic initiatives from being realised.

Despite these challenges, the region has abundant natural and high quality resources and abounds with opportunities to value-add to State and national prosperity. The region is highly export focussed and makes a disproportionate contribution to the South Australian economy, contributing 4.3% of Gross State Product (GSP) in 2013-14.

The CEIP will enhance the productivity of the Whyalla and Eyre Peninsula region because the project will ameliorate many of the issues that are presently constraining long-term, sustainable development.

Regional Development Benefits from the CEIP

Population Growth and Ageing Benefits

The CEIP will stimulate population growth and critical mass by attracting new workforce families to inland towns which presently have declining populations. The provision of additional employment opportunities will help to stem the migration of young people to metropolitan Adelaide, and may also attract former residents back to the region. This will change the age profile of the regional population, and provide the human capital that is needed to replace the pending surge of Baby Boomer retirees.

Iron Road has estimated that the CEIP will create approximately 760FTE jobs during operations – comprising 560 (260 Iron Road employees and 300 contractors) at the mine site; 100 at the port; 40 in the infrastructure corridor; and 60 in the Adelaide office.

While some of these workers will be LDC, Iron Road intends to provide much of the workforce through local and regional recruitment and encourage workers to relocate and live locally where practicable. Approximately 300 mine and rail operational workers will reside in a long term employee village to be built adjacent to the town of Wudinna. Accommodation facilities will not be built for the 100 port employees, but they will be encouraged to find suitable housing locally. This will bring population growth, economic and community benefits to nearby townships such as Port Neil, Tumby Bay, and Port Lincoln.

Iron Road estimates that, in the first year of operation, 40% of the workforce would live locally and 60% would be LDC. Project modelling anticipates that the ratio of workers living locally will increase over the years, and comprise about 60% of the workforce by year 5 of operations.

The socio-economic benefits from this influx of workers will mainly affect the Wudinna DC, and bring flow-on benefits for the District Councils of Kimba, Cleve and Tumby Bay. All of these LGAs have declining and ageing populations, so the CEIP will greatly assist to stem this trend.

Iron Road intends to facilitate the employment of younger people (and particularly women) in the mining workforce through the provision of family friendly rosters and work environments, and childcare. The attraction of a higher proportion of young people will lower the workforce age profiles in LGAs near the mine and port sites.

Human Capital Development Benefits

The CEIP will help to build the capability of the region's human capital through the provision of training opportunities linked to mining employment.

The CEIP workforce requires a diverse range of skills from semi-skilled and professional roles through to management. Iron Road's commitment and preference to hire locally where possible requires the provision of training to provide the skills for local entry into the mining industry. Iron Road intends to work with government, education and training providers to provide employment-related courses, primarily at the Wudinna and Port Lincoln TAFE campuses. The focus will be placed on up-skilling those who are currently unemployed or under employed, and flexible roster options will be available to encourage the participation of workers with seasonal employment in the farming and fishing industries.

There is no doubt that the CEIP will increase the competition for labour, and that some existing workers will be attracted to the higher wages on offer in the mining sector. However, these positions will need to be back-filled. This will create additional training opportunities to upskill the replacement workers, which will enhance the overall capability of the region's labour force.

Resources at the Whyalla and Port Lincoln TAFE campuses are currently underutilised due to the trend to centralise key training courses in Port Augusta and Adelaide (e.g. pre-vocational courses and mechanical apprenticeships). The resultant lack of local student numbers makes it difficult to deliver cost effective training, with the consequence that some fully equipped TAFE workshops are not being used. The CEIP has the potential to bring educational benefits to the region by changing this trend. The project will generate sufficient student numbers to enable the local provision of a greater range of employment-related courses. This will help to stem the migration of young people from the region, who presently have little alternative but to travel to Adelaide and Port Augusta to undertake some courses.

RDAWEP will support this initiative via the Eyre Peninsula Workforce Builder Program.

Increasing the capability of the region's human capital is critical for longer term economic and workforce development, and is absolutely necessary for the implementation of employment initiatives in the post-mine closure period – see Legacy after Mine Closure below.

Business Development Benefits

The CEIP will create opportunities for the development of business capability and diversification through direct and indirect services provision. Direct opportunities include local procurement for the provision of services to Iron Road and its contractors. Indirect opportunities will be generated by increased consumer spending in local townships from the influx of new workers and their families.

The services required by Iron Road range from fuel supplies, transport and logistics, through to the provision of materials, accommodation, and consumables. Iron Road anticipates that the wholesale trade, accommodation, food services, and retail trade industries will receive the greatest financial and flow-on employment benefits from the project.

Small and Medium Enterprise businesses (SMEs) are the backbone of the regional economy providing goods and services, employment, and sponsorship to local communities and recreation clubs. Small business sustainability is directly related to the success of the region's major industries – agriculture, manufacturing, fishing, aquaculture, health care, mining and tourism. These industries provide most of the region's employment and many SMEs have been established to directly service them.

In 2011, the region had 5,421 businesses, with the largest proportion (2,014, 37.2%) in the agricultural and fishing sector. Most businesses (3,080, 56.8%) were owner operated, non-employing businesses. 79% of SMEs were micro-businesses employing less than 5 people.

The local study area for the CEIP (i.e. the District Councils of Wudinna, Cleve, Kimba and Tumby Bay) had 20% of the region's businesses in 2011, comprising: Wudinna 251, Cleve 304, Kimba 190 and Tumby Bay 340 (a total of 1,085 businesses). These businesses will be the main beneficiaries of the CEIP, and opportunities will also be created for the establishment of new enterprises.

During the operational phase of the CEIP, Iron Road estimates that 18% of direct operational expenditure (approximately \$200 million per annum) will be spent in the local study area and RDAWEP region over the 25-30 year life of the mine.

This level of local investment is both substantial and unprecedented; and will provide the SME sector with a once in a life time opportunity to identify new commercial opportunities, diversify services, and plan for future business and employment growth.

RDAWEP will support this initiative by providing assistance to existing and new SMEs through the Eyre Peninsula Business Builder program. This assistance will continue through the post-mine closure period – see Legacy after Mine Closure below.

Power Infrastructure Benefits

The CEIP will be a major electricity consumer and provide the consumption demand necessary to activate ElectraNet's planned upgrade of Eyre Peninsula's power transmission network.

The transmission infrastructure from Whyalla to Port Lincoln was established in 1967 and designed for a life of approximately 50 years. The supply lines are in poor condition with conductor corrosion, strand breakage and vibration damage commonplace. The lines were partially upgraded in 1998 and 2008 to increase thermal rating capacity, however it is no longer possible to implement further improvements to cater for additional demand.

Electricity demand in the region is forecast to increase markedly due to residential, commercial, mining and industrial developments. ElectraNet identified that power infrastructure on the lower Eyre Peninsula is insufficient to meet forecast loads, and that Electricity Transmission Code reliability standards at Port Lincoln will fail to be met from 2013/14 (based on an average load growth rate of 3.3% over the next 20 years).

ElectraNet conducted feasibility and economic assessments for a new transmission line in 2011 and 2013, and consultation with landowners affected by the infrastructure easement will be completed by 2017-18.

The Cultana sub-station was upgraded in 2014 in preparation for the Eyre Peninsula Reinforcement Project to provide the new transmission line. However, ElectraNet cannot commence construction of the new infrastructure until it is economically viable to do so. This will occur as soon as a major power consumer is given development approval.

The estimated CEIP peak demand will be 2,569 GWh per annum, which requires the construction of a new 275kV transmission line from the Yadnarie substation. The CEIP will consequently benefit communities and industry on the lower Eyre Peninsula by providing the consumption demand necessary to make the construction of the new power transmission infrastructure viable for ElectraNet.

Port Infrastructure Benefits

The CEIP will provide the first Cape Class port facility in South Australia. This will enhance the export capability of both the region and the State.

The port is being designed with the capacity for third party use. This will greatly benefit the agriculture industry by creating an alternative export outlet for the region's important grain sector. An MOU has been signed with an export company to use Cape Hardy for grain export, which will bring cost benefits and competitive advantages for the agricultural industry.

The port will also provide the region's first import-export container infrastructure. This will enable the export of high quality regional product (such as food and wine) in smaller quantities to niche markets. Graphite presently needs to be carted in containers by road to Port Adelaide, which reduces profitability and viability. Containerisation will also enable the agriculture industry to supply specialised grain varieties to overseas markets. There is high international demand for unique grain varieties; however, even though the region is renowned for producing high quality grains, it is presently cost prohibitive to deliver small product quantities to market. Local farmers are being impacted financially because they are unable to reap premium prices for their high quality niche grains. This is a lost value-adding opportunity for the region's agriculture industry.

As an example, the substantial development and upgrade of Cummins Milling operations presently being planned is subject to the availability of containerisation to get high quality flour to overseas markets – notably China, where there is growing demand for quality flour. The Cummins Mill presently employs about 10 people; however the new initiative has the potential to provide an additional 90 FTE positions.

Railway Infrastructure Benefits

The Eyre Peninsula's railway network is comprised of an isolated narrow gauge system that is generally in poor condition. While some sections of the network have been upgraded, other sections have been closed, and there is declining use of grain cartage by rail.

The CEIP will construct the first standard gauge railway line on the Eyre Peninsula. While this will initially be an isolated line between the mine site at Warramboos and the port at Cape Hardy, it will create an opportunity for future connection to the national standard gauge rail network. This would substantially enhance the region's economic productivity and export capability by creating an alternative option to access national markets.

It is foreseeable that the rail line could be connected near Tarcoola, or link with the existing standard gauge line at Whyalla. Connection at Whyalla would have several distinct advantages.

Arrium operates the Whyalla Port to export iron ore from its various mines. However, due to the relatively shallow waters of the upper Spencer Gulf, Cape and Handymax Class vessels are forced to moor offshore and are loaded by a barge transshipment process. This process involves double handling, which is both inefficient and expensive. In the current economic climate of a low commodity price for iron ore, Arrium was forced to reduce its workforce and export operations to remain viable.

Connection to the standard gauge railway network at Whyalla would provide the opportunity for Arrium to export iron ore via the CEIP port at Cape Hardy, which will be designed for direct loading into Cape Class vessels. As this will be the only Cape Class port facility in the State, the rail connection will provide further potential to export mineral resources from the far north of the State and Braemar region.

In this instance, the CEIP is catalytic because the standard gauge railway line will provide the infrastructure to maximise economic development opportunities and drive longer term productivity.

Potential Benefits for the City of Whyalla

Whyalla is the manufacturing and steel processing centre in the region. The mining and manufacturing industries are key employers in Whyalla, collectively employing 3,103 people in 2013-14 (34% of Whyalla's workforce).

Whyalla's economy is almost totally reliant on iron ore mining and steel manufacturing by Arrium, which makes it extremely vulnerable to commodity price fluctuations. In 2013-14, Whyalla's economic activity was primarily generated by two industry sectors:

- Iron and Non-ferrous ore mining - \$764 million (40.5% of Whyalla's GRP contribution), and
- Iron and Steel Manufacturing - \$117 million (6.2% of Whyalla's GRP contribution).

In 2015, the Whyalla economy suffered substantial impact from the down-sizing of production and the workforce at Arrium's OneSteel factory. Over 900 workers and contractors lost their jobs. This was a direct result of falling commodity prices for iron ore and increased import of cheaper steel product from China. The impact of these employment losses on Whyalla's economy has been significant, with the reduction in community day-to-day expenditure being felt across the broader business sector.

The vulnerability of Whyalla's reliance on Arrium is well recognised and numerous strategies are being pursued to diversify and strengthen Whyalla's business and industry sectors.

The CEIP construction phase provides an opportunity to utilise Whyalla's manufacturing and engineering skills and diversify its customer base through the production of steel for the project infrastructure.

It is highly recommended that strategies are explored with Iron Road to give procurement preference to steel product from Whyalla for the CEIP mine site, infrastructure corridor, and Cape Hardy Port.

If there is a price differential compared with steel product from other locations, it is recommended that the State Government consider options to bridge this cost so that Whyalla's economic and employment needs can benefit from the CEIP.

This recommendation is consistent with, and supports, the State Government economic priority of maximising the benefits of South Australia's resource assets.

Mining versus Agriculture – Economic Development and CEIP Impact on the Agriculture Industry

Throughout the course of the CEIP development, community concerns were expressed about the relative merits of the mining and agricultural industries. The main issues are: the permanent loss of agricultural land; production losses and the implications for world food supply; and the comparative benefits and impacts for regional community and economic development.

The supplementary issues are numerous and include: community and economic impacts from the loss of farming families; the potential impact of mining on community functioning and liveability; and mining impacts on the environment and visual amenity.

These issues are not new and are consistently raised when mining lease proposals are lodged for projects on arable land.

The legal framework of property law – i.e. all mineral resources are owned by the Crown – is the root cause of these concerns, because some members of the community fundamentally object to the principle that people can be displaced from their homes and land when commercially viable minerals resources are found. Mining company access to land under the *Mining Act*, is consequently seen to be driven by might, not right; and emotions and passions tend to run high during ensuing debate.

Much of the emotion is driven by fear about the implications of mining and agriculture co-existence – i.e. some people firmly believe that if a mining project is approved on productive agricultural land it may open the flood gates for other miners to follow, and that the collective loss of agricultural land will jeopardise the future sustainability of the agricultural industry.

Loss of Farming Land and Agricultural Production

The relatively short timeframe of mining projects, compared with ongoing and permanent agricultural production, is frequently raised as a point of contention.

The common argument is that a mine has a short life (e.g. 25-30 years), but once the mineral resources are depleted and the mine closes, the region has permanently lost the use of the impacted land for agricultural production and is left with the legacy of an open pit and tailings waste deposit. Iron Road is mindful of this concern and has changed the mine operations to an in-pit crushing and conveying (IPCC) method to reduce operational costs and impacts, minimise the tailings deposit, and accelerate the land rehabilitation process.

The use of mobile crushers and on-site processing to separate and integrate waste - i.e. an Integrated Waste Landform (IWL) method – will enable the tailings and waste rock to be covered with top soil during mine operations. This process will reduce the size of the tailings deposit and permit the progressive rehabilitation of the land from the start of mine operations; as opposed to the traditional method of land rehabilitation after mine closure.

The CEIP will be the first mine in the world to use the IPCC and IWL method. The loss of arable land will be minimised as modelling indicates that some of the mining lease land can be rehabilitated to a standard to enable crop production. However trials need to be conducted to confirm this proposition.

Iron Road has nevertheless acknowledged that the CEIP will result in the permanent loss of some productive agricultural land. This will occur in areas of the mining lease that cannot be rehabilitated, such as the open pit, and where land is required for the construction of the rail infrastructure corridor.

Iron Road has estimated that the total loss of productive agricultural land will be approximately 7,050 hectares. As this is less than 0.2% of all productive land in the Eyre Peninsula Natural Resources Management region, Iron Road has argued that the CEIP will result in very little productive loss and therefore have a negligible impact on the sustainability of the region's agriculture industry.

The comparative benefits of using this land for farming or mining are quite revealing. Based on crop yield and livestock data, Iron Road has estimated that the annual revenue loss of using this land for farming is about \$3.2-6.8 million – or a loss of about \$80-170 million over the 25 year life of the mine. This is an optimistic calculation as it includes above average data, and does not allow for yield losses during drought.

In comparison, the predicted annual revenue of using this land for mining is estimated at \$1.6-3.8 billion, or \$40-94 billion over the life of the mine. This calculation is based on iron concentrate prices of AU\$74-175 per tonne, which may be a little optimistic given the current low commodity price for iron ore. The revenue disparity is nevertheless quite significant, and Iron Road has estimated that it would take about 6,000-30,000 years of farming this land to return the same level of revenue as the CEIP.

The difference in local expenditure will also be quite significant, as expenditure by the farming sector will be insignificant compared with the \$200 million per annum from the CEIP.

This injection of CEIP revenue will bring substantial financial benefits to the region and State and will boost both economies. However, this modelling is still unlikely to convince or appease those in the community who believe that farming is forever, compared with the shorter term benefits from mining.

Loss of Land Impact on Farming Families and Agri-businesses

Even though the proportion of productive land lost to the region's agricultural industry is relatively small, it will have a varying impact on the families and businesses that presently occupy this land. Six farming families will be impacted by the loss of land needed for the mining lease, and 44 farming businesses will be affected by the rail and infrastructure corridor.

Of those with land on the mining lease, one family will need to relocate due to the location of their home. The remaining families will not lose their homes, but will lose varying amounts of land which may make their farming businesses unviable.

Early negotiations by Iron Road indicated a general preference for the outright purchase of land, rather than complex easement lease arrangements. It is expected that the purchase price of land on the mining lease will be at the same or better than current market prices. The personal impact on these six families, from inter-generational land ownership and attachment to the land, is a sad and unfortunate consequence of property law concerning mineral resources. Compensation is not being offered for this emotional loss because different families will be affected in different ways. Iron Road has nevertheless provided professional counselling services to help the families adjust through this change process.

The land needed for the rail and infrastructure corridor is also being purchased, rather than leased. The 44 farming businesses will be impacted in different ways, depending on the amount and location of the land required. The land purchase negotiations are consequently being determined on a case-by-case basis. In these instances, however, the negotiations include the purchase of land at commercial values plus compensation for the inconvenience that the rail corridor will have on farm business operations.

The amount of inconvenience is variable and includes changes to land access and interference with stock and machinery movement. In some instances compensation will also be negotiated for loss of visual amenity from the rail infrastructure and power lines.

Any costs associated with required changes to farm infrastructure – such as re-routing water lines, or relocating sheds – will be met by Iron Road.

While some families and farming businesses will be variously affected by the CEIP, RDAWEP believes that the overall impact on the agricultural industry from lost agricultural production is relatively small when compared with the wealth of economic and other benefits that the project will bring to facilitate the longer term development of the region.

The CEIP will however, have another impact on the agriculture industry that is not included in the MLP, which has been brought to the attention of RDAWEP.

Loss of Agriculture Industry Research and Development Funding

The land purchase negotiations do not include compensation for lost agricultural production, for the simple reason that crops will not be planted once the land is sold. The result is a small loss in total regional yield per annum. At approximately 2 tonnes per hectare, the loss of 14,000 tonnes of grain per annum (if all of the CEIP land was cropped) is relatively inconsequential compared with average regional yields of about 2.5 million tonnes per annum.

However, Iron Road's productive land loss and income scenario has overlooked the fact that crop levies are paid to provide the funding for agricultural industry research and development and grower representation. This funding is important for the future sustainability and development of the agriculture industry.

RDAWEP has calculated that the collective levies (to SAGIT, GRDC, GPSA, and end point royalties) total \$6.80 per tonne. At 14,000 tonnes, the levies forfeited per annum from lost agricultural production total \$95,200 – or about \$2.4 million over the 25 year life of the mine.

The proponent who brought this to the attention of RDAWEP believes that the CEIP should compensate the agricultural industry for this loss of research and development funding. ‘

RDAWEP has informally raised this matter with Iron Road. The Iron Road response was sympathetic, but it was advised that negotiations are underway for the CEIP to provide R&D funding to Minnipa Agriculture Centre to investigate strategies to enhance soil production and mitigate impacts relating to yield loss.

This may provide adequate compensation for the lost R&D funding. RDAWEP nevertheless believes that the issue of lost R&D levy funding is worthy of careful consideration by the State Government when determining mining lease proposals on productive agricultural land.

Legacy after Mine Closure.

The CEIP has an expected life of at least 25 years; however Iron Road's analysis of inferred resources indicates that this could extend beyond 30 years. The MLP recognises that the mine closure will have significant long-term social and economic impacts, and that the region may not be able to sustain the same levels of employment and economic activity that occur during mine operations.

Iron Road has committed to the preparation of a social management plan to assess social and economic options for the post-mining period. The plan will be developed during the life of the mine. This timeframe will enhance the preparation of the plan because the potential social and economic changes and post-mining development opportunities will become more apparent. The plan will be prepared in liaison with Local Government, the South Australian Government and RDAWEP.

The probable scope of the plan is identified in section 22.7.6 of the MLP and includes, but is not limited to:

- The determination of strategies for the use of Iron Road land to maximise local economic benefits,
- Ongoing consultation with stakeholders about closure planning and the employment implications,
- The development of programs to diversify the local economy and reduce dependence on the CEIP,
- Support for worker retraining programs,
- Exploring opportunities for worker redeployment,
- Planning and marketing support to assist businesses diversify their incomes; especially for businesses that were established to support and service CEIP operations, and
- Options for business relocation, if required.

RDAWEP is very concerned about the potential long-term social and economic impacts from the mine closure, and recognises that post-closure planning is needed from the commencement of mine operations. RDAWEP therefore intends to be actively involved in the development of the social management plan. This will include:

- Provision of planning support in collaboration with the EPLGA, via the Eyre Peninsula Mineral and Energy Resources Community Development Taskforce,
- Support via the RDAWEP Workforce Builder and Business Builder programs to assist with worker training and re-deployment, and implement business diversification initiatives, and
- The identification of complementary economic and employment strategies for impacted townships as part of the ongoing RDAWEP Regional Strategic Planning process.

In particular, RDAWEP will investigate opportunities to maximise the long-term economic benefits from the CEIP port, and energy and transport infrastructure corridor.

The intention is to maximise longer-term community and economic development outcomes from the CEIP by implementing value-adding initiatives aligned to the project's population growth, human capital, business development, and infrastructure legacy benefits.

As part of this planning process, RDAWEP plans to utilise the Community Tool Kit, developed by the University of Adelaide and used by OZ Minerals, to assess mining project lifecycle social and economic impacts.

Summary

RDAWEP has liaised closely with Iron Road throughout the course of the CEIP development and is fully aware of the strategies being implemented to mitigate the negative impacts and maximise community and economic benefits from the project.

In striving to achieve the least possible impact on the community and environment, Iron Road has not overlooked the issue that the project will have some form of environmental and visual impact, and will affect the liveability of people who currently live and farm on the mine lease site and transport corridor.

RDAWEP is of the opinion that Iron Road's consultation process throughout the CEIP development has been both thorough and extensive. Iron Road regularly made itself available in all of the impacted communities to ensure that all community concerns about the CEIP were identified and addressed. This is reflected in the thoroughness and detail of the MLP.

Iron Road has also been an active participant in most of the economic development forums, conferences and meetings conducted on the Eyre Peninsula over the last 3-4 years, to ensure that the best possible economic development outcomes can be achieved.

While there are a number of community concerns about the relative impacts and benefits from the CEIP, RDAWEP is firmly of the opinion that the population growth, human capital development, and business development benefits, in conjunction with the infrastructure legacy to the region, by far outweigh the negative impacts from the mine.

The adverse impacts on the agriculture industry are minimal when compared with the potential economic and productivity gains that will be achieved in other sectors of the region. These benefits are important for longer term regional development. The agriculture industry will also directly benefit from value-adding opportunities from improved export infrastructure and enhanced competitiveness; along with opportunities for farming families to access improved education and training associated with the development.

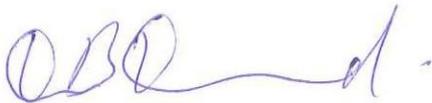
RDAWEP therefore recommends that the State Government should approve the Iron Road MLP and EIS for the CEIP.

In closing it needs to be stated that much of the community angst about the CEIP, particularly in the farming sector, is being generated by uncertainty about whether the project will actually come to fruition. This uncertainty could be substantially alleviated by more timely approval decisions to expedite the project.

It is therefore recommended that the State Government, if requiring more information for the development approval, should give consideration to accepting supplementary documents from Iron Road, rather than requiring the time consuming provision of fully reworked optimisation studies.

Please do not hesitate to contact me if further information is required.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Dion Dorward', with a horizontal line extending to the right.

Dion Dorward
Chief Executive Officer

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058 - NAME & ADDRESS WITHHELD

CEIP ONLINE SUBMISSION

1-Feb-06

Sth Australian Mining Application (MP)

1 - I understand that my submission will be published on the government website and provided to the applicant, BUT I require that the government withholds my name and contact details. I understand that it is my responsibility to ensure personal information is not included in the body of my submission, any footers or headers or any attachments.

Iron_Road.docx, type application/vnd.openxmlformats-officedocument.wordprocessingml.document, 154.6 KB

IRON ROAD SUBMISSION

Iron Road has not consulted all landowners regarding the proposed rail corridor.

Landholders have found extreme difficulty in sourcing any genuine information from Iron Road in regard to the rail passage that will pass through their properties and the impact it will have on their life and their business. Iron Road's lack of consideration and communication has caused untold stress and uncertainty on those it affects.

Iron Road have not addressed with landowners, the quantity of land they will require, how landowners will be able to access their property over a train line, how livestock

can be moved, how large machinery can be transported.
-how houses and infrastructure that is in line of the corridor will be replaced, relocated and how a farming enterprise is meant to carry on their current business while such things are put into place.

-how salt water used in construction will not leach into the ground causing the land and any vegetation to be barren and landowners having to battle with salt issues on their property.

The proposed corridor will mean that landowners current houses, sheds and infrastructure, established over many years will be demolished or a train right at the back of their homes, separating their house and work place, with no thought of how it will be restructured, when, or what inconvenience or at what cost and what it will mean to the landowner. In cases the extreme close proximity to landowner's residential houses and their work place, makes it untenable.

Years have been spent building these farms from generation to generation to establish the best possible outcome for the agriculture industry and a sustainable future for our families and the longevity of farming on the Eyre Peninsula. The proposed railway passage threatens to undermine all of this and seize the landowner's livelihood from them.

The ability to sell farms will diminish, as potential purchasers would see the complexity of the rail corridor as a hindrance.

Our farming industry relies on Australia's reputation of being clean and green to sell and export our produce.

No positive assurance can be given on the impact the corridor will have on our grain and livestock industry.

Contamination from the train or even the perception of any contamination, places livestock and grain sales in jeopardy.

A downfall in these sales will see the demise of farming families, producing a flow on affect to our local towns and in turn the whole Eyre Peninsula.

School children on bus routes, elderly residents and commuters all put at risk with train crossings.

Whilst not adverse to progress, alternative routes need to be considered including negotiating with the government to realign the corridor through existing national parks, lessening the impact on farming land.

Id: #269788

059 - OSMOFLO

CEIP ONLINE SUBMISSION

Mr Marin Slunjski

SA 5110

marin.slunjski@osmoflo.com.au

882829746

1-Feb-16

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS), Commonwealth EPBC Act (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

Osmoflo is a South Australia based, leading national provider of water and wastewater treatment solutions to mining, resources and other industries. We have been supporting the CEIP by providing technical and budgetary submissions related to the project's water treatment/recycling requirements. In our opinion this project will provide numerous jobs, infrastructure development, and other development opportunities to Eyre Peninsula, as well as our state and wider. This is why we remain a great supporter of this project and would like to express our full support for it through this public consultation process as well.

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Id: #269786

060 - BROUGHAM, PAM & PETER

CEIP ONLINE SUBMISSION

Mr Henri Mueller

South Australia 5235

<a href=

85682037

1st February 2016

Sth Australian Development Application (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

See attached submission for Peter and Pamela Brougham of Port Neil

Brougham_Submission_2016.pdf, type application/pdf, 8.6 MB

Peter and Pam Brougham
PO Box 47
Tumby Bay, SA 5605

2nd February 2016

Hon John Rau MP
Minister for Planning
CEIP Submissions
Attention: Business Support Officer
GPO Box 320
Adelaide, SA 5001

Dear Minister,

RE: SUBMISSION ON THE ENVIRONMENTAL IMPACT STATEMENT (EIS)
FOR THE PROPOSED CAPE HARDY SEA PORT AND ONSHORE
FACILITIES BY IRON ROAD LIMITED

We write to make representation on the EIS for the above project pursuant to Section 46B (5) (b) of the Development Act 1993.

This submission is relative to our properties at Lots 3 and 4 Kiandra Road Port Neil (see attached certificate of titles) and our coastal residence, where I (Peter Brougham) have lived for some 14 years, adjacent to the Iron Road Port proposal. We also have rights of way and easements pertaining to shared infrastructure over adjoining land associated with the Iron Road project plus a right of way to our coastal dwelling (see attached).

We originally developed the land along the coastal area north and south of Kiandra Road in line with our vision for a coastal retreat taking advantage of the natural picturesque beauty of the area. Our vision is presented in the on-line video titled Peter Bellingham's Great Escape 2 (one takes five minutes and the other seven minutes), marketing the area as a coastal location for environmentally sustainable ecotourism of local, regional, and state significance.

In an email to me in September 2014 Professor Ross Gamaut acknowledged the beauties of the area as follows:

Peter

Thanks for the reminder of the beauties of that eastern Eyre Peninsula coast.

As I mentioned, I am away overseas until late October. If I get to Eyre Peninsula in November, I will try to make contact.

Ross

As above, Professor Ross Garnaut recognizes the beauties of this area and we hold his opinion in high regard as he has visited here. Professor Garnaut's opinions are highly regarded through his involvement with the Royal Commission enquiring into Nuclear Energy and Renewable Energy in South Australia. We feel that the Government should adopt the same judgment.

The beauty and values of this area have been enshrined in a Land Management Agreement (LMA) seeking to preserve these features for the benefit of future owners. The LMA pertaining to lots 3 and 4 Kiandra Road also applies to land currently subject to the Iron Road proposal and carries management obligations, arrangements for sharing of infrastructure and access, and a common set of requirements protecting the amenity and the coastal living character of the area (see LMA attached).

As part of the LMA we have the ability to apply for Development Authorisation for a dwelling on the point immediately abutting the Iron Road Port Development. We also have existing use rights for a caravan park and camping area on Lot 4 as acknowledged in writing by the Council in 2010. The park is well used throughout the year by visitors from all over the country.

We find it difficult to understand how Iron road was even able to obtain major status let alone submit an EIS as we feel that they do not even have legal entitlements over all of the land necessary to undertake the project. There are so many issues yet to be resolved and the LMA potentially prevents the legal use of the land for what they propose (see figure 1 below). There are also serious land use conflict issues associated with the project as yet unresolved.

There has been no lack of trying on our part to resolve the issues and seek an audience with Iron Road. We wrote to Mr Jerry Ellis back in June 2014 seeking a meeting to discuss their plans. We also contacted Mr Andrew Stocks inviting him, Mr Jerry Ellis, and Mr Julian Goss to meet with us. However it wasn't until some six months later on the 20th of October 2015, when we understand the EIS was due to be submitted, that we were able to meet with Mr Stocks and two of his staff members. Following our presentation on the day Mr Stocks claimed that he didn't know why we were there. To be clear we have serious concerns with the project having invested a great deal to ensure an ecologically sustainable future for the area and our visions and plans are being eroded and undermined by the proposal.

From the plans displayed in the EIS it is evident that the port will abut Lot 3 on its southern side and the jetty extends in a southeasterly direction thereby obliterating our views of the morning sunrise over the gulf. The jetty will also

extend across the view from the caravan park on Lot 4, which will affect the future use and desirability of the caravan park for visitors.

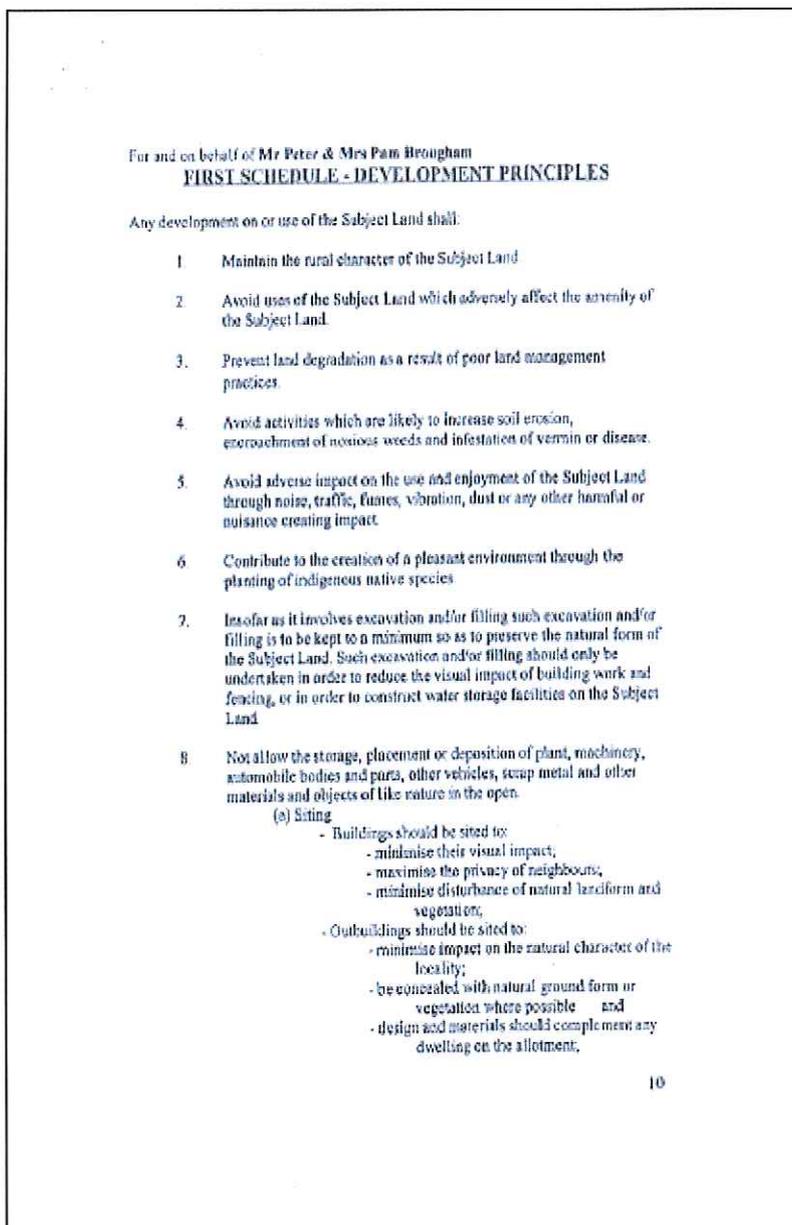


Figure 1: Development Principles - Excerpt from Land Management Agreement

The proposed finger port and on shore facilities are likely to have a seriously detrimental impact on the coastal amenity from changes to the visual character of the area, and from noise, light spill, dust, ore spillage, and odors associated with machinery, large iron ore carriers, ships unloading goods and material (with potentially 24 hour operations), trains shunting and movements, and general material handling. The proposal will alter the perception of the area as a place of seclusion and for escaping the rat race so to speak. People associated with the workers accommodation and workers on the ships will wander throughout the area thereby affecting our privacy and the tranquility of the area enjoyed by visitors staying in the caravan park.

The activities and pollution associated with the project and ships using the port (e.g. fuels, oil, and litter) is likely to have a serious impact on the environment including birdlife (local and migratory birds), mammals (kangaroos and wombats), and marine life by interrupting feeding habits, breeding cycles, and potentially contaminating the relatively pristine coastal and marine ecosystems.

Although onshore facilities are shown as being clustered to the north of the jetty the plans are devoid of any details of future expansion immediately alongside the western boundary of lot 3 and across the road from Lot 4 Kiandra Road. We can only assume that this is being left to the imagination. It is unlikely that this will be the case for long as we have seen the previous plans, which included far more facilities and extended all the way to Kiandra Road. Furthermore the LMA stipulates the land should be used for agriculture.

The port operating area is also likely to have a serious impact on recreational fishing and boating at the front of both Lots 3 and 4 and will have a major impact on our amenity and the amenity for tourists using our caravan park.

Dust suppression measures are unlikely to be effective in overcoming the problems of dust particularly during material handling and moving of material via conveyors to the ships. The dust and spillage from conveyors and material handling is likely to significantly pollute the clear and pristine waters of our gulf and our white sandy beaches are likely to turn brown.

Iron Road has sought to marginalize our concerns and is in denial of the likely impacts on the environment and our coastal amenity. Attempts to resolve our concerns have been met with claims that our land is out of the project footprint. This is a slap in the face and does not acknowledge the very real and actual impact that the project is likely to have on the surrounding area (including Lots 3 and 4 Kiandra Road), on our existing dwelling, and on our vision for the coastal area.

The District Council of Tumby Bay has incorporated our vision and planning considerations for ecotourism in their proposed General and Coastal Development Plan Amendment (the DPA) awaiting your authorization. This

would pave the way for high quality nature based tourism accommodation to be developed and would introduce greater flexibility and encourage ecotourism in the area.

We are local farmers, residents, and entrepreneurs and our family has its roots in the local area. Whilst we are not opposed to economic growth and development, provided that it is environmentally sustainable, a brown and polluted industrial landscape is totally inconsistent with our vision and approach to developing and marketing the area. We have aimed at the upper end of the market appealing to the well to do retiree or investor. However, our efforts have been seriously hindered by the effect of the proposed port and on shore industrial development next door.

The mere knowledge of an impending port development has already discouraged a number of potential investors seeking to purchase Lot 3 for a price well above our expectations. Two international companies and three national have shown significant interest in both lots 3 and 4. However I have been unable to advertise to get investors in accordance with our vision for the coast due to the looming port proposal. Numerous other interested potential buyers have been turned away by the mere notion of the Iron Road project.

The loss of sales and the drama that the Iron Road project has brought to our once quiet and secluded coastal area has had significant consequences on our health and wellbeing.

Conclusion

In short we are opposed to the Iron Road project port development, onshore facilities, and workers accommodation at Cape Hardy for the following reasons:

- The proposal runs counter to the beauty and values of the area as recognized by Mr Ross Garnaut and enshrined in the LMA pertaining to our Lots 3 and 4 Kiandra Road and to the majority of the project footprint for the Iron Road Port Project;
- The project would have a seriously detrimental impact on our development interests including the future construction of a coastal dwelling at the point on lot 3 adjacent to Cape Hardy and the operations of the existing caravan park on lot 4;
- Due to the constraints of the LMA, Iron Road does not have the legal entitlements necessary to develop the land, and the project should not have been accorded major status until such time as they could demonstrate a reasonable expectation to legally be able to use the land for the purposes of a port and on shore facilities if approved by the Minister;

- We have sought to engage in a constructive dialogue with Iron Road in order to seek a resolution of our issues and concerns but have felt marginalized and appear not to have been taken seriously;
- Our vision and plans for the future of the area are being eroded and undermined by the Iron Road proposal;
- The proposed finger port abuts our lot 3 and would seriously impact on our views of the gulf and the view from our existing coastal dwelling and the caravan park including views of the morning sunrise;
- The proposed finger port and on shore facilities are likely to have a seriously detrimental impact on the coastal amenity from changes to the visual character of the area, from noise, light spill, dust, ore spillage, and odors associated with machinery, large iron ore carriers, ships unloading goods and material (with potentially 24 hour operations), trains shunting and movements, and general material handling;
- The proposal would seriously impact on the tranquility of the area and perceptions of seclusion;
- It is likely that pollution, noise and light spill will seriously impact on the coastal and marine environment disrupting feeding and breeding habits of local and migratory birds, mammals, and marine life;
- The proposal plans lack details on the future facilities likely to occur immediately adjacent to the western boundary of our lot three and on the northern side of our lot 4 creating suspicion of hidden impacts;
- Dust and ore spillage, plus oils, fuel, and litter from ships is likely to pollute our beaches and marine environment;
- Iron Road are in denial about the likely impacts of the project on our interests and have resisted attempts to seek a satisfactory resolution by defining our properties as *outside of the project footprint*;
- Iron Road fail to acknowledge the potential for very real impacts from the project on the surrounding area including lots 3 and 4 Kiandra Road, our coastal dwelling, and on our vision for the coastal area;
- Our vision and plans for the area have been incorporated in the General and Coastal DPA awaiting authorisation by the Minister and the proposal would be anathema to the achievement of the objectives of the DPA;
- As local farmers, residents and entrepreneurs we support environmentally sustainable economic development in the area and a potentially brown and polluted industrial landscape would be totally inconsistent with our vision and marketing of the area;

- The mere knowledge of an impending port development has already discouraged a number of potential investors; and
- The loss of sales and the drama that the Iron Road project has brought to our once quiet and secluded coastal area has had significant consequences on our health and wellbeing.

We request the opportunity to address the Minister or his delegate personally in support of our submission.

We do not object to our submission being made publicly available or appearing in the assessment report.

We can be contacted on 0402002175 or via email on peterhenry1914@hotmail.com if you wish to discuss the matter further. Alternatively you can liaise with our planning consultant Mr Henri Mueller on 0488451970 or 08 85682037 or via email on henri@regionalplanningdirections.com.au

Yours sincerely



Peter Brougham



Pam Brougham

Attachments: Certificates of title for Lots 3 and 4 Kiandra Road
Land Management Agreement
Proposed Coastal Conservation Zone provisions



Edition 1
Date Of Issue 20/02/2009
Authority TG 11083725

South Australia

I certify that the registered proprietor is the proprietor of an estate in fee simple (or such other estate or interest as is set forth) in the land within described subject to such encumbrances, lie or other interests set forth in the schedule of endorsements.

BPA



ACTING REGISTRAR-GENERAL

REGISTERED PROPRIETORS WITH THIS LAND, SHOULD BE LITIGATED FOR THE

REGISTERED PROPRIETORS IN FEE SIMPLE

PETER HENRY BROUGHAM AND PAMELA GWEN BROUGHAM BOTH OF PMB 6 TUMBY BAY SA 5605 AS JOINT TENANTS

DESCRIPTION OF LAND

ALLOTMENT 3 DEPOSITED PLAN 60630
IN THE AREA NAMED LIPSON
HUNDRED OF YARANYACKA

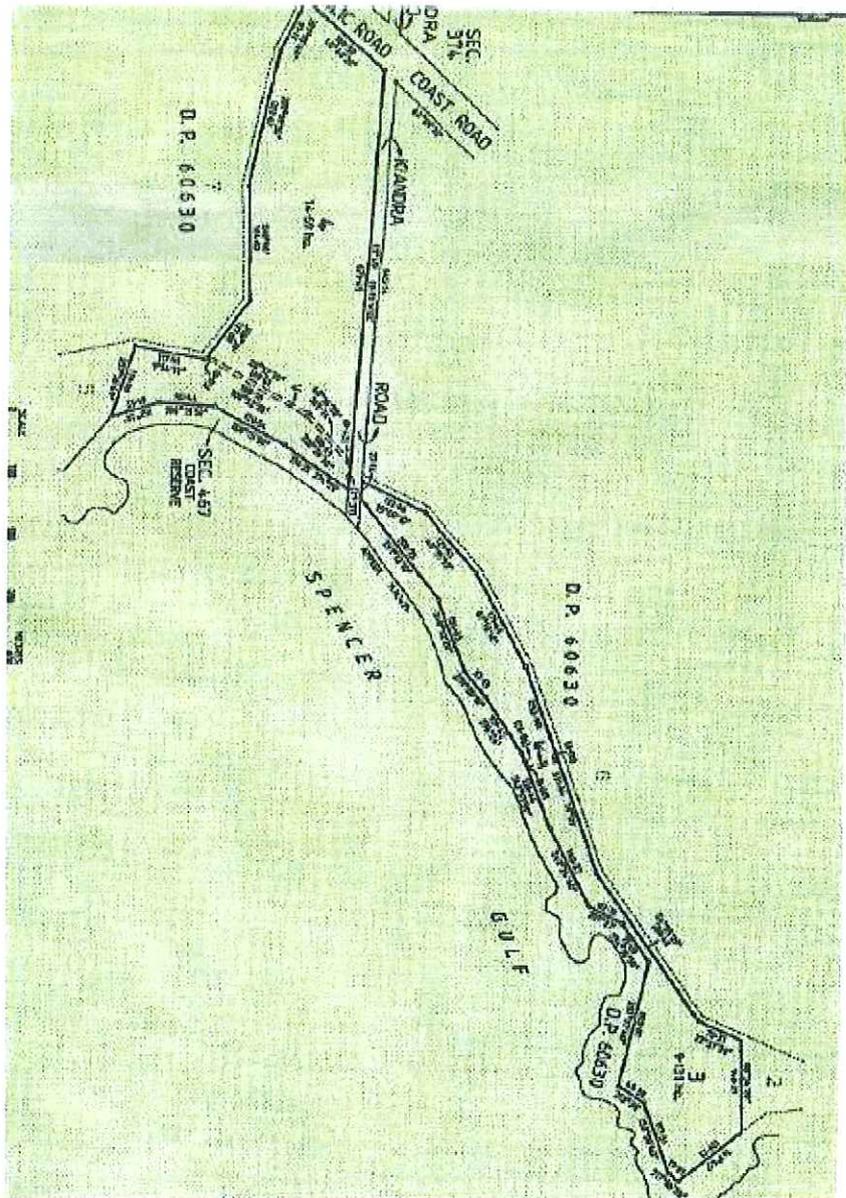
EASEMENTS

- SUBJECT TO A FREE AND UNRESTRICTED RIGHT OF WAY OVER THE LAND MARKED W (TG 11083725)
- TOGETHER WITH THE EASEMENT OVER THE LAND MARKED M ON DP 60630 FOR WATER SUPPLY PURPOSES (TG 9446805)
- TOGETHER WITH EASEMENTS OVER THE LAND MARKED T AND U ON DP 60630 (TG 9446805)
- TOGETHER WITH A FREE AND UNRESTRICTED RIGHT OF WAY OVER THE LAND MARKED C ON DP 60630

SCHEDULE OF ENDORSEMENTS

~~REFERENCE TO [REDACTED] ACTING REGISTRAR-GENERAL~~

9447555 AGREEMENT UNDER DEVELOPMENT ACT, 1993 PURSUANT TO SECTION 57(2)



1
Keep your copy
Please initial each page + sign back

THIS DEED is made the 11 day of JUNE 2002

BETWEEN: THE TUMBY BAY DISTRICT COUNCIL of P.O. Box 16 Tumby Bay 5605 in the State of South Australia (hereinafter with its successors and assigns called "the Council") of the one part

AND: PETER HENRY BROUGHAM AND PAMELA GWEN BROUGHAM both of PMB 6 Tumby Bay 5605 in the State of South Australia (hereinafter with their executors administrators, transferees, successors and assigns as the case may be called "the Owner") of the other part.

WHEREAS:

- A. The owners are the proprietors of an estate in fee simple in the whole of the land being Sections 435, 436, 342, 343, 369, 370 and 371 being in the Hundred of Yaran yaaka in the area named Lipson being the whole of the land in Certificates of Title Register Book Volume 5501 Folio 756, Volume 5698 Folio 87 and Volume 5459 Folio 515 (hereinafter collectively called "the Land").
- B. By a Development Application numbered 923/D010/01 (hereinafter called "the Application") the Owners sought provisional development plan consent and land division consent pursuant to the provisions of the Development Act 1993 (hereinafter called "the Act"), from Council, to develop the Land by way of a plan of division to create nine (9) allotments in accordance with the plan of division annexed hereto and marked "A" (hereinafter called "the plan of division").
- C. It is intended that the Land will only be used for low intensity rural living and for the infrastructure required to service rural living and be developed in a manner so as to retain its rural and natural character and conserve its native vegetation.
- D. The land is zoned Rural and Coastal and is covered in some parts with native vegetation. The Council and the Owners wish to manage the land to preserve and conserve its natural character.
- E. Pursuant to the provisions of Section 57(2) of the Act the Owners have agreed with the Council to enter into this Deed relating to the management preservation and conservation of the Land subject to the terms and conditions hereinafter mentioned;

NOW THIS DEED WITNESSES as follows:

1. INTERPRETATION

- 1.1 The parties acknowledge that the matters recited are true and accurate and agree that they shall form a part of the terms of this Deed.
- 1.2 In the interpretation of this Deed unless the context shall otherwise require or admit:

TMB
D&A

- 1.2.1 Words and phrases used in this Deed which are defined in the Development Act 1993 or in the Regulations made under the Act shall have the meanings ascribed to them by the Act or the Regulations as the case may be;
- 1.2.2 References to any statute or subordinate legislation shall include all statutes and subordinate legislation amending consolidating or replacing the statute or subordinate legislation referred to;
- 1.2.3 The term "the Owners" where the Owner is a company includes its successors, assigns and transferees and where the Owner is a person, includes his heirs executors, administrators and transferees and where the Owner consists of more than one person or company the term includes each and every one or more of such persons or companies jointly and each of them severally and their respective successors, assigns, heirs, executors, administrators and transferees of the companies or persons being registered or entitled to be registered as the proprietor of any estate in fee simple to the Land or the each and every one of all separate allotments into which the Land may be divided after the date of this Deed subject however to such encumbrances, liens and interests as are registered and notified by memoranda endorsed on the Certificate of Title thereof;
- 1.2.4 The term "person" shall include a corporate body;
- 1.2.5 The term "the Land" shall include any part or parts of the Land;
- 1.2.6 Any term which is defined in the statement of names and descriptions of the parties or in the Recitals shall have the meaning there defined;
- 1.2.7 The term "Building Work" means work in the nature of -
- (i) the construction, demolition or removal of a building;
 - (ii) the making of any excavation or filling of the Land; and
 - (iii) the creation, construction or underpinning of a rainwater tank or tank or other facility for storing water;
- 1.2.8 Words importing the singular number or plural number shall be deemed to include the plural number and the singular number respectively;
- 1.2.9 Where two or more persons are bound hereunder to observe or perform any obligation or agreement whether express or implied then they shall be bound jointly and each of them severally;
- 3 Clause headings are provided for reference purposes only and shall not be resorted to in the interpretation of this Deed;
- 4 The requirements of this Deed are at all times to be construed as additional to the requirements of the Act and any other legislation affecting the Land;

FAB
MA

- 1.5 The term "farming" shall include the use of the Subject Land for any purpose of agriculture, cropping, grazing or animal husbandry, but does include horticulture commercial forestry, horse keeping or any intensive animal keeping or the operation of a stock slaughter works or dairy;
- 1.6 The term "intensive animal keeping" means the keeping or husbandry of animals in a broiler shed, chicken hatchery, feedlot, kennel, piggery, poultry battery or other like circumstances, but does not include horse keeping.

2. THE OWNERS OBLIGATIONS

2.1 NO FURTHER DIVISION

- 2.1.1 In the event that the Application is approved, the Owner shall not cause, suffer or permit the further division of the Land other than as proposed in the Application.

2.2 USE OF OUTBUILDINGS

The Owner shall not use Outbuildings or cause suffer or permit Outbuildings on any of the allotments forming part of the Subject Land to be used, as a dwelling for permanent residential use, **BUT** the Owner may cause suffer or permit such Outbuildings to be temporarily used for residential use where on the allotment in question:

- (a) construction of a dwelling that has been approved by the Council in accordance with the provisions of this Deed and pursuant to the provisions of the Act is proceeding and the footings for that dwelling have been poured;
- (b) the permanent residential use of the such Outbuilding does not exceed a period of six months from the date of the initial residential use of such Outbuilding;
- (c) such Outbuilding is in good repair and condition; and
- (d) there is a toilet system connected or ancillary to such Outbuilding which meets the Councils satisfaction and the SA Water Corporation and SA Health Commission.

2.3 LAND MANAGEMENT

2.3.1 Vegetation

The Owner may clear native vegetation, which is exempt by Regulations, under The Native Vegetation Act. These exemptions include:

Clearance needed for the erection of an approved building or structure.

Clearance within twenty (20) metres of a dwelling.

Clearance up to five (5) metres wide

- on each side of a fence line for maintenance or construction purposes.
- For an access track for vehicles.

PHB
D.D.

- For a firebreak.

Any further clearance of native vegetation will necessitate an application to clear, to The Native Vegetation Council.

2.3.2 Firebreaks

Each allotment to maintain a four (4) metre firebreak adjoining each fence line.

2.3.3 Storm Water

Retention of storm water from buildings is to be retained within the allotments to be created upon the Land to the reasonable satisfaction of council.

2.3.1 Effluent

Disposal is to be in accordance with Dept. of Human Services standards and retained within the allotments to be created on the Land.

2.3.2 The Owner shall adopt land management practices that preserve the current natural form of the Land, prevent soil erosion and must supplement the existing native vegetation of the Land through the planting of further native indigenous species, grown from seed collected from naturally occurring areas of native vegetation on the property or from areas of similar soil type, slope and aspect as close as practicable to and within ten (10) kilometres of the Land.

2.3.3 The Owner shall use its best endeavours to keep the Land free of vermin, pests, pest plants and weeds.

2.4 BUILDING WORK

2.4.1 The owner shall ensure that any Building work on any allotment forming part of the Subject Land complies with the Principles specified in the First Schedule hereto (except to the extent that the Council may otherwise agree) AND without limiting the generality of the foregoing the Owner shall not:

2.4.1.1 erect on any of the allotments forming part of the Subject Land any building or structure other than a single detached dwelling and Outbuildings associated with the dwelling;

2.5 The Owner shall not commence or proceed with or cause, suffer or permit to be commenced or proceeded with any application to the relevant planning authority or any other relevant authority for approval of any Building Work to be undertaken upon an allotment comprising part of the Subject Land which requires approval under either the Development Act 1993 until the owner has lodged Allotment Development Plans with the Council prepared in accordance with the Second Schedule hereto.

2.6 FARMING

The Owner agrees that the Land shall NOT be used for farming or intensive animal keeping except for allotments 6, 7 & 9.

PHB

2.7 THE KEEPING OF CATS

The keeping of cats is not permitted on the Land so as to preserve the native fauna.

2.8 REQUIREMENTS OF THE COUNTRY FIRE SERVICE

The Owner shall at the Owner's cost and expense and to the reasonable satisfaction of Council:

- (a) provide on Allotments 1-9 (both inclusive) a water supply adequate for the dwelling that may be established on these Allotments as per condition 2 of the Planning Decision Notification dated 28th February 2002 which is attached as annexure B
- (b) All allotments within the said plan of division shall provide safe convenient access to fire fighting vehicles.
- (c) The Owners shall prevent and inhibit the spread of bush fires and minimise the risk of damage to buildings and property in the following manner:
 - (i) No trees nor shrubs should be planted closer to any buildings or power lines than the distance equivalent to their estimated mature height.
 - (ii) All branches which may overhang the roof of any building or structure should be removed or trimmed clear of the roof.
 - (iii) A twenty (20) metre fuel reduced buffer zone shall be provided around each dwelling and any grasses within the said zone shall be reduced to a maximum height of ten (10) centimetres during any fire danger season.

COUNCIL'S POWERS OF ENTRY, ETC

- 3.1 The Council and any employee or agent of the Council authorised by the Council may at any reasonable time enter the Land for the purpose of:
 - 3.1.1 inspecting the Land and any building or structure thereupon;
 - 3.1.2 exercising any other powers of the Council under this Deed or pursuant to law.
- 3.2 If the Owner is in breach of any provision of this Deed, the Council may, by notice in writing served on the Owner, specify the nature of the breach and require the Owner to remedy the breach within such time as may be nominated by the Council in the notice (being not less than twenty eight (28) days from the date of service of the notice) and if the Owner fails so to remedy the breach, the Council or its servants or agents may carry out the requirements of the notice and in doing so may enter and perform any necessary works upon the land and recover any costs thereby incurred from the Owner.

PHB
11.2 2011

3.3 If in a notice referred to in Clause 32 the Council requires the removal of the building or structure from the Land the Council and its servants or agents are hereby authorised and empowered by the Owner to enter and remove the building or structure from the Land and to dispose of it in any manner determined by the Council provided that if the building or structure shall have any monetary value and shall after the disposal account to the Owner and pay to him the realised value less all expenses incurred.

3.4 The Council may delegate any of its powers under this Deed to any person.

4. VARIATION AND WAIVER

4.1 This Deed may not be varied except by a Supplementary Deed signed by the Council and the Owner.

4.2 The Council may waive compliance by the Owner with the whole or any part of the obligations on the Owner's part herein contained provided that no such waiver shall be effective unless expressed in writing and signed by the Council.

5. NOTICES

Notice shall for the purposes of this Deed be properly served on the owner if it is:

5.1 posted to the Owner's last address known to the Council; or

5.2 affixed in a prominent position on the Land.

6. COSTS

The Owner hereby indemnifies the Council and agrees to keep it forever indemnified in respect of the whole of its costs and expenses (including without limitation legal costs and expenses) of and incidental to the negotiation preparation stamping and registration of this Deed.

7. REGISTRATION OF THIS DEED

Each party shall do and execute all such acts documents and things as shall be necessary to ensure that as soon as is possible after the execution of this Deed by all necessary parties this Deed is registered and a memorial thereof entered on the Certificate of Title for the Land pursuant to the provisions of Section 57(5) of the Act in priority to any other registrable interest in the Land save and except for the estate and interest of the Owner therein.

8. GOVERNING LAW

The law governing the interpretation and implementation of the provisions of this Deed shall be the law of South Australia.

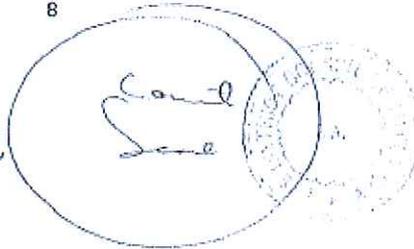
9. **GENERAL PROVISIONS**

- 9.1 If any provision of this Deed shall be found by a court of competent jurisdiction to be invalid or unenforceable in law THEN and in such case the parties hereby request and direct such court to sever such provision from this Deed.
- 9.2 This Deed contains the whole agreement between the parties in respect of the matters referred to herein.

EXECUTION AS A DEED

8

THE COMMON SEAL of
THE TUMBY BAY DISTRICT COUNCIL
was hereunto affixed
in the presence of:



[Signature].....The District Chairperson

[Signature].....The District Clerk

SIGNED BY THE SAID)
PETER HENRY BROUGHAM)
AND)
PAMELA GWEN BROUGHAM)
IN THE PRESENCE OF:-)

[Signature].....
[Signature].....

[Signature] JP 42663
Signature of WITNESS

[Signature]
Address of Witness *2 BURNETT ST*
Business Hours Telephone Number *+86 882 701*

adult to sign
[Signature]

The owners **HEREBY CERTIFY** pursuant to Section 57(4) of the Development Act 1993 that no other person except the consenting mortgagees has a legal interest in the Land.

PETER HENRY BROUGHAM *[Signature]*
AND)
PAMELA GWEN BROUGHAM *[Signature]*

For and on behalf of Mr Peter & Mrs Pam Brougham

FIRST SCHEDULE - DEVELOPMENT PRINCIPLES

Any development on or use of the Subject Land shall:

1. Maintain the rural character of the Subject Land.
2. Avoid uses of the Subject Land which adversely affect the amenity of the Subject Land.
3. Prevent land degradation as a result of poor land management practices.
4. Avoid activities which are likely to increase soil erosion, encroachment of noxious weeds and infestation of vermin or disease.
5. Avoid adverse impact on the use and enjoyment of the Subject Land through noise, traffic, fumes, vibration, dust or any other harmful or nuisance creating impact.
6. Contribute to the creation of a pleasant environment through the planting of indigenous native species.
7. Insofar as it involves excavation and/or filling such excavation and/or filling is to be kept to a minimum so as to preserve the natural form of the Subject Land. Such excavation and/or filling should only be undertaken in order to reduce the visual impact of building work and fencing, or in order to construct water storage facilities on the Subject Land.
8. Not allow the storage, placement or deposition of plant, machinery, automobile bodies and parts, other vehicles, scrap metal and other materials and objects of like nature in the open.
 - (a) Siting
 - Buildings should be sited to:
 - minimise their visual impact;
 - maximise the privacy of neighbours;
 - minimise disturbance of natural landform and vegetation;
 - Outbuildings should be sited to:
 - minimise impact on the natural character of the locality;
 - be concealed with natural ground form or vegetation where possible and
 - design and materials should complement any dwelling on the allotment;

(b) Materials and finishes

Materials and finishes should reinforce the rural location and require low maintenance. Reflective materials shall not be used. Galvanised iron is prohibited and the roofing options are tiles, slate or colourbond sheeting in tones of greys, fawns, browns and greens.

Walling options of brick, block work, rendered or bagged finishes, weatherboarding, textured cellulose fibre reinforced cement products and log cabin panels are all to be in greys, fawns, browns or greens.

(c) Standards

All buildings erected upon the Subject Land shall utilise a minimum of seventy per centum (70%) masonry, timber, brick or glass for external walls.

9. Insofar as it involves fencing, use natural materials or 'see-through' types of materials such as post and wire or post and rail.
10. Buildings should conform to construction requirements for 'Buildings in Bushfire Risk Areas' as set out in Ministers Specifications SAG.5.101 of SA Development Act 1993 (as amended)
11. The placement or lodgement of a transportable dwelling shall not be permitted on the said allotment.
12. Undertake actions that will in all circumstances ensure that all indigenous species of fauna to the area are not interfered with and that their natural habitat remains in the condition as at the date of approval.

For and on behalf of Mr Peter & Mrs Pam Brougham

SECOND SCHEDULE - CONSTRUCTION, DESIGN AND SITING REQUIREMENTS

1. The written consent of the Council for any building work on the Subject Land is required prior to the determination by the relevant authority of a formal application for planning authorisation under the Act and/or approval under the provisions of the Development Act 1993 (as amended)
2. Any building work shall be carried out in accordance with Allotment Development Plans approved by Council. Allotment Development Plans shall include the following:
 - a. plans sufficient to describe the character of the building work and its relationship to the allotment upon which it is to be built; with site plans and plans showing elevations, cross sections and floor plans, when the building work proposed is the construction of a detached dwelling;
 - b. a schedule of materials and external finishes, specifying the type, colour and/or finish of all rooves, walls, windows, paving, fences and other like items;
 - c. a plan of proposed earthworks, grading and filling;
 - d. a plan of the proposed rainwater holding tank or tanks to like facility, with details of any proposed excavation and/or filling of the Subject Land;
 - e. a plan of the proposed vehicular access provision; having consideration to safe and convenient access for fire fighting vehicles with such vehicles being able to enter and leave the said allotment in a forward direction.

For and on behalf of Mr Peter & Mrs Pam Brougham

**THIRD SCHEDULE - MANAGEMENT PRACTICE
STANDARDS**

The Owner shall:

1. Not carry out farming activities on the Subject Land *EXCEPT* for allotments 6 & 7 & 9, as the Owner acknowledges the constraints imposed by soil conditions, location, water availability and water quality on the Subject Land.
2. Should areas of soil erosion occur on the Subject Land, establish a vegetation cover within the affected area.
3. Not allow the proliferation of weeds, including environmental weeds or pests proclaimed as such in the Animal and Plant Control (Agricultural and other purposes) Act 1986.
4. (a) Where landowners wish to undertake enhancement planting of native vegetation currently within the allotments, all seeds or plants used for replanting shall be grown from seed collected from naturally occurring areas of native vegetation on the property or from areas of similar soil type, slope and aspect as close as practicable to and within ten(10) kilometres of the property

(b) **Block Planting** On all but the smallest areas, it is better to set out shrubs and trees in blocks or clumps rather than spaced out separately in rows. This arrangement is particularly useful on exposed sites as the plants provide protection and shelter for one another. Trees planted in blocks interspersed with an understorey of shrubs and grasses may closely resemble natural bushland and has the added advantage of attracting wildlife. Trees should be planted three(3) - five(5) metres apart with at least two(2) metres between shrubs and ground cover species planted at two(2) - five(5) plants per square metre.

For and on behalf of Mr Peter & Mrs Pam Brougham

**FOURTH SCHEDULE - SUPPLY OF POWER AND WATER
& THE STANDARD OF SEWAGE DISPOSAL & ACCESS ROAD
REPAIR RESPONSIBILITY**

The Owner shall:

1. Provide access to an adequate supply of power by wind turbine (or other acceptable & suitable means) in conjunction with complementary solar power, installed on and in individual residences and/or outbuildings.
2. Provide access to adequate supplies of reticulated water to each allotment (as per submitted and approved Council Plan 923-D010-01) in conjunction with complementary individual rainwater reserve and reticulated reserve tanks attached to residences or outbuildings, of not less than twenty two thousand (22,000) litre capacity for both mains and rain water.
3. Septic tank waste disposal systems are not acceptable. Ensure that waste disposal systems are ecologically and environmentally friendly, self-contained, comply with minimum Council and SA Department of Human Services standards and are adequate for each allotment's intended use.
4. Undertake appropriate construction and maintenance of all proposed roads and tracks for access into and across the proposed allotments, so as not to inhibit the free flow of natural water courses and the deterioration of the condition of the land.
5. Provide the initial four (4) metre firebreaks for each allotment as per SA Country Fire Service recommendations.
6. Ensure that eventual individual owners of allotments are competently and adequately informed and constrained within their contracts, of their individual and separate responsibilities for power, water, waste disposal and access requirements as per this agreement with Council.
7. Advise eventual individual owners of the location of easements on their allotments for the supplies of water and power.

Tyrry Bay Council
Coastal Conservation Zone

4. Development is to be non-controlling in general appearance and not unsightly unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan
5. Buildings and structures should mainly be for essential purposes, such as shelters and toilet facilities associated with public recreation, navigation purposes or necessary minor public works
6. Development involving the removal of shell fish to sea, other than for coastal protection works purposes, or the disposal of domestic and industrial waste should not be undertaken
7. Aquaculture (fish and oyster) zones are not created in the zone, where the adjoining land is located in an aquaculture zone, or where the environmental impact will be minimal

Form and Character

8. Development should not be undertaken unless it is consistent with the desired character for the zone
9. Development should be designed and sited to be compatible with conservation and enhancement of the coastal environment and scenic beauty of the zone
10. Development should
 - (a) not adversely impact on the ability to maintain the coastal heritage in a stable and natural condition
 - (b) minimise vehicle access points to the area that is the subject of the Development
 - (c) be landscaped with locally indigenous plant species to enhance the amenity of the area and to screen buildings from public view
 - (d) utilise external low reflective materials and finishes that will minimise glare and blend in with the features of the landscape
11. Where public access is necessary in sensitive locations, walkways and fencing should be provided to effectively control access
12. Development should
 - (a) be self-sufficient in terms of infrastructure and services, such as water, sewerage, electricity and waste disposal, unless existing infrastructure is available that can accommodate the projected demand from the development
 - (b) minimise impacts on the natural surrounding environment by containing construction within a tightly defined site boundary
 - (c) not obscure existing views to coastal features or be visibly prominent from key public vantage points, including public roads or car parking areas
 - (d) avoid areas that may endanger or threaten important nesting or breeding areas of the non-migratory/proton pademelons of fauna
13. Tourist accommodation should be sited to high quality nature based development that complements the natural landscape and has minimal impact on the natural environment
14. Tourist accommodation should be designed to minimise the potential conversion of buildings into dwellings such as through shared facilities, grouped accommodation and/or shared parking
15. Car parking and access points to development should, wherever practicable, be
 - (a) constructed of a permeable surface

- (b) located on cleared land or along property boundaries to avoid the unnecessary removal of native vegetation.
14. Parking for tourist accommodation should be:
- (a) a maximum of one space per tourist accommodation unit, plus parking for employees
 - (b) grouped in one location, unless it can be demonstrated that an alternative arrangement will reduce the impact on the natural environment
 - (c) located in an area where minimal vegetation clearance is required.
15. Alterations to existing dwellings should assist environmental improvements, including by the provision of approved waste control systems and effluent disposal, building setbacks and site coverage requirements, and reduction of the level of hazard risk.
16. Outbuildings, rainwater tanks and open-sided garden structures should *only* be developed in association with an existing dwelling or farm building.
17. Outbuildings in association with a dwelling should be limited to two buildings per allotment, and each building should not exceed 75 square metres in total floor area.
18. Replacement dwellings should be substantially located on the same site as the existing dwelling unless it can be demonstrated that a greater environmental benefit can be achieved through alternative siting.
19. A dwelling may be suitable where it can be demonstrated that siting of the dwelling would meet the following criteria:
- (a) more than 100 metres from a cliff or headland
 - (b) not within an area with high coastal viewscape quality
 - (c) more than 100 metres from a sheltered beach
 - (d) more than 100 metres from an active dune system
 - (e) not within a flood hazard zone
 - (f) not within a storm hazard zone
 - (g) not within a stand of coastal vegetation.

Land Division

20. Land division should only occur where:
- (a) no additional allotments are created wholly or partly within the zone
 - (b) there is no increase in the number of allotments with direct access to the coast or a reserve including by creation of land under rights of way or community titles.
21. Land division should only occur where either of the following applies:
- (a) the division would create an allotment greater than 5 hectares to accommodate an existing tourist accommodation development
 - (b) the division would not create any additional allotments either wholly or partly within the zone and would not increase the number of allotments with direct access to the coast or a reserve, including through the creation of land under rights of way or community title.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

No other forms of development are complying in the zone.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of Development	Exceptions
Advertisement and/or advertising hoarding	Except in association with conservation works for tourist information purposes
Amusement machine centre	
Bus depot	
Caravan park	
Cemetery	
Commercial forestry	
Community centre	
Consulting room	
Crematorium	
Dairy	
Dam	
Domestic outbuilding	Except where in association with an existing dwelling
Dwelling	<p>Except where one of the following applies:</p> <ul style="list-style-type: none"> (a) for alterations to an existing dwelling (b) for the purposes of administering either or both of the: <ul style="list-style-type: none"> (i) <i>National Parks and Wildlife Act 1972</i> (ii) <i>Wilderness Protection Act 1992</i> (c) to develop a detached dwelling within an Exclusion Area designated in a Heritage Agreement approved before 1 January 2008 under the <i>Native Vegetation Act 1991</i>. (d) for the replacement of an existing dwelling (e) for a detached dwelling developed in accordance with the Land Management Agreements applying to: <ul style="list-style-type: none"> (i) <i>Witchiana 10 in Deposited Plan 62478</i> (ii) Allotments 10-18 in Deposited Plan 62478.
Educational establishment	
Farming	
Fuel depot	
Horse keeping	

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2006*.

No other forms of development are complying in the zone.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of Development	Exceptions
Advertisement and/or advertising hoarding	Except in association with conservation works for tourist information purposes
Amusement machine centre	
Bus depot	
Caravan park	
Cemetery	
Commercial forestry	
Community centre	
Consulting room	
Crematorium	
Dairy	
Dam	
Domestic outbuilding	Except where in association with an existing dwelling
Dwelling	<p>Except where one of the following applies:</p> <ul style="list-style-type: none"> (a) for alterations to an existing dwelling (b) for the purposes of administering either or both of the: <ul style="list-style-type: none"> (i) <i>National Parks and Wildlife Act 1972</i> (ii) <i>Wilderness Protection Act 1992</i> (c) to develop a detached dwelling within an Exclusion Area designated in a Heritage Agreement approved before 1 January 2008 under the <i>Native Vegetation Act 1991</i> (d) for the replacement of an existing dwelling (e) for a detached dwelling developed in accordance with the Land Management Agreements applied to: <ul style="list-style-type: none"> (i) <i>Allocations 1-3 in Deposited Plan 62639</i> (ii) <i>Allocations 10-16 in Deposited Plan 62478</i>
Educational establishment	
Farming	
Fuel depot	
Horse keeping	

Tumby Bay Council
Coastal Conservation Zone

Form of Development	Exceptions
Horticulture	
Receipts	
Hotel	
Indoor recreation centre	
Industry	
Intensive animal keeping	Except mist and other pipes in association with aquaculture
Land division	<p>Except where the development achieves either (a) or (b):</p> <ul style="list-style-type: none"> (a) it would create an allotment greater than 5 hectares to accommodate an existing tourist accommodation development (b) both of the following apply: <ul style="list-style-type: none"> (i) no additional allotments are created wholly or partly within the zone (ii) there is no increase in the number of allotments with frontage or direct access to the coast
Manna	
Motel	
Motor repair station	
Nursing home	
Office	Except where used for the purposes of administering the National Parks and Wildlife Act 1972
Petrol filling station	
Place of worship	
Pre-school	
Prescribed mining operations	
Public service depot	
Road transport terminal	
Service trade premises	
Shop	
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Tourist accommodation	<p>Except where the development achieves all of the following:</p> <ul style="list-style-type: none"> (a) is located on one allotment that is greater than 5 hectares in area (b) comprises a minimum of 10 rooms that could be used as bedrooms for the purposes of tourist accommodation

Coastal Conservation Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

1. To enhance and conserve the natural features of the coast including visual amenity, landforms, fauna and flora.
2. Low-intensity recreational uses located where environmental impacts on the coast will be minimal.
3. Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone will continue to be a predominantly natural landscape containing coastal features and habitats such as mangroves, wetlands, salt marshes, beaches, sand dunes, duff bays and native vegetation.

Vegetation varies from sparse on predominantly sandy dune systems and beaches to densely vegetated dune systems, samphire (tidal marsh) and mangrove areas. The morphology of rivers, estuaries, lagoons and coastal outlets will change in response to natural influences and interface with the natural processes of deposition and erosion. The area is abundant in native wildlife, which depends on the natural coastline for survival.

Development and public enjoyment needs will be balanced with the conservation of the coastal environment to ensure that the coastal environment is protected and biodiversity maintained. This may involve locations that are predominantly set aside for conservation. Public access is well managed in these areas to minimise impacts on the sensitive coastal environment.

Development will borrow from, and complement, the natural landscape in form and scale, and in building materials, textures, colours and tones, to ensure that the natural elements of the site locally remain dominant to any introduced elements, and to protect the scenic quality of the coast.

The zone includes only a limited number of 'iconic', nature-based/eco-tourism developments. These developments should provide experiences that relate to the natural environment, whether for relaxation, discovery and/or adventure, and meet the needs of tourists and the people who live in the region, while protecting and enhancing opportunities for the future. These developments should achieve excellence in environmental protection and management by ensuring their impacts on the ecology and natural environment are minimal and their design complements the natural environment, site features and conditions. Provision is also made for the existing campsite at Lagoon Cove.

Those parts of the zone at risk from coastal hazards such as flooding, erosion and acid sulfate soils are kept free from development. Road construction is minimal and limited to that which is required to access a car park. Access over dunes and beaches is pedestrian only, using boardwalks to protect sand dunes from erosion.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1. The following forms of development are envisaged in the zone:
 - conservation works
 - interpretive signage and facilities
 - nature based / eco tourist accommodation

Form of Development	Exceptions
	(c) is set back a minimum of 100 metres from the High Water Mark (d) is not located on a coastal wetland, beach or frontal dune
Warehouse	
Waste reception, storage, treatment or disposal	
Water tank	Except where one or more of the following applies (a) where in association with one or more of the following (i) dwelling (ii) farm building (iii) tourist development (b) for a feeder tank ancillary to water reticulation system
Wedding yard	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the Development Regulations 2009

061 - HEGARTY, KM

CEIP ONLINE SUBMISSION

Mr Kieran Hegarty

SA 5650

kyhegarty@gmail.com

886818080

29/01/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS), Commonwealth EPBC Act (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

CEIP_Submission_KM_and_YM_HEGARTY.pdf, type application/pdf, 199.5 KB

I am opposed to the CEIP as, an adjacent land owner, a member of the affected local community and as a citizen of this fragile planet.

The view from any commercial plane flight across Australia makes an instant impression of our planet's thin, fragile atmosphere and also, in Australia's case, the extremely small areas of arable land.

The CEIP proposal to mine 15.5% iron ore/magnetite will require huge energy inputs – diesel/electricity/water, and also produce much CO² emissions. The present use of the land is probably carbon neutral and is all being farmed by progressive farmers who, through massive amounts of hard work, research and investments in modern machinery and techniques, are achieving increasing cropping and livestock production results in a very sustainable manner.

To permanently lose any amount of arable land, in 2016 and beyond is morally wrong, especially to mine a product that is not so unique as to be of a large benefit to mankind; i.e. is not the cure for cancer.

There is not a shortage of iron ore elsewhere in Australia, on land that is not arable.

Most financial and political commentators agree Australia is on the verge of an economically sustainable 'Dining Boom'. This is evident by the fact that Agribusiness sector stocks have defied the recent strong downward trend on the Australian share market by being very stable and/or increased in value.

Firm McKinsey and Deloitte suggest "agribusiness as one of the key drivers of economic growth for Australia in the coming decades" – helped along by recent free trade agreements.

Agriculture is a massive contributor to the Australian economy and uses sustainable best practice land management.

The CEIP proposal's modelling is not a guarantee that things won't go wrong.

22.7.2 The risk of an unsuccessful rehabilitation strategy is 'medium'.

The house on my land is less than 400m from the lease boundary on the south side of the Integrated Waste Landform. Nantuma Road runs along my boundary.

What will the effect of dust from the Integrated Waste Landform be on the health of my daughter, son-in-law and three grandchildren who occupy the house? If the dust contains SiO² – crystalline silica particles, how harmful can this be to humans? How will I be compensated if boron levels on my paddocks increase because of dust from the CEIP? How will I be compensated if salt levels on my paddocks increase affecting crop and pasture production? Noise levels will rise significantly, day and night, on our property. How will this be managed? Light from conveyor belts on the Integrated Waste Landform will also

negatively impact on the occupants living in the house; how will this be managed/minimised? Who is going to be responsible for measuring the base rates of these issues prior to starting any mine construction?

The Integrated Waste Landform will be a massive presence on my boundary. The 25 year view points (p 20-23 of M10 and M12 locations) are not shown. Why not? We were assured we would receive a photo in October, but have not yet received this.

21.7.4 How will we be compensated for loss of crop and pasture production from the Integrated Waste Landform shading my paddocks?

In the event of an Integrated Waste Landform bund failure/overflow and deposits onto my land; how can this be rehabilitated?

The value of land adjacent to a mine generally declines, which will negatively impact my business and ability for future financial borrowings. How will I be compensated for this?

Agriculture's role in South Australia and the Wudinna District Council's economic and employment figures are extremely important; 1 in 5 working South Australians.

22.11 At present, Wudinna District Council area has more young people 0-14 years than the SA average, and a 1% unemployment level, which is extremely low by any standards.

The CEIP will make it even harder for Agricultural businesses to source and compete for labour.

22.7.6 Any unplanned early mine closure would have serious widespread social consequences.

Mr Kieran Hegarty

550 Nantuma Road

Warrambo SA 5650

Id: #269781

062 - NAME & ADDRESS WITHHELD

CEIP ONLINE SUBMISSION

2-Feb-16

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS), Commonwealth EPBC Act (EIS)

1 - I understand that my submission will be published on the government website and provided to the applicant, BUT I require that the government withholds my name and contact details. I understand that it is my responsibility to ensure personal information is not included in the body of my submission, any footers or headers or any attachments.

Wudinna_Telecentre_Feedback.docx, type application/vnd.openxmlformats-officedocument.wordprocessingml.document, 15.0 KB

Wudinna & Districts Telecentre Inc

Wudinna & Districts Telecentre Inc was established in 1993 as a community not for profit organisation with the charter to introduce rural and remote communities to the benefits of modern technology. Today the Telecentre operates as a community owned office, providing a business environment for office hire eg; EPNRM, Iron Road, Rural Business Services, visiting accountants, Bendigo Bank Agency, Centrelink Access Point, CAHFS, conference facilities and tourism information services. The Telecentre has a focus on providing local employment, continual improvements to the complex and supporting the delivery of services for our district. The focus of the Wudinna and Districts Telecentre is to provide a friendly, professional service. Our voluntary Management Committee membership consists of local people with agricultural, education, business, health, home and wider community committee backgrounds.

Over the years as the CEIP project has been developing our committee members have taken an interest in the project and had members attend community information sessions, focus groups, update meetings, along with sourcing the Iron Road information page in our local news 'The Granite' which is printed and distributed free to all households in the Wudinna District Council area.

While we have taken the opportunity to provide feedback to Iron Road through focus group attendance, meetings etc. we would also like to add a few comments.

Our comments include:

Concern: general concern about mining on agricultural land and empathy for landholders

Our thoughts: support for open invitation (all community members) to change management/well-being workshops and investigate opportunities for re-skilling, up-skilling for locals.

Forseen benefits from Telocentre perspective:

Increased population will require increased access to local services provided, making our not for profit organisation more robust.

Increased opportunity to grow clients of Bendigo Bank Agency and associated benefits back to community in form of community grants. Our thoughts: develop relationships with Iron Road, Employees, and Government (future funds) to encourage local banking.

Increased diversity in skills (opportunities for new ideas, business development and improved ways of delivering current services). Our thoughts: education for local business on competitive bids. Revisit Iron Road community consultation/workshops that documented opportunities as project develops.

CEIP provides a strong case for improved telecommunications for business and residents. Our thoughts: Our declining population put our district out of the NBN opportunity, we need to work with partners to maintain and grow adequate services.

Opportunity to encourage CEIP to base more administration and management positions locally. Our thoughts: Including a diverse range of employment opportunities will also encourage partners of mine workers or vice versa to live locally.

Comment on rehabilitation of mining site: important to see this commence early in CEIP to demonstrate commitment, interested in innovative restorations from agricultural production, natural environment and/or recreational facility and tourism perspectives.

Id: #269823

063 - EDWARDS MARK

We (Mark and Valerie Edwards with our two daughters Elodie and Rossieanna Edwards) do not agree with the proposed Iron Road Train Corridor and will not support such a venture through our agricultural land. We will take whatever measures it needs to fight this all the way.

Iron Road should be meeting our financial costs in all lawyer fees and reimbursing us for the time that we have spent over the past 3 years throughout the consulting period.

HISTORY

We are a third generation farming family and are farming land that Mark's Grandfather and Father and Uncle cleared and has worked since the 1960's. We are proud of this heritage and, would like to continue farming in the manor they established; without the pressure of rail corridors and iron ore dust upon our fertile soil and crops. We would like to preserve our farming land for the future generations.

We farm at Section 26, 27, 29,30 Hundred of Darke Peak.

Consultation Period

We believe the Iron Road consultation period has been unsatisfactory. We still do not know where we can have access points across the rail line to our property; no idea where passing lanes will be put along the rail corridor.

We as land owners have been left in the dark and when asking questions that will affect us as land owners and businesses people we are often ignored or question changed by Iron Road. We have dealt with 3 different consultants over this period and it seems the information has not been handed from one consultant to another. Again our information seems to be not getting through.

We do not know how Iron Road can submit an application to the State Government where there is so many question marks and lack of information to us as land holders.

Iron Road claim that the rail corridor will be running down boundary fence lines is false and in our case will split our property in half.

The rail alignment has been moved a couple of times with the beginning statement from Iron Road saying this was where it was going and that was it.

We are feeling the pressure of the State Government consultation period and feel that this was put at this time to give us all a stress load we don't need. It was announced during our busiest time of the year harvest; followed by Christmas and New Year; School holidays and our annual break. In fact we had to even work hard to get hard copies of the Environmental Impact Statement books. Something Iron Road should've given to us originally than a thumb drive.

We ask is this the final plan as given to the State Government or will they continue to change it?

Access to crossings across rail corridor

The choice of where access to cross the rail corridor is getting ignored by Iron Road.

With the rail line going through our property we will have 900 acres on one side and 5500 acres on the other that we will need to continue production. During harvest time a tractor and chaser bin will be going across regularly and we need them to be placed where most convenient to us not what Iron Road dictates.

We carry all our grain to a strategic site for a carrier to cart into the silo system. We can't afford to have lengthy travel time and hold ups during our seeding and harvest period. Do we get compensated for our lost time?

We also have concerns on the width of access points as we have some wide equipment during seeding and harvest operations that we would like to take through these access points. Failure to do this will cause extra lengthy delays.

We would like the farmer to be able to dictate where these access points are and how many we require.

We have also been told during our construction period that while construction period is happening it is highly unlikely that we will be able to access our property on the other side of the rail corridor. We find this unacceptable because we still need that land for production of crops and pastures. You can't take a paddock out for a year without any work on it. This would be a detriment to our business and farming practice for a period of time after.

We have also been told during construction period some farmers won't be able to access water to be able to water stock. This is unacceptable.

Fencing along corridor

Fencing needs to be put up prior to construction period so that Iron Road keeps within their designated boundaries and not to interfere with land either side of the corridor.

Fencing needs to be of high quality and suitable for keeping livestock out. Also sturdy fence gates need to be put in place for livestock crossing as well.

Will Iron Road put a gate between boundaries of land owners on their access road? We hope so.

Weed control

Weed control along the train corridor needs to be managed regular by Iron Road. We as land owners spend time and money in spraying our paddocks to a high standard. We would expect Iron Road to do so also.

School bus

Our two daughters travel to school on the Darke Peak bus, which is the longest bus route in South Australia. This bus will have to cross the train corridor each morning and evening. Children on the bus run are on the bus at 7.30am and get home again at 4.30pm. If the bus meets a coming train each day it will add further time on the bus in sitting and waiting for a train to cross. This is unfair to our children, their health, and their time. We have a lot of little kids on the end of the bus line; eg 10 years and under, it will make their day a long one. We are already isolated enough with some

children travelling up to 180km per day to sit idle for another 20 minutes waiting for a train to go past is not fair on our children and their education.

With the talk of a third party using this train line it is for certain that there will be a clash with predictions of a train every hour.

Realignment of Council Roads in the District Council of Cleve

We have noticed that there are numerous realignments of Council Roads. We hope that Iron Road will cover the cost of all these roads so our Council Rates don't increase.

Environmental Impact/Soil Erosion

We have concerns about the impact of numerous and hills Iron Road need to cut through to enable the formation of a rail corridor throughout our property. We, as the third generation of farmers within our business have throughout time implemented many land conservation practices to maintain good soil cover as this land is very prone to wind erosion with little cover on the soil surface.

We ask that a full independent environmental study be done along this rail corridor so we can continue to be able to look after our land in the best environmental way possible.

Photos taken on Section 29 & 30, Hundred of Darke where the proposed rail corridor is going through our property.



Sand hill that the proposed train corridor would have to go through and therefore would be many metres of sand would have to be moved from this site. Therefore leaving risk to massive soil erosion.



Medic pasture and native vegetation in background that will be destroyed due to the proposed railcorridor. This land is some of our higher producing areas of our property.



Our wheat crop from this year where the proposed trail corridor will go through. Dividing cropping areas in half, therefore reducing our productivity in our grain producing operations.

Water Pipe Line

We also have grave concerns about our water table as well. What happens when you start extracting out water to help feed this mine, what is going to happen to our soil structure? We are totally against the use of saline water going through a pipe across our land. What happens when (not if) the pipe leaks salt water onto our productive land? Who will clean up the mess and will we be compensated for even more loss of production land.

Again we ask that a full independent environmental study needs to be done of the impact of this. We will be here for generations to come producing good quality export grain to help our economy; the mines only have a 25 year life. What happens when the mines go and suck the life out of our soil.

Dust contamination

We also have grave concerns of the dust contaminating our crops and sheep along the rail corridor. We produce grain for the food bowl for some domestic markets and many overseas markets. Are we going to be penalised for the quality of our grain because of dust contamination from these train, will our income be affected because of this?

Again we ask that a full independent environmental study needs to be done on the impact of this.

Fire Safety

During extreme weather days during harvest we as farmers need to abide by Harvest Bans when it is too unsafe to continue to harvest due to high fire risk. Will Iron Road come under these same bans? As a train is travelling with metal on metal and going through high fire risk areas surely they will need to have some fire safety boundaries in place?

As a local member of Darke Peak CFS we don't want to have to go and fight a fire started by a train and thus destroying valuable farming land and crops.

As stated we strongly oppose this rail corridor construction on our property and surrounding properties.

We say NO to Iron Road.

Mark, Valerie, Elodie and Rossieanna Edwards

064 - EP CRUSHING

CEIP ONLINE SUBMISSION

Mrs Jade Klante

SA 5652

td.jdklante@bigpond.com

31/01/2016

Sth Australian Mining Application (MP)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

CEIP_Submission.pdf, type application/pdf, 52.7 KB



TD & JD Klante
ABN: 35 887 783 273
PO Box 215
WUDINNA SA 5652
Phone/Fax: (08) 8680 2196
Troy's Mobile: 0427 802 959

30th January 2016

CEIP Submissions
Mining Regulation
Attention: Business Support Officer
Department of State Development
GPO Box 320
ADELAIDE SA 5001

To whom it may concern

We are writing in regards to the Central Eyre Iron Project.

We are a small business operating in the Wudinna District Council area, providing crushing services to local farmers and Councils on the Eyre Peninsula.

We believe the CEIP will be beneficial to the community and provide new economic and employment opportunities. We look forward to the project advancing and hope the company will work with local small businesses as the project progresses.

Yours sincerely

Troy & Jade Klante

Id: #269713

065 - SKYDEN FARMS

CEIP ONLINE SUBMISSION

Mr Craig O'Brien

SA 5651

skydenfarms@gmail.com

31/01/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS), Commonwealth EPBC Act (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

Dust Impact MLP 15.7.2

As we are indicated as no. 142 in Figure 15.5-15.7 we are asking Why haven't we been contacted by Iron Road as we are just as affected as those farmers in the mine footprint? We know there are issues concerning Hypersaline dust with cereal crops, and we would have liked to have been consulted due to this happening around us.

Traffic MLP 8.7.8

The closure of Dolphin Road, Kimba Road, Murphy Road and Lock Road will increase our travel time from our home farm to our southern property by at least 1 hour before including extra traffic that will be definately on the Tod Highway. In this reference it states the "inconvenience will only result in increased travel time of 8 minutes".How did Iron Road manage to come up with this amount of time?

Blasting MLP 17.3.2 and 17.7.2

Figure 17.1 shows distance from Sensitive receivers to the nearest potential noise and vibration source. Our house (sensitive reciever No 142) has not been included in this figure. Our house was built in themid 1930'sand is a stone house. Why have we not been consulted as to the blasting impact on our house? Table 17.5 states the level of "vibration impacts as LOW". If we do have vibration impacts (which is highly possible due to the age of our house) will Iron Road be compensating us?

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Id: #269711

066 - SMEC

CEIP ONLINE SUBMISSION

Mr John Stocco

WA 6850

john.stocco@smec.com

401148477

29/01/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS), Commonwealth EPBC Act (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

SMEC_-_Letter_of_Support_for_Iron_Road_CEIP_Project.pdf, type application/pdf, 266.5 KB



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www.smec.com

27 January 2016

Iron Road Limited
Iron Road House
Level 6, 30 Currie Street
Adelaide SA 5000

Dear Mr Stocks,

RE: Support for Iron Road Limited's Mining Lease Proposal and Environmental Impact Statement for the CEIP Project

SMEC believe that Iron Road Limited's CEIP Project is good for South Australia and we support the project in principal subject to it meeting all the Regulatory and Environmental Government Approvals. Iron Road's CEIP Project will provide employment, social, economic and environmental benefits to the Eyre Peninsula, associated communities and the state of South Australia.

Specifically and to highlight only a few tangible benefits, the project would bring a knock on effect and potential facilitation of other state development opportunities viz the:

- The upgrade of the electricity network/grid to provide a more stable electricity supply network for the general public and businesses across the region
- Road upgrades whilst at the cost of Iron Road represent a significant local government, localised business and contractor opportunity.

SMEC fully supports Iron Road Limited's Application for a Mining Lease Proposal and Environmental Impact Statement for the CEIP Project.

Yours sincerely,



John Stocco
COO Resources

Id: #269673

067 - MURPHY, WENDY

CEIP ONLINE SUBMISSION

Mrs Wendy Murphy

South Australia 5650

wendy-murphy@bigpond.com

886818051

29/01/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

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Ch. 5

5.5.2. One on One Meetings

Quote

“Direct dealings with impacted land owners around future acquisitions of land is handled as sensitively as possible.”

We had two high profile Iron Road employees sitting at our kitchen table discussing the possibility of acquiring our land. When my husband told them that farming was the only job he knew and was good at it was suggested that he was good at making coffee and he could set up a little business making coffee for the mine employees.

As we run a very successful farming enterprise we found this comment to be very degrading and insulting. This is just one example of this mining company's arrogance.

Another example of this mining company's arrogance: While drilling 24/7 on our property sec 24 hd Warrambo which is less than 1km from our house we complained about the noise and bright lights shining through our bedroom window. Iron Roads suggestion was to close all our windows, pull down our blinds and wear an eye mask to bed. They returned the following day with ear plugs for us to use. They didn't have any suggestions how to stop our dogs barking.

Rail Corridor

A proposed rail line through our property sec 54 hd of Cootra has never been discussed with us personally.

Vibration at Warramboe Cemetery

What will Iron Road do if blasting from the proposed mine damages graves?

Non Aboriginal Heritage

When we purchased sec 26 hd of Warramboe twenty seven years ago we were notified by telephone (do not have a record of what department) that the house ruin on this property was heritage listed and we were not allowed to remove or destroy any part of it.

As this house is on the boundary and about 2kms from the proposed pit, what does Iron Road propose to do to stop any damage being done from blasting?



Figure 3 House ruin on sec 26 hd Warramboe

The picture below shows the original homestead my husband's grandfather (Oswald John Murphy) had built nearly 90 years ago.

This has significance to our heritage as it marks the beginning of our families farming history.

As this homestead is directly on top of the proposed mine site (pit) it will be demolished.

Our son has plans to restore this lovely old homestead to live in when he gets married.



Figure 4 Original Homestead sec 24 hd Warrambo

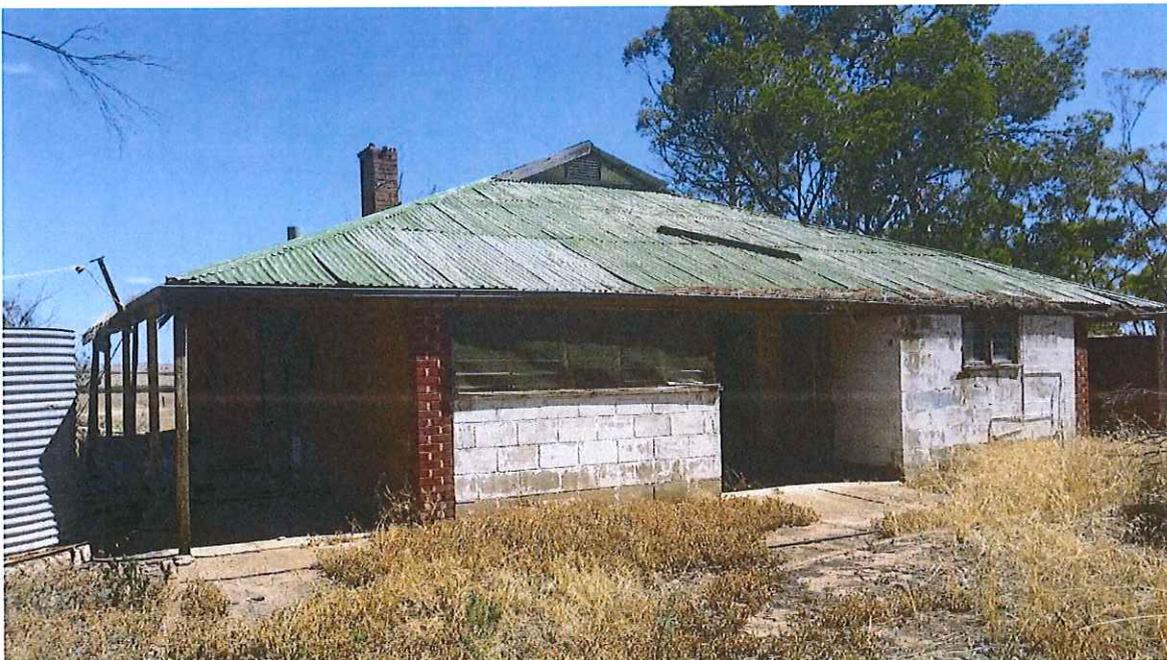


Figure 5 Original Homestead sec 24hd Warrambo

How can this mining company possibly compensate us for this loss of our heritage?

Also on this proposed pit are pines that the family of Oswald John Murphy including his son, grandchildren and great grandchildren have picnics and reunions.

In June 2015 relatives from all over Australia gathered at these pines for my father-in-law's wake as it is a place of great significance to our family.

Our family would be devastated if this special place was destroyed.

How can Iron Road preserve this?

We have two other houses on the proposed mine site. One being my father-in-law Kevin's house on sec 22hd Warramboos which our son now lives in. The farm was purchased over sixty years ago when Kevin married and they built the house and raised three children. Kevin cleared the scrub on this farm and we continue to grow very successful crops.

The other house which is on sec 13hd Warramboos is the house that my husband and I had built in 1980 when we married. We have raised three boys in this family home.

All of these homes will be demolished if the proposed mine goes ahead. This has caused us a lot of stress. Our whole family history will be wiped out.

We have five properties. Three of those properties – sec 13hd Warramboos, sec 22hd Warramboos and sec 24hd Warramboos are on the proposed mine site. Sec 54hd Coonra is on the rail corridor and sec 26hd Warramboos is on the proposed mine boundary.

If the mining company acquires our land by force we will have to relocate to another district to continue farming. This means leaving our friends, community, lifestyle and sporting groups.

Our sons are 4th generation farmers, the proposed life of the mine is twenty five years which is less than one generation.

I noted that the pictures of the local area were taken in the summer months after crops had been harvested therefore showing the land at its barest.

This could appear to people with little farming knowledge as barren land with little prospect of producing good crops.

Why didn't the mining company take pictures in the winter/spring when the crops and pastures were lush and green or showing the crops during harvest so people can see just how productive our agriculture is?

I feel that a negative picture has been painted to give the impression that this land is not profitable.



Figure 6 Crops 2015



Figure 7 Harvest 2015

Mine Closure

The mining company anticipates that in areas of the mine site that have been rehabilitated, farmers would again be able to use the land for agricultural purpose post mine closure. The various alternative land options for the IWL include agriculture production (cropping and grazing)

Where did the mining company get their information from?

Speak to any farmer in the district and they will tell you that this is not possible.

In the paddocks where Iron Road have drilled holes on sec 24hd Warramboe and rehabilitated it to the best of their ability, the crops have been very sparse which has produced poor yields.

These drill holes and the rehabilitation are minor in comparison to a full on mining operation over twenty five years.

Speak to the local farmers they know what their land is capable of.

Final Comments

We are 4th generation farmers. We have three sons, two of which are currently working on our farm. For the past eight years we have had the worry and stress of a proposed mine on our properties.

Our future is uncertain and we cannot make plans to further develop our properties with the mine looming over our heads.

The thought of a huge mine pit that can never be filled in the middle of the very paddocks my husband's grandfather cleared and has been cropped for nearly ninety years is devastating.

Nothing can compensate us for that.

The proposed mine is twenty five years yet this land can continue to be cropped for hundreds of years.

Rehabilitation of this land will never be able to produce crops. We need to protect our rich agricultural land to ensure a future for sustainable food production.

Finally I would like to point out that the timing of this proposal came at the busiest time. Harvest is stressful enough working long hours day and night for many weeks. We are trying to run a business and to have this dumped on us is an added burden.

After harvest we like to enjoy some time away with family. This has not been possible due to the thousands of pages of reading needed for the submissions which are due on Feb 2 2016.

Once again this mining company shows complete arrogance towards farmers with no respect for our industry or the community.

For the past eight years (while trying to run our business) we have had to attend meetings, employ a lawyer at our own expense and making numerous trips to Adelaide and Port Lincoln, had our farming practices interrupted by months of testing and drilling, disturbed sleep from noise and lighting, thousands of pages of reading.

This mining lease proposal is mostly modelling and perceptions with no guarantees. I can guarantee a future for sustainable food production for many years if we are allowed to continue farming.

I ask you to please consider the future of our farming community as a long term investment versus the mining company's short term profits.

Id: #269667

068 - MURPHY, DAVID

CEIP ONLINE SUBMISSION

Mr David Murphy

South Australia 5650

wendy-murphy@bigpond.com

886818051

29/01/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

Mining_submission_David.docx, type application/vnd.openxmlformats-officedocument.wordprocessingml.document, 720.0 KB

I have a wife Wendy and three sons who all work on our farming enterprise on and off with two now being full time.

Three of our farms are right in the middle of the mining company's footprint. The company have told us we will be paid no more than the going rate of land at the time of the compulsory acquisition. I think this is most unfair considering our son's are fourth generation farmers on this land. I think that as the land is not for sale, we landholders deserve a lot more than the going price for our country. However, it is not for sale and we will go down kicking and screaming all the way.

How the finances are run:

Iron Road have been on one of our properties on and off since 2008. We have done the right thing by them by paying for water and water infrastructure etc. with them paying us back. However, some of the money for compensation etc. has been a bit long winded.

Water Erosion:

Driving past Iron Knob we can see how water erosion has washed big trenches through the over burden. Our rain fall here is a lot higher than Iron Knob. We have seen Iron Roads modelling and they say this will not happen. We know it will.

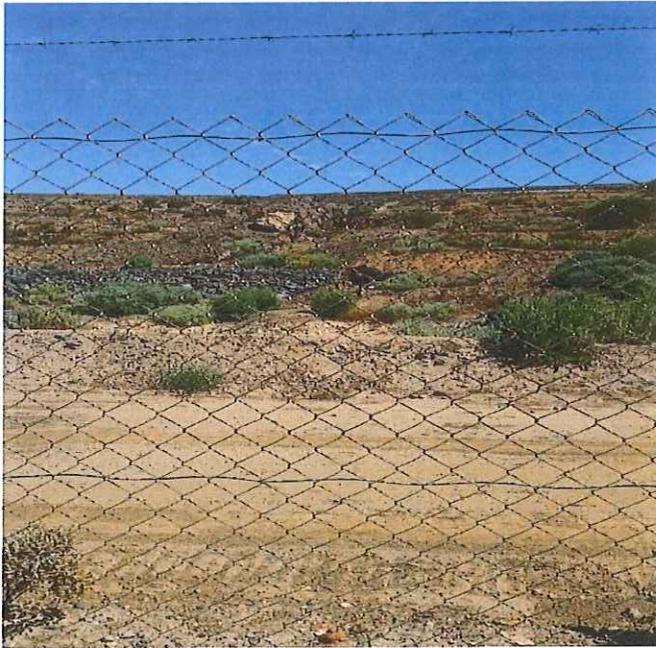


Figure 1 Iron Knob

Submission re IRD CEIP MLP: David Murphy

Pg 1

Wind Erosion:

At the same sight you can see the salt bush on the west side of the road is all dying. This site is only about three years old and I guess having the same modern practices as the proposed site at Warrambo.

This is why I question Iron Roads modelling as salt bush is a lot tougher than wheat, barley, clover etc.



Figure 2 Salt bush at Iron Knob

Submission re IRD CEIP MLP: David Murphy

Pg 2

Salt Water

As we all know, the underground water here at Warramboe is four times saltier than sea water. In some places it is as shallow as ten feet. I cannot understand how the modelling can say this will not be a problem. In my opinion once pumped to the surface the wind and evaporation alone will do untold damage to the neighbouring farms.

I have seen this happen with a previous mining company on our land. The damage done from the water cannot be undone. It is only a small area but it was also only a small amount of water.

Rail Corridor

The modelling is suggesting this will make minimal difference with noise etc. to the people in its path. We live just over 5km from the rail line at Warramboos and we can hear the grain train with ease and that is very small compared to the proposed ore trains.

One of the farms that we will be left with we think has the rail line running along the edge of the property but as yet we have not been approached by any mining company reps. The company keep insisting that everybody has been informed, so I just hope we have missed out on the line but I don't think so.

Sport

Sport in Warramboos is very strong and important to our local community. Over the last eight years very few staff members involved in the mining company has played. Those who have where friends of our boys from boarding school in Adelaide and it was frowned upon when they did play.

I am concerned that if the mine does go ahead, that will be the end of our clubrooms and sporting bodies which is the heart of the district. The reason I think this is: a) Because of road closures it will be too hard to get there. b) The locals that will have to move when their land is acquired are all very involved in sport and the community. c) The miners will not be able to play due to work commitments and most will be fly in fly out and don't care.

I have seen this situation myself while working for a mining company when I was younger.

Final Comments

I could write pages more of why I think this mine should not go ahead but I think our submissions will fall on deaf ears as the government needs money badly as we all know and they think this could be a quick fix even though there will be no royalties for years after it is up and going.

I have a lot of true tales that have happened to us over the years with this mining company but I am not game to mention them for fear of legal back lash. So far a law firm has cost us a lot of money I had no intention of spending.

My opinion is that open cut mining and grain growing cannot go hand in hand and there should be no open cut mining allowed inside the dog fence or further out.

Submission re IRD CEIP MLP: David Murphy

Pg 3

We have been sitting on a knife edge for the last eight years not knowing where our family might end up as we want to keep farming.

I wish this company would just go away and dig their holes elsewhere.

In the pastoral country for instance they would be welcomed with open arms by everyone not just a few.

Id: #269659

069 - DISTRICT COUNCIL OF KIMBA

CEIP ONLINE SUBMISSION

Mr Dean Johnson

SA 5641

dean.johnson@members.kimba.sa.gov.au

427619815

28/01/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS), Commonwealth EPBC Act (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

As Mayor of the District Council of Kimba I have no issues with any of the applications as listed. I believe the consultation has been handled well and all points of view well considered. There has been ample opportunity for negotiation and transfer of information, in many locations. Kimba district council broadly supports the project and can see many benefits for the economy, with employment opportunities for the wider region including our council district. We in regional Australia are suffering from farming enterprises getting bigger, whilst using less employee's. This project would be of enormous benefit to our region and indeed the state. For these reasons I am happy to endorse the applications and support the project.

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Id: #269646

070 - ADAMS, JAMES

CEIP ONLINE SUBMISSION

Mr James Adams

SA 5107

jackd11@bigpond.com

27/01/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS), Commonwealth EPBC Act (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

This project is a must for the state of South Australia. Iron Road have gone to great lengths in all their studies, showing that they have the best intentions for South Australia. We need jobs in this state and this project will certainly help with that. I fully support Iron Road in their endeavor to help this state get back on its feet. The South Australians of Wudinna and surrounding towns will be affected by this project, but I think it will be in a good way. The farmers will also benefit from the approval of this project. There will be many more resources available to them. I ask you to approve this Mining Project, the State needs it.

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Id: #269631

071 - NAME & ADDRESS WITHHELD

CEIP ONLINE SUBMISSION

27-Jan

Sth Australian Mining Application (MP)

1 - I understand that my submission will be published on the government website and provided to the applicant, BUT I require that the government withholds my name and contact details. I understand that it is my responsibility to ensure personal information is not included in the body of my submission, any footers or headers or any attachments.

Vegetation, weeds and plant pathogens MLP 12.6.2

-Who will monitor and control the weeds and pests after the closure of the mine? -How often will the site be monitored? - How long will monitoring continue after the closure of the mine? - Who will pay for the continued monitoring?

Elevated soil salinity MLP 13.7.1

Iron road states the hyper saline ground water will be used in dust suppression on and around the mine site. - What evidence does Iron Road have to indicate that this has no effect on Agricultural plants? Under "unfavourable conditions" dust high in salinity could be blown onto crops? - How will Iron Road compensate farmers for crop loss? How will Iron Road compensate farmers for the time they put in to monitor crops near the mine site? - Have Iron Road considered other dust suppressants that are not high in salinity? - Will Iron do any work in regard to the effects of saline dust on machinery and other Agriculture machinery?

Air Quality MLP 15-8

States possible that higher than predicted dust which could lead to exceedances of air quality standards related to health. - Have Iron Road conducted work on the particulates in the dust and do they know the long time effect of children exposed to the dust? Especially those closest to the mine sight. - Will Iron Road compensate those close to the mine to improve their housing facilities to accommodate the new dustier environment they will live in eg. Air conditioners with special filters for the fine dust particles. - Who will pay for the live time monitoring for farmers in the effected area? Who will pay for farmers to upgrade there computer system to accommodate the software? - Will Iron Road undertake any studies on the contamination of rain water considering it is a major drinking water supply for rural properties in the area.

Impacts on Agriculture MLP 15.7.6

States crops close to the roads where dust can accumulate on leaves is cropped successfully! This is NOT quite true and is not scientific at all. It is common knowledge by farmers with yield monitors that crops close to dirt roads that this part of the paddock can have significant yield loss due to loss of weed control due to dust. Dust at the mine site will also be constant and not a ute passing down the dirt road once a day at the most. - It is scientific fact that fine dust can interfere with crop pollination if it enters the glumes which can decrease yield. - It is also scientific fact that dust covering the leaves also limits photosynthesis - It is also a scientific fact that dust on the leaves can be abrasive which can predispose crops to increased leaf diseases - it is also scientific fact that dust on weeds can significantly reduce efficacy of a number of herbicides. - it is a scientific fact that dust will enter the wool of sheep and decrease the value of the wool clip - How will Iron Road monitor the effects of the dust on Agricultural crops? -When will Iron Road get some base line data, and start to address the concerns farmers have with dust - Who will pay compensation for loss of yields and increased production costs due to dust? - How will farmers seek compensation?

Noise 16.7.1

Construction noise, receiver 93, It is consider possible that during the construction phase that noise will cause a more significant impact on sensitive receivers. Under unfavourable conditions, where crews are unable to implement noise control and management controls can lead to exceedances of construction related noise. - Will Iron Road stop construction in noise levels get to high? - What will be the process for neighbours to address high noise levels? - Would Iron Road consider under unfavourable conditions to stop construction at night time?

Proposed mining lease boundary map figure 8.10

There is some confusion about the different maps relating to the proposed mining lease boundary? A number of maps are different throughout the book! Figure 8-10 , Volume 1 Hydrology surface water study map, fig 2 in mining lease, fig 9 in mining lease, fig

Land use Tenure 22.1

States dust generated at the mine was identified as a potential retardant to crop growth, however there is no specified limits for dust deposition on crops in South Australia. - Are Iron Road going to conduct any research and studies in the environment mo

How will Iron Road address the fact the farmers neighbouring the mine site are already significantly being impacted by the mine - with lending institutions not letting local farmers mortgage those properties - a decrease in land values next to the mine because no one wants to buy a property neighbouring a potential mine or next to one - farmers having to travel extended bus routes because the local school wont consider bus route changes due to a potential mine How will Iron Road address property 93 if we are unable to live next to the mine due to the extra noise and dust? What could be

done by Iron Road to protect the farmer and all the work already undertaken with Iron Road if they sell to some one else?

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072 - NAME & ADDRESS WITHHELD

CEIP ONLINE SUBMISSION

Sth Australian Mining Application (MP)

I understand that my submission will be published on the government website and provided to the applicant, BUT I require that the government withholds my name and contact details. I understand that it is my responsibility to ensure personal information is not included in the body of my submission, any footers or headers or any attachments.

Stakeholder Consultation & engagement MLP 22.2.3

who is this group

Social Environment MLP Page 22- 63

we live where we live, it is because of work & life style choice we are very worried about the noise, dust, light etc

Shading Of Adjacent Agricult Land MLP 21.7.4

what will the effects of rainfall, shading of crops, dust, livestock etc if adjacent landowners to proposed mine site are effected by environmental conditions attributed to mining activities, is Iron Road going to compensate affected landowners.

Ground Water MLP p604 / 2077

Where will the salty water be pumped as this could affect our farming land

Railway Line IMP p90 / 2008

locals will be inconvenienced by railway crossing, with carting grain & getting to and fro work as there will be increased travel times with there proposed road structure

Vibration & Air Blasting MLP p 17-7

What will the impact be on our homes & buildings from this, what is Iron Road planning if this becomes a reality

Predicated Popution MLP 22-5

looking around our district there are a lot of young family's with children, will they have to move elsewhere, a lot of the families have been living here for 4 generations, plus the life style & work & the environment, no crime.

We are totally against mining in our farming community, it is one of the best grain cropping areas in south Australia. if Mining goes ahead on the best farming land in Australia we will eventually have to import our food at a high cost to the people of Australia.

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073 - KRACMAN, BORVIN

CEIP ONLINE SUBMISSION

Mr Borvin Kracman

SOUTH AUSTRALIA 5032

borvin.kracman@gmail.com

408824362

25/01/2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS), Commonwealth EPBC Act (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

I am a business person, a proud South Australian and a Chartered Professional Engineer. I have undertaken a minor consulting role on this project in relation to a proposed long term mining camp at Wudinna. I have met various people within the Wudinna community as well as other people involved in the Iron Road project and in the development of the MP and EIS. I have noted the majority support for this project from those in the local community with whom I have been engaged. I have also noted the high degree of thoroughness, collaboration, inclusion and competence of those people engaged in the production of the MP and EIS submission documentation. My comments are of a general nature and are in support of the project. Given the status of the project, and if approved, the management plans and the regulatory as well as community scrutiny that it will inevitably be subject to, I am of the opinion that the submission documentation meets or exceeds that required to enable a sound assessment to be made. I value South Australia's natural environment as well as its communities, both urban and rural. I also believe in sensitive and sensible development. This project needs to weigh the economic, social and environmental benefits against the dis-benefits, and achieve a significant positive outcome. I believe it does so unequivocally. The economic benefits of his project will far exceed the status quo. The social benefits across the region, the state and the nation will far outweigh the unfortunate dislocation of several farming families whose lands will be the subject of the mine. As far as the environment is concerned there will be an environmental footprint put it will be small in the regional context. I have also observed over the years that the environment benefits when responsible and wealth creating economic activity occurs and converges with social well-being, education and a sense of community. This project has the potential to deliver across all those platforms. As an engineer with an infrastructure specialisation, I am also excited by the potential that the supporting infrastructure for this project can bring to the Eyre region and beyond. The Eyre region has long suffered from the tyranny of distance from the more densely populated parts of the state and the services that the majority of the state's population enjoy. This project offers an opportunity for the broader population of the Eyre region to enjoy the flow on benefits that access to adequate infrastructure and satisfying pent up demand can bring. In summary, I support this proposed project as a fine example of responsible regional

development that has the potential to transform communities in the Eyre region and contribute to the economic, social and environmental development of South Australia.

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074 - DODD, GEOFFREY

CEIP ONLINE SUBMISSION

Mr Geoffrey Dodd

SA 5606

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427106598

25th January 2016

Sth Australian Mining Application (MP), Sth Australian Development Application (EIS)

0 - I understand that my submission, including my personal contact details, will be published on the government website and provided to the applicant; OR

Infrastructure Corridor EIS 4.2.1 & pg 4.12

The proposed corridor to be constructed between the mine site and the Cape Hardy Port development will be approximately 130 kilometers in length, linking a coastal environment to the Central Eyre Peninsula, across what is described in the EIS as mostly degraded landscape. The construction of the corridor may provide an opportunity to improve the vegetation value of the landscape by applying Environmental Offset contributions to the establishment of native vegetation along the length of the corridor where appropriate to do so. Native vegetation grown along the corridor will provide an improved habitat for local fauna and flora. A vegetation link along the proposed infrastructure corridor between the coast and inland wilderness protection areas will be an additional positive outcome for the CEIP and the environment well beyond the estimated life of the mine.

Impact Assessment Greenhouse Gas EIS 11.4.3 & pg 11.19

Scope 3 Emissions: As stated in the EIS, the steel and concrete required in construction of the CEIP will require manufacturing and transport. Green House Gas will be generated from both the embodied emissions present in the steel and concrete and the manufacturing and transport of the steel and concrete from China to the project site. This raises two issues: 1. the necessity to purchase steel and concrete from overseas when local manufacturing of both products is available regionally. 2. The creation of over 53,000 tonnes of GHG from overseas transportation from China. Although it will be a commercial decision of Iron Road as to where they purchase materials for the CEIP from, it is suggested that serious consideration be given to the support of the local and state economy by purchasing locally, creating additional local employment and reducing GHG Scope 3 emissions.

Design measures to protect environment values - Port site EIS 15.4.1 & pg 15.13

Rainfall run off at the Port site from the ore stockpile, roadways and buildings is proposed to be contained in sedimentation basins, swales and in bunded areas where there is a potential for contamination. It is suggested that in addition to the above proposed containment measures that water

sensitive urban design principles be employed to further enhance the quality of water runoff from the site and subsequently into the ocean. Urban design principles such as rubbish traps and reed bed constructions for water containment and sediment and nutrient entrapment could be designed and installed in the initial site construction. The Port site will have significant hard stand constructed areas promoting water runoff rather than retention on site as is currently experienced in the natural environment.

Economic environment - Impact assessment EIS 21.5.4 & pg 21.21

The Taskforce concurs with the economic impact assessment in the EIS in that the CEIP will have a significant positive impact on the local, state and national economy. The creation of direct and indirect employment during both construction and operation will have a significant impact on local and regional businesses. The CEIP will support industry diversification on the Eyre Peninsula and provide further redundancy to a regional economy strongly dependent on primary industry. The CEIP will create demand for employment at a local and state level and the pressure on existing businesses to compete for employees will need attention. It is suggested that the State Government be consulted by Iron Road, if not already underway, to introduce employment transition and relocation incentives to metropolitan residents to relocate to the Eyre Peninsula region to take up both direct and indirect employment opportunities created by the CEIP. The control and management strategies as outlined in Table 21-14 are fully supported.

Social Environment - Impact assessment EIS 22.5.1 pg 22.35

Employment & Business. The Economic impact assessment estimates that the Eyre Peninsula region will receive approximately \$286 million per annum from the construction phase of the CEIP mine and Infrastructure and \$201 million per annum from the operational phase, with a significant proportion of this being expended in the Wudinna district. The Taskforce agrees that a significant flow on effect will occur in the wholesale trade, accommodation, food services and retail trade industries. The increase in economic activity and employment opportunities will have an impact on current rental properties and on property purchase prices going forward for existing and future residents. It is suggested that contingencies for increasing the regional township housing supply (in addition to the worker's village) be formulated by local and state authorities in advance of townships experiencing future housing and rental price pressure from increased demand. The Taskforce supports the development of a Structure Plan for the Wudinna Township that incorporates sufficient residential zoning and community and civil infrastructure development to meet future population growth demands. Social integration of the Worker's Village and the Wudinna Township is encouraged with the resultant benefits to both social affiliations and township businesses. The perception of any physical and social segregation of the Worker's Village from the township should be avoided. It is suggested that the reference to "Worker's Village" be replaced with new "Township Housing Development" to promote a sense of "one town" rather than the creation of a separate enclave for "mining only employees".

Identifying & managing benefits & issues MLP 5.6 pg 5.17

Section 5.6.1 and 5.6.2 benefits and concerns raised. The Taskforce agrees that many benefits will be generated locally, regionally and nationally from the development of the CEIP. In particular the CEIP has the potential to reverse the regional populatio

The Eyre Peninsula Mineral & Energy Resources Community Development Taskforce (Taskforce) supports the CEIP EIS and MLP. It is recognised that the Iron Road proposal for a mine in Central Eyre Peninsula, a 130 kilometre Infrastructure Corridore linking the mine to a new deep water Port on the west coast of the Spencer Gulf will have a significant impact on the local, state and national economy. There will be impacts on the local and regional ecology, economy and population, some will be negative but significantly most will be positive for the community. The Taskforce sees the CEIP as an opportunity to secure additional redundancy to the industry base of the Eyre Peninsula, create significant economic growth both locally and nationally and create an employment growth opportunity for South Australia. Beyond the life of the CEIP proposal the development of significant infrastructure such as the rail, power lines and port development will continue to add value to the regional and state economy and provide opportunity for further industry developments both in the agricultural sector and other mining opportunities. The following recommendation was made by the Taskforce at its meeting held November 25th 2015. "That in support of expanding and improving the industrial base and the potential economic benefits that may flow to the Eyre Peninsula and pursuant to its terms of reference, the Eyre Peninsula Mineral & Energy Resources Community Development Taskforce seeks the support of the Eyre Peninsula Local Government Association for the Taskforce to provide submissions to the: 1. Department of State Development, supporting the application by Iron Road Mining Operations Pty Ltd to be granted a Mineral Lease in the Hundred of Warramboob for the recovery of iron ore, and 2. the Development Assessment Commission in support of the Iron Road Limited application to develop a sea port at Cape Hardy, an infrastructure corridor linking the port and mine, a bore field and workers' villages at Cape Hardy and Wudinna respectively". The support for the above recommendation by the Eyre Peninsula Local Government Association was given at its meeting held December 4th 2015. The EPLGA further resolved to request the Eyre Peninsula Mineral & Energy Resources Community Development Taskforce to include in its submission supporting the CEIP SA Mining Application (MP) and SA Development Application (EIS), a request for a commitment from the South Australian Government to support the development of infrastructure as required in the applications by Iron Road for its CEIP.

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