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**Request to be heard?:** No - but please email me a copy of the  
Timetable and any Directions

**Full Name:** Christian Beasley

**Organisation:**

**Affected property:** [REDACTED] Lindenow South 3875

**Attachment 1:**

**Attachment 2:**

**Attachment 3:**

**Comments:** Roads, Traffic and Transport impact Fernbank East rail siding (Option 1 Post-Avon Rail Bridge replacement) is stated as preferred by Kalbar, this option has the least social and environmental impact of all product transport options, but other options are discussed such as the Bairnsdale rail siding. Bairnsdale rail siding would require trucks to transport product on community roads and have a far larger environment and social impact. What would events would preclude the take up of the Fernbank East rail siding option by Kalbar? Can Kalbar commit to taking up this option which is the best for the community? If Kalbar cannot 100% commit to the Fernbank Rail siding then the projects should not be approved.

# Submission Cover Sheet

## Fingerboards Mineral Sands Project Inquiry and Advisory Committee - EES

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Request to be heard?: No

**Full Name:** Christian Beasley

**Organisation:**

**Affected property:** 2615 Princes Hwy Lindenow South 3875

**Attachment 1:**

**Attachment 2:**

**Attachment 3:**

**Comments:** The Groundwater study states a 1.3% change to water flows of the Mitchell River from the Project, whilst the Overview document states a 0.5% change to Mitchell River flows, can Kalbar confirm the true impact to Mitchell River flows? The Groundwater study quotes operational mine life of 15 years for the Project, whilst the Roads impact study states a mine life of 20 years, can Kalbar confirm the operational mine life?

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**Comments:** The mitigation measures for biodiversity are not specific, the mitigation measures outlined such as having a Biodiversity Management Plan and establishing no go zones without much detail on what this actually mitigates and how effective these mitigation measures will be. Can Kalbar be more specific on what on ground biodiversity mitigation measures will be and what they aim to achieve? For example, how many native indigenous trees do they plan to protect, where will the no go zones be established, are these no go zones for construction or operation or both? The EES talks to the vegetation offsets but offsets should be a last resort and preventing impact the priority. Preventing biodiversity impact will also benefit mine closure/remediation and thus more detail on the biodiversity mitigation measures and targets should be provided by Kalbar.

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**Comments:** For Rehabilitation and Closure; What is the expected change in landform elevation? There is information around topography and slope impact but what is the expected drop in elevation post mine due to the removal of the ore body? The conceptual mine model indicates up to 10m of ore will be removed, how much tailings material will be put back? What will happen with the tailings dams final form, will dam walls be removed and tailings dams contoured? Effective revegetation post mine will be dependent on soil fertility, what are Kalbar's proposed management measures to ensure topsoil is managed during mining to ensure it meets rehabilitation and vegetation targets? The current studies say these are yet to be defined. What is the area of open mine per year, what is the area planned to be cleared per year? What is planned to be rehabilitated per year? What is the expected commencement date of rehabilitation? Without more detailed rehabilitation and revegetation targets and commitments, the Project should not be approved.