

5 August 2024

TfNSW reference: WST24/00198/001 | SF2024/097119

Your reference: SSD-41294067



Resource Assessments
Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Mandana Mazaheri

SSD-41294067 – Copi Mineral Sands Mine – Multiple lots – Anabranh Mail Road, Pine Camp

Dear Mandana,

Transport for NSW (TfNSW) is responding to State Significant Development (SSD-41294067) referred via the Major Projects Portal by Department of Planning, Housing and Infrastructure (DPHI) on 17 May 2024. Apologies for the delayed response.

TfNSW has reviewed the information and is unable to properly assess likely impacts on the classified (State) road network and to road users. Details of **additional required information** are set out in **Attachment 1**.

On request, TfNSW can participate in a meeting with DPHI and the Applicant to further discuss the information in Attachment 1.

If you have any questions, please contact the undersigned on 1300 019 680 or email development.west@transport.nsw.gov.au.

Yours faithfully,

A handwritten signature in black ink that reads "Kylie-Anne Pont".

Kylie-Anne Pont

Team Leader Development Services (West)
Community & Place
Regional and Outer Metropolitan

OFFICIAL

Attachment 1

SSD-41294067 – Copi Mineral Sands Mine – Multiple lots – Anabranh Mail Road, Pine Camp

This attachment relates to TfNSW's response dated 5 August 2024 reference WST24/00198/001.

Context

TfNSW understands the subject application:

- Proposes construction, mining, primary processing, and rehabilitation of a single deposit located approximately 75km northwest of Wentworth, known as the *Copi Mineral Sands Project* ('the Project').
- The Project seeks to extract 28.2Mtpa of overburden, 48Mtpa of interburden, and 27.7Mtpa of ore to produce a range of minerals containing titanium, zirconium, and rare-earth elements.
- In addition, the Project seeks to construct and use the following ancillary infrastructure:
 - A Mine Camp for 200 people,
 - A 35MW solar farm,
 - Offices and administration facilities,
 - Workshops and stores,
 - A new site access road and network of internal access roads, and
 - A 66kV transmission line adjacent to the Site Access Road.
- The affected classified (State) road is Silver City Highway (HW22).
- Mineral sands are proposed to be transported north from site via the Silver City Highway, through the local road network to a rail siding on Holten Drive, a local road.
- The majority of traffic generated by the development (90%) is anticipated to/from the south, in the Wentworth LGA, along the Silver City Highway.
- An upgrade of the Silver City Highway / Anabranh Road intersection is proposed to be a Basic Right-turn (BAR) / Basic Left-turn (BAL) treatment. These are the only proposed works on the classified road network.
- DPHI is seeking advice from TfNSW to assist in its assessment of State Significant Development in accordance with Part 5.2 of the *Environmental Planning and Assessment Act 1979* and, as future road works associated with the development (including upgrade to the intersection of Silver City Highway / Anabranh Road) require approval pursuant to s.138(2) of the *Roads Act 1993*, post-consent.

TfNSW comments

TfNSW has reviewed the documents provided with the application including (inter alia) the proposed haulage route and the BAR/BAL upgrade at the intersection of Silver City Highway / Anabran Road.

While TfNSW acknowledges that the proposed upgrade is based on the anticipated traffic generation volumes and the through traffic plotted on the intersection treatment warrants graph in Section 3.3.6 of *Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management*, TfNSW does not accept that a BAR/BAL is an appropriate intersection treatment to support the turn movements generated by the proposed mine in the subject road environment, being a remote, high-speed rural road with a high proportion of heavy vehicle traffic. Accordingly, the proposed BAR/BAL upgrade is not supported.

Additional required information

TfNSW requests that the following information be provided for further consideration of the subject application:

1. A strategic road design plan for a Channelised Right-turn (CHR) / Auxiliary Left-turn (AUL) treatment at the intersection of Silver City Highway / Anabran Mail Road, designed in accordance with Austroads Guides, Australian Standards and relevant TfNSW supplements and standards. The design must consider (inter alia):
 - a. Design speed,
 - b. Deceleration of the design vehicle,
 - c. Capacity for storage of at least one design vehicle,
 - d. Necessity for lighting at the remote location in accordance with AS1158.3:2020,
 - e. Assessment of the access achieves SISD, Minimum Gap Sight Distance, Approach Sight Distance and Safe Stopping Distance in accordance with Part 4A of *Austroads Guide to Road Design* and TfNSW's supplement (TS 02642:1.0),
2. Longitudinal drawings to illustrate the required Safe Intersection Sight Distance (SISD) at the access location. The application should be supplemented with scaled drawings illustrating the SISD in a plan format for the design speed as well as a 2.5sec Rt to account for traffic activity outside daylight hours or in adverse weather conditions.

Note: Any identified road infrastructure upgrades will need to be to the satisfaction of TfNSW and Council. Strategic Designs are required prior to finalising the application. Such drawings will need to comply with TfNSW Strategic design requirements for DAs. Please refer to link below for information about the procedural pathway and design requirements for strategic designs: <https://www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/partners-and-suppliers/private-development-1-3>