

1. Introduction

1.1 Scope

RZ Resources Pty Limited (the Applicant) submitted an application for State Significant Development consent SSD-41294067 for the Copi Mineral Sands Project (the Project). The Mine Site is located approximately 75km northwest of Wentworth and 180km south-southwest of Broken Hill, within the Wentworth Local Government Area (LGA) (**Figure 1.1**). The Project has been recognised as a Critical Minerals Project by the NSW and Commonwealth governments.

The application was accompanied by an *Environmental Impact Statement* (EIS) prepared by R.W. Corkery & Co. Pty Limited (RWC). The EIS and supporting technical assessments were exhibited between 22 May and 18 June 2024. During and following that period, the following submissions and advice was received by Department of Planning and Environment.

- NSW and South Australian Government agencies 17 submissions
- Non-government organisations 4 submissions
- Individuals and members of the public 47 submissions

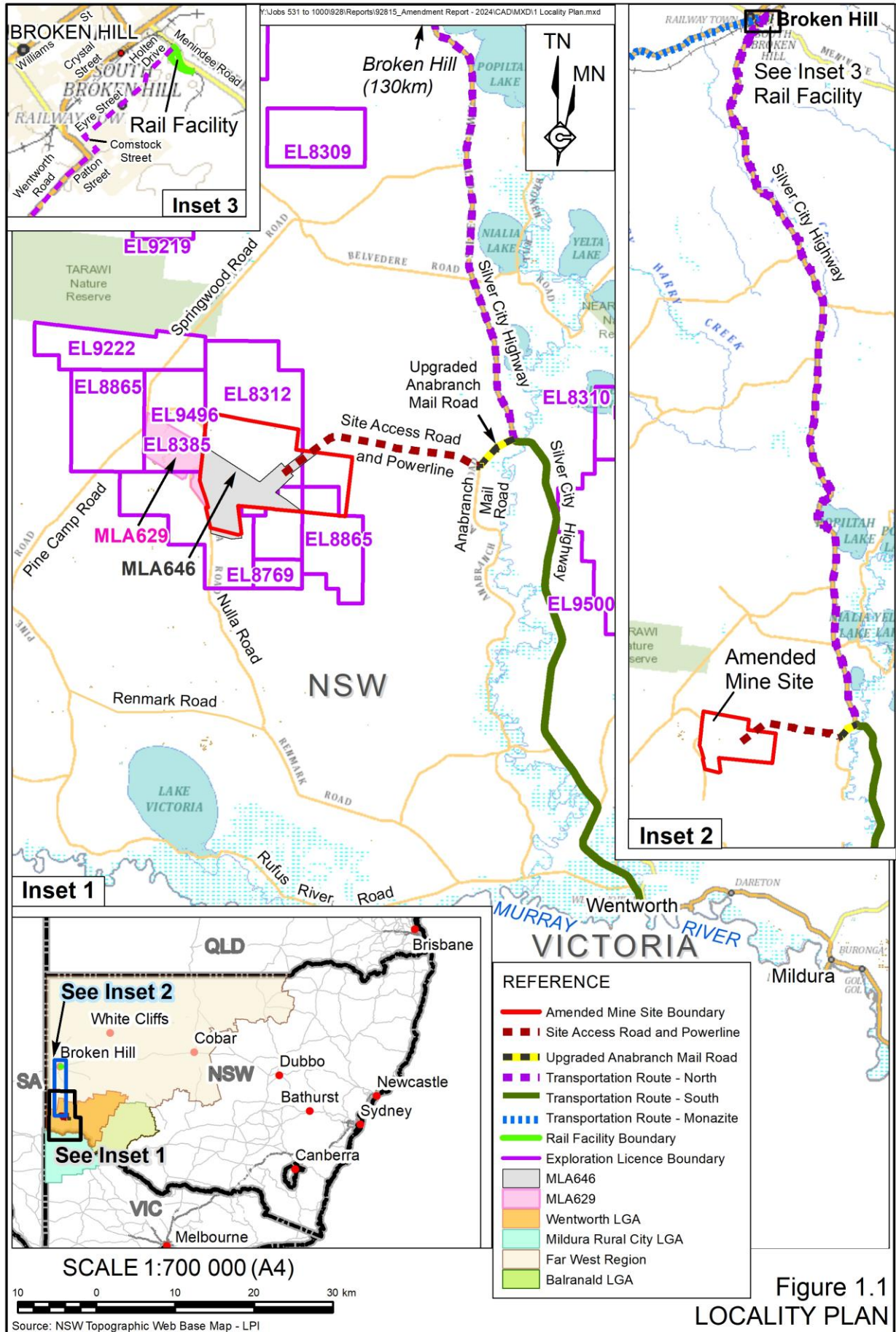
A *Submissions Report* has been prepared by the Applicant which provides an analysis of, and responses to each of the above submissions and advice, as well as an overview of the actions taken since the EIS was exhibited.

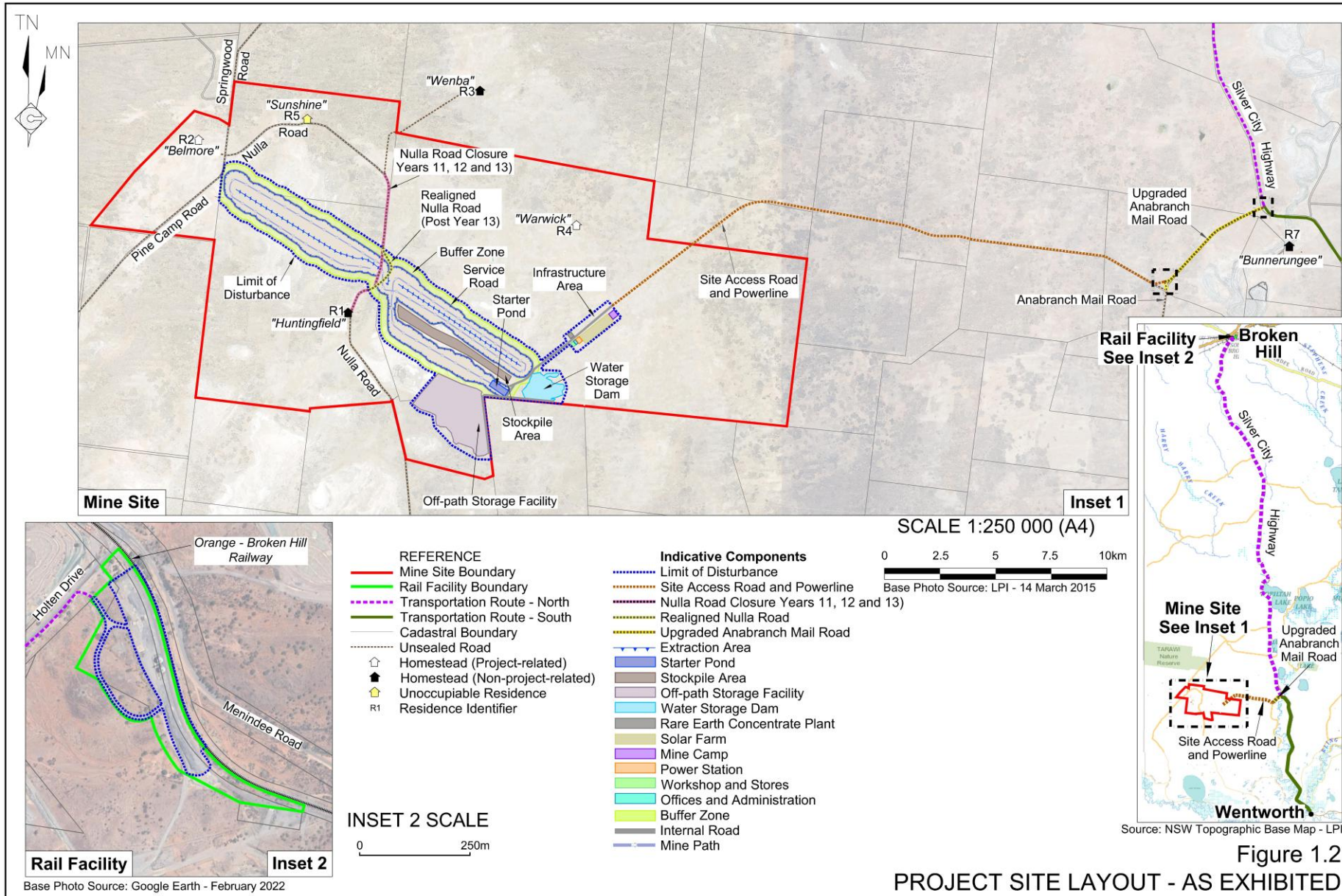
This *Amendment Report* has been prepared generally in accordance with the requirements of *State significant development guidelines – preparing an amendment report* dated October 2022.

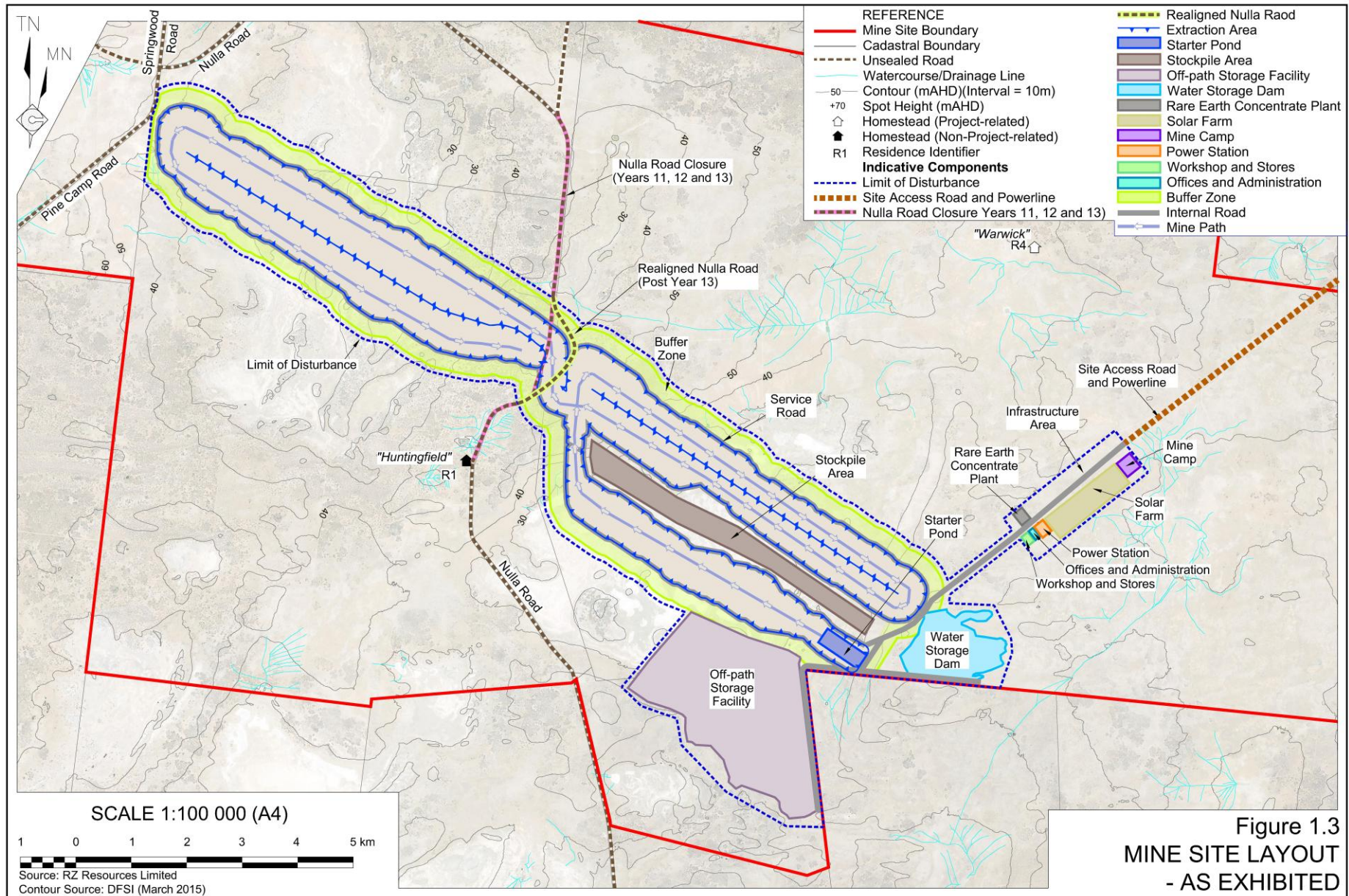
1.2 Overview of the Project as Exhibited

The Project as exhibited comprised the following (**Figures 1.2 and 1.3**).

- Open cut mining using a combination of traditional dry (excavate, load and haul) and wet (dredging) mining techniques to extract up to approximately 28.2 million tonnes per annum (Mtpa) of overburden, 48.0Mtpa of interburden and 27.7Mtpa of ore.
- On-site processing of extracted ore using a floating Wet Concentrator and land-based Rare Earth Concentrate Plant to produce up to 511,000tpa of mine products.
- Transportation of mine products in sealed containers from the Mine Site to the Rail Facility via a Site Access Road, an upgraded Anabranche Mail Road and the Silver City Highway to Broken Hill.







- Initial placement of overburden and reject into an Off Path Storage Facility until sufficient area within the dredge pond has been established. Following this, reject would be placed within completed sections of the dredge pond, with overburden used to cap the placed material and for construction of the final landform.
- Progressive establishment of a final landform, including a realigned Nulla Road, that would, to the extent practicable, mimic the existing landform and revegetation of that landform with native species to re-establish ecosystem function and agricultural productivity within the Mine Site.
- Use of the existing Rail Facility in Broken Hill for the purposes of loading of mine product containers onto trains.
- Construction and use of a range of ancillary infrastructure, including the following.
 - An Infrastructure Area comprising:
 - a Mine Camp for 200 people;
 - a Solar Farm (if required);
 - a diesel-powered Power Station (for construction operations and emergency backup only);
 - offices and administration facilities; and
 - workshops and stores.
 - A Site Access Road between the Infrastructure Area and Anabranche Mail Road.
 - A 66kV powerline adjacent to the Site Access Road from the 220kV Buronga to Broken Hill Transmission Line to an onsite substation, as well as associated power distribution infrastructure.
 - A Water Storage Dam for managing pond water levels during the initial mining operations.
 - Internal roads, stockpiles and related infrastructure.

The Project would not include the following components which would be undertaken under separate approval.

- Transportation of up to approximately 511,000tpa of mine products from the Rail Facility to either the Applicant's Mineral Separation Plant at Pinkenba in Brisbane Queensland, or port facilities in South Australia for sea transportation to Brisbane or elsewhere.
- Transportation of up to approximately 7,500tpa of Monazite Product (a component of the mine products) from the Rail Facility to port via road or rail.
- Further processing of the mine products at the Pinkenba Mineral Separation Plant.

The life of the Project as exhibited would be 26 years, comprising an initial 2 year construction period, followed by 17 years of mining operations and a further period of 7 years of rehabilitation.

1.3 Overview of Proposed Amendments

During and since the exhibition of the EIS, the following matters have arisen which have necessitated changes to the Project as exhibited.

- Ongoing discussion with the owners of surrounding land.
- Feedback from Transport for NSW in relation to the conceptual design of the intersection between the Silver City Highway and Anabranh Mail Road.
- Further analysis of the ore deposit and surrounding mineralisation and the proposed mining methodology which identified additional ore which may be economically extracted from within the initial mining areas on Warwick Station.
- Further consultation with transportation providers which identified the preference to directly transport the Monazite Product from the Mine Site to port in Adelaide.

In light of the above, the Applicant proposes to amend aspects of the Project as follows. Section 3, including **Figures 3.1** and **3.2**, provide a detailed description of the proposed amendments and **Appendix 1** presents an updated Project description reflecting the proposed amendments.

- Mining operations within Warwick and Nulla Stations only. Huntingfield, Sunshine and Belmore Stations would be removed from the Mine Site and no surface disturbing activities would be undertaken within those properties.
- The proposed intersection between the Silver City Highway and Anabranh Mail Road would be upgraded from the proposed Basic Auxiliary Right / Basic Auxiliary Left (BAR/BAL) to a Channelized Right / Axillary Left (CHR/AUL) intersection.
- Road transportation of up to 7,500tpa of Monazite Product direct from the Mine Site to port in South Australia via Broken Hill and the Barrier Highway.
- A range of minor adjustments including the following.
 - An amended and widened Extraction Area, including an amended construction pad and starter pond, extraction of material underlying the Water Storage Dam and resulting amended material movement and mine product schedule.
 - An amended Infrastructure Area layout, including relocation of fixed infrastructure.
 - A reduction in the width of the Linear Corridor from 90m to 42m.
 - The closure and relocation of Nulla Road would no longer be required.
 - An amended final landform to reflect the amended Extraction Area and material movement schedule, with a backfilled final void in the western section of the amended Mine Site.

Except where described in this *Amendment* Report, all other aspects of the Project would remain as described in the EIS. In particular, the following aspects would remain largely unchanged.

- Mining operations comprising traditional dry and dredge mining techniques.

- Processing operations comprising gravity separation of heavy mineral concentrate on a floating Wet Concentration Plant and further separation of mine products in an enclosed Rare Earth Concentrate Plant within the Infrastructure Area.
- Road transportation of mine products to Broken Hill and operation of a Rail Facility for all products with the exception of the Monazite Product.
- Life of the Project, namely 26 years comprising 3 years of construction, 18 years of mining and 5 years of rehabilitation.
- Employment and economic contributions, namely up to 480 full time equivalent positions during construction and up to 240 positions during operations.