

**FORM 13: SUBMISSION
ON AN APPLICATION FOR RESOURCE CONSENT
UNDER SECTION 96
OF THE RESOURCE MANAGEMENT ACT 1991**

Office
Use Only



PART A: DESCRIPTION OF APPLICATION

CONSENT NUMBER: WCRC: RC-2023-0046 GDC: LUN3154/23	APPLICANT: TIGA MINERALS AND METALS LTD
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DESCRIPTION OF PROPOSED ACTIVITY:
Establish and operate a mineral sands mine, including construction of associated infrastructure.

LOCATION:
Barrytown Flats, west of State Highway 6 (Coast Road), 9km south of Punakaiki township and 36km north of Greymouth.

PART B: SUBMITTER DETAILS

Full name/s	Imogen Melkova Squires Deborah Jane Craven-Carden		
Postal address	[REDACTED]		
I am the owner/occupier (delete one) of the following property:	Owner	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Primary contact person/s	I. Squires		
Email address	[REDACTED]		
Phone number/s	Home:	[REDACTED]	Business: <input checked="" type="checkbox"/>
	Mobile:	[REDACTED]	Fax: <input checked="" type="checkbox"/>

Signature of the submitter (or person authorised to sign on behalf of the submitter): I. Squires	Date: 12/10/2023
Name (BLOCK CAPITALS): IMOGEN SQUIRES	

*If this is a joint submission by 2 or more individuals, each individual's signature is required.
A signature is not required if you make your submission by electronic means.*

- I/we **support** the application numbers indicated by a tick on the back of this form
- I/we **oppose** the application
- I/we **neither support nor oppose** the application

(tick one)

(tick one)

ADDITIONAL SUPPORTING INFORMATION

SUBMISSION ON AN APPLICATION FOR RESOURCE CONSENT UNDER SECTION 96 OF THE RESOURCE MANAGEMENT ACT 1991

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LOCATION: Barrytown Flats, west of State Highway 6 (Coast Road), 9km south of Punakaiki township and 36km north of Greymouth

PART B: SUBMITTER DETAILS

Full name/s:

Imogen Melissa Squires (Owner)

Deborah Jane Craven-Carden (Occupier)

Postal address:

[REDACTED]

I am the owner of the following property:

[REDACTED]

[REDACTED]

Primary contact person/s: Imogen Squires

Email address:

[REDACTED]

Phone numbers:

Mobile: [REDACTED]

Signature of the submitter (or person authorised to sign on behalf of the submitter):

See attachment

Date: 12/10/2023

Name (BLOCK CAPITALS):

IMOGEN SQUIRES

We oppose the application

We DO NOT wish to be heard and hereby make our submission in writing only.

If you wish to be heard, and others make a similar submission would you consider making a joint case with them at any hearing.

If you indicated you wish to be heard, you will be sent a copy of the S.42A Officer's Report and a copy of the Decision once it is released. Please indicate below which format you would like to receive these documents in.

We **have** served a copy of our submission on the Applicant as per Section 96(6)(b) of the RMA.

We are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

We request, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

Important information from Councils – Please read carefully

Public information

The information you provide is public information. It is used to help process a resource consent application and assess the impact of an activity on the environment and other people. Your information is held and administered by the West Coast Regional Council and Grey District Council in accordance with the Local Government Official Information and Meetings Act 1987 and the Privacy Act 1993. This means that your information may be disclosed to other people who request it in accordance with the terms of these Acts. It is therefore important you let us know if your form includes any information, you consider should not be disclosed.

West Coast Regional Council 388 Main South Road, Paroa, Greymouth 7805 PO Box 66, Greymouth 7840 Telephone (03) 768 0466 Toll Free 0508 800 118 Facsimile (03) 768 7133 Email info@wcrc.govt.nz Website www.wcrc.govt.nz

Grey District Council 105 Tainui Street PO Box 382 Greymouth, 7840, planning@greydc.govt.nz 03 769 8600

Note to submitter

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious:
- it discloses no reasonable or relevant case:
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further:
- it contains offensive language:
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter

Submission

We oppose the application due to:

Trucking impacts being more than minor

Heavy truck movements at the scale proposed by TiGa would create significant daily issues for local residents driving to and from workplaces in Greymouth (or Westport) or other towns between Barrytown and Greymouth or Westport; to owners/occupiers and others exiting and entering private driveways. It would similarly impact on users of side roads. It would adversely impact on school bus runs to Greymouth or Barrytown schools, shuttle buses e.g., St John hospital runs and East-West Shuttles and to pedestrians, cyclists, motorcyclists, and motorists.

There are not enough pull-over areas along the SH6 from Barrytown to Greymouth or Barrytown to Westport whereby trucks can pull-over regularly enough to let backed-up traffic drive past. This is an important consideration for TiGA, District Council and Transit NZ as frustrated drivers do silly, dangerous passing manoeuvres. Such driving causes accidents which potentially result in injury and / or death.

The already fragile state of the Coast Road (SH6) could be further impacted by the proposed volume of additional trucking. The applicant also does not appear to have a firm plan around which direction (south or north) the trucks will be travelling.

Tourism is one of the West Coast's major money earners and important to the economic framework of the area. Tourism is included in policies, plans and perspectives of both the Greymouth and Buller District Councils. The West Coast Regional Council's 'Untamed Natural Wilderness' strategy recognises the West Coast's most valuable asset as being the natural environment.

- The use of fossil-fuelled mine trucks and other mine associated vehicles would generate significant new carbon emissions and contribute to the myriad of adverse effects from global warming. This goes against New Zealand's nationwide Zero Carbon obligations to decarbonise and transition to a low emission economy and it would affect the country's reputation as being 'clean and green', a major tourism-based economic driver.
- The Coast Road (SH6) north of Rapahoe and up to White Horse Hill is deservedly accorded the title of the one the world's greatest scenic drives. The highway goes through Punakaiki with its world-renowned Pancake Rocks and Blowholes in the iconic Paparoa National Park. The Park has several access points such as Bullock Creek Road, the Truman Track, the Irimahuwhero Lookout and Fox River with its seasonal markets.
- Tourist traffic occurs all year round. It increases in the peak visitor season and during school and public holidays.
- All along the Coast Road tourists/visitors pull off to photograph stunning scenes – the dramatic coast, the bush-clad mountains-to-the-sea panoramas, long beaches and hidden bays. International tourists who drive on the other side of the roads in their home countries often pull-out onto wrong side of the highway even though there are

arrows on the road to indicate the direction of travel. Increased trucking movements would increase this existing problem.

- The highway at the Pancake Rocks and Blowholes entrance, crossing from the café, souvenir shop and the new joint venture Ngati Waewae/Dept of Conservation Visitor Centre is very narrow. There are already issues with traffic volume at this location during the peak visitor seasons. The intended volume of truck movements by TiGA would add to this existing problem very significantly.
- Current amenity values are high and draw many visitors and residents to the area. All tourism operators and accommodation providers in this sector of the Coast would be adversely affected by the proposal to use SH6 as a mine haulage route and by subsequent reputational damage. The proposal would impact amenity and recreational values, degrade the natural character of the coastal environment, and adversely affect the social fabric of a continually growing community.

Adverse Impact on the Westland Petrel/Tāiko, a Ngai Tahu taonga species

There is the potential for unacceptable cumulative effects on the Westland petrel / Tāiko population. The notably slow reproductive rate means even a few Tāiko deaths can have a significant effect on the breeding potential of this already threatened species. The proposed mining and trucking during the hours of darkness present light spill threats.

We seek the following decision from the Local Authority: that the application be declined in its entirety.