

**Submission on notified consent for TIGA Minerals and Metals Ltd notified resource consent application to establish and operate of a mineral sands mine on the Barrytown flats.**

**Name of submitter:** Neil Aitken

**Postal address:** [REDACTED]

**I am the owner of the following property:** [REDACTED]

**Primary contact person:** Neil Aitken

**Email address:** [REDACTED]

**Phone number:** [REDACTED]

**Signature of the submitter**



**Date:** 10 October 2023

**Name of submitter:** NEIL AITKEN

Please accept this as my submission on the TIGA Minerals and Metals Ltd notified resource consent application to establish and operate of a mineral sands mine on the Barrytown flats. I **strongly oppose** this application for the following reasons.

**1. Cycling safety**

As a cyclist who frequently cycles in the area I am concerned about dangers for cyclists along the transport route of the Coast Road

There are no safe cycling lanes along SH6 in the area, requiring cyclists to use the main road. The number of truck movements will be significant and create danger for cyclists. There are also many international cycle tourists who use this road. The proposal were it to go ahead would lead to serious reputational damage to the region with negative impacts on tourism. The risk of serious injuries or road deaths is of concern and these are likely to be inevitable over the long-term 30–50-year when the mine will be in operation.

**2. Adverse effects on indigenous flora and fauna and their habitats**

Disturbance through noise, lighting, dust, vibration will be caused by the mining activity. These along with truck movements, excavation, changes to the hydrology and waterway sedimentation will have adverse effects on indigenous flora and fauna. The proposal is also inconsistent with the requirement of Policy 11 of the New Zealand Coastal Policy which requires that adverse effects on threatened or at-risk indigenous species and their habitats are avoided. There is a wetland lagoon adjacent to the proposed site which is a natural habitat for many species and it will be impossible to avoid damage to this

### **3. Truck movements**

The predicted 50 trucks per day is a significant volume of large heavy vehicles on the state highway which already requires a lot of maintenance due to the topography through which it passes. As well as roading damage which will require repair and inconvenience to locals and tourists, road safety is of significant concern. The road is already dangerous with trucks and trailers frequently crossing the centre line to navigate tight corners, making road safety a real concern. Blind driveways are frequent along the coast road too, including residential driveway entrances and exits, cyclists, pedestrians and other motorists. Noise pollution will also occur as a result of the proposed truck movements.

### **4. Visual pollution, and adverse effects on amenity values and community wellbeing**

The mine will have an enduring negative impact on the amenity value for a scenic area which attracts international and domestic tourists. The mine will be a visual scar on the landscape which will be present for years. It will take decades for the natural environment to be restored, and it will never be possible to restore it to its original conditions. The effects on the community, many of whom choose to live there will be a be not only a visual blight on the landscape, it will also degrade the social and cultural wellbeing of the local community as a result of the visual and noise pollution which will be caused by the mine,