



Waka Kotahi NZ Transport Agency Reference: 2023-0363
West Coast Regional Council Consent: RC-2023-0046
Grey District Council Consent: LUN3154/23

12 October 2023

West Coast Regional Council
C/- Rachel Clark
388 Main South Road, Paroa, Greymouth 7805
PO Box 66, Greymouth 7840

Grey District Council
C/- Michael McEnaney
105 Tainui Street
PO Box 382
Greymouth, 7840

via email: wcccadmin@wrc.govt.nz and planning@greycdc.govt.nz

Dear Rachel and Michael

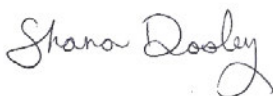
Submission on a publicly notified resource consent application RC-2023-0046 and LUN3154/23 to establish and operate a mineral sand mine at Barrytown Flats

Attached is the Waka Kotahi NZ Transport Agency submission on the publicly notified resource consent for the establishment and operation of a mineral sands mine at Barrytown Flats, State Highway 6 (Coast Road).

We welcome the opportunity to discuss the contents of our submission with council officers and/or the applicant as required.

If you have any questions, please contact me.

Yours sincerely



Shana Dooley
Planner - Poutiaki Taiao / Environmental Planning
System Design, Transport Services
Phone: 
Email: 

cc: Tiga Minerals and Metals Limited
C/- Tai Poutini Professional Services Limited
Tai Poutini Resources Ltd
100 Mackay Street
Greymouth 7805

via email: [REDACTED]

FORM 13, SECTION 96, RESOURCE MANAGEMENT ACT 1991

Submission on application RC-2023-0046 and LUN3154/23 for the establishment and operation of a mineral sands mine at Barrytown Flats, State Highway 6 (Coast Road) - Lot 1 DP 412689 and Rural Section 2847 and Section 4-6 Block V Waiwhero Survey District (Record of titles 447182 and WS2D/1035) – TiGa Minerals and Metals Limited

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planning@greydc.govt.nz

From: Waka Kotahi NZ Transport Agency

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1. This is a submission on the application by TiGa Minerals and Metals Limited for the establishment and operation of a mineral sands mine in an approximate 63ha area over a 12-year period, including the construction of associated infrastructure. It is proposed for there to be a minimum average of 50 truck movements and approximately 160 light vehicle movements per day between the site and Greymouth or Westport.

The following resource consents are being sought:

West Coast Regional Council

- Land Use Consent: For earthworks and vegetation clearance, including within a coastal environment and mining within 100 metres of a wetland.
- Discharge Permit: To discharge water and stormwater to land and surface water.
- Discharge Permit; To discharge dust to air.
- Water Take Permit: To take and use ground and surface water for mining and associated activities.

Grey District Council

- Land Use Consent: To breach district plan rules in relation to building height, hazardous substances, car-parking, vehicle movements, noise, floor area, earthworks and clearance of indigenous vegetation.

The proposal will generate approximately 50 truck and trailer movements per day with an estimated 30 tonnes of material per truck, in addition to approximately 160 light vehicles per day for a total of 390 equivalent car movements. Heavy truck movements will be between the hours of 0500 to 2200 hours with restrictions on the northbound route.

Access to and from the site is via a newly constructed vehicle crossing to State Highway 6 (SH6) via a modified Waka Kotahi standard Diagram E. The proposal has indicated that two different vehicle crossings could be used to access the site, but it is currently unclear as to which one will be used.

2. Waka Kotahi NZ Transport Agency (Waka Kotahi) could not gain an advantage in trade competition through this submission.

3. Role of Waka Kotahi

Waka Kotahi is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Roadway Powers Act 1989. The primary objective of Waka Kotahi under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

An integrated approach to transport planning, funding and delivery is taken by Waka Kotahi. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways.

4. State highway environment and context

The subject site is west of SH6 and proposes direct access to the state highway. SH6 in this location is as an arterial road under the One Network Road Classification with a posted speed limit of 100km/hr and carries approximately 951 vehicles per day. The role of Waka Kotahi is to ensure the safe, effective, and efficient operation of SH6 which aligns with Grey District Plan objectives and policies for safe and efficient infrastructure that operates in a manner to avoid, remedy, and mitigate adverse effects.

5. The specific parts of the application that this submission relates to are:

Waka Kotahi has reviewed the proposal and associated conditions of consent and considers that amendments to the conditions are required to ensure transportation matters are effectively addressed. Waka Kotahi also seeks clarification on which vehicle crossing will be used to access the site as the applicant has provided two separate vehicle crossing locations within the proposal. Only one vehicle crossing location should be provided, as this will be the only access approved for entry and exit into the site.

Waka Kotahi additionally seeks to be included as an interested party in the annual bird management report.

Waka Kotahi seeks assurance that any signage would not be installed within the state highway corridor unless stipulated by Waka Kotahi, and that signage would comply with Grey District Plan rules and Waka Kotahi guidelines.

6. The submission of Waka Kotahi is:

(i) Waka Kotahi is **neutral** to the application for the establishment and operation of a mineral sands mine at Barrytown Flats to the extent outlined in this submission.

(ii) A Waka Kotahi safety engineer and network manager have assessed both proposed vehicle crossing layouts as shown in the “Transport Assessment Revised” and “Barrytown Mine Transport Assessment” in Attachment G and have considered both layouts suitable given the proposal and provided the final design is approved by Waka Kotahi. However, Waka Kotahi recommends the proposed site access conditions are amended to reflect the comments below to clarify the process for the approval and formation of the vehicle crossing.

- a. Condition 14.1 references an earlier vehicle crossing layout which has been superseded in the updated Integrated Traffic Assessment. The condition should be amended to reference the correct vehicle crossing layout plan, “T1001-I: Barrytown Mine, TiGa Minerals and Metals Ltd” dated 16/06/2023.
- b. “Advice Notes” under Condition 14.2(i) and (ii) should be amended as Waka Kotahi will need to be consulted with to obtain approval prior to works occurring within the state highway. As such, the advice note should be amended as follows:

14.2(i) The detailed design for the vehicle crossing. In developing the detailed design, the consent holder will need to consult with ~~the Waka Kotahi NZ Transport Agency, including the Regional Safety Engineer and Network Manager appointed state highway maintenance contractor for the West Coast (Fulton Hogan) and a Waka Kotahi Safety Engineer (Jodie Enright).~~

14.2(ii) A Construction Traffic Management Plan that has attained approval from the Waka Kotahi ~~NZ Transport Agency Network Manager appointed state highway maintenance contractor for the West Coast (Fulton Hogan).~~

(iii) Waka Kotahi seeks to be a recipient of the annual bird management report as stipulated in Condition 18.3. Therefore, it is recommended the condition be amended as follows:

18.2 An annual bird management report shall be provided to Environmental Planning Team Leader Grey District Council, Te Runanga o Ngāti Waewae, ~~and~~ the Buller/Kawatiri office of the Department of Conservation in Westport, ~~and Waka Kotahi NZ Transport Agency Environment and Sustainability Team~~ (██████████) no later than June each year which includes: site inspection summaries, record of presence of any at risk and threatened bird species, and the avoidance and mitigation measures undertaken on the Site.

Waka Kotahi has both funded and been a party to research investigating how artificial lighting can achieve the necessary safety outcomes while minimising the impact on the Westland Petrel and on understanding the relationship between bird mortality and land transport. The annual bird management report may help Waka Kotahi on decisions related to our primary role in ensuring an effective, efficient, and safe state highway network. Waka Kotahi may gain a greater understanding of how the state highway corridor fits within the wider landscape and how to minimise impacts on a threatened species.

(iv) Waka Kotahi seeks that any signage as part of the proposal that is adjacent to or directed towards the state highway complies with Waka Kotahi guidelines in the Planning Policy Manual – Third Party Advertising Signs (2022) and the Grey District Plan rules. Signage will not be permitted within the state highway corridor, unless approved by Waka Kotahi.

7. Waka Kotahi seeks the following decisions from the consent authority:

- (i) The amendment of the proposed resource consent conditions as advised; and

(ii) Being cognisant of other above matters as part of any determination of the resource consent application.

8. Waka Kotahi wishes to be heard in support of this submission.

9. If others make a similar submission, Waka Kotahi will consider presenting a joint case with them at the hearing.

10. Waka Kotahi is willing to work with the applicant in advance of a hearing.

Signature:



Stuart Pearson

Senior Planner – Poutiaki Taiao / Environmental Planning

System Design, Transport Services

Pursuant to an authority delegated by Waka Kotahi NZ Transport Agency

Dated 12 October 2023

Address for service:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Contact Person:

Shana Dooley

Telephone Number:

[REDACTED]

E-mail:

[REDACTED]

Alternate Email:

[REDACTED]