

**IN THE MATTER** of the Resource Management Act 1991  
**AND**  
**IN THE MATTER** of an application for resource consents by **TIGA  
MINERALS AND METALS LTD**

**Lay Witness Statement of Evidence  
For COAST ROAD RESILIENCE GROUP INC  
Topic Tourism**

Dated: 29 January 2024

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**Topic: Tourism**

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## Introduction

1. The Coast Road Resilience Group (CRRG) has asserted in its submission:

The proposal undermines the West Coast Regional Council’s award-winning promotion of “Untamed Natural Wilderness” and its support of the region’s nature tourism. Local tourism businesses are likely to be adversely affected by the proposal.

2. My name is Lee Harris. I am a Communications and Public Relations Advisor and Fellow of the Public Relations Institute of New Zealand (PRINZ). I have lived on the West Coast for 10 years, and during that time have worked for the West Coast DHB (now Te Whatu Ora), Pike River Recovery Agency, and as an independent contractor with clients including Takiwā Poutini, Buller District Council and Environment Southland. I am a member of the New Zealand Emergency Management Assistance Team.
3. I have prepared this lay witness statement of evidence as a member of the CRRG. I have been asked by the CRRG to provide lay witness evidence in relation to tourism. I am not a tourism expert, but I have a tourism-related business, have until recently operated tourist accommodation, and have worked in tourism as a Marketing Communications Advisor. I am a member of a newly established Buller working group on tourism.
4. I am familiar with the TIGA application site because I have lived on the Coast Road for 10 years. In addition to providing this statement in support of the CRRG, I also lodged a personal submission in relation to the TIGA Minerals and Metals Ltd application, and a submission under the family business, Tui Hill Contracting Ltd.

## SCOPE OF EVIDENCE

5. This evidence focuses on tourism. Other CRRG members and expert witnesses will be providing evidence on other aspects of the application.

## Summary

6. The applicant's Sense Partner Economic Assessment claims the proposed activity is unlikely to have any material impact on the decisions of domestic and international tourists to visit. I have found no evidence in the Sense Partner Economic Assessment with which to validate that assertion.
7. The Property Economics Peer Review agrees with the Sense Partners conclusion that the potential impact on tourism is likely to be minor. Quick surveys of tourism operators and visitors show serious concerns and indicate major issues for the hundreds of locals who make their living through tourism-related businesses.
8. The Grey District Council s42A Officer's Report at point 117 and 118 discusses adverse effects on visitor accommodation providers and tourism operators, suggesting only the Golden Sand Horse and Wagon Tours might be impacted short-term. The trucking operations from 5am to 10pm 365 days a year from the mine site (with potentially reduced daily hours if the decision is made to truck northwards) will impact all visitor accommodation in close proximity to the state highway and access point.
9. My estimates are that visitor accommodation alone (not taking into account a range of tourist-focused activities, cafes and restaurants) are responsible for approximately \$31million per annum for the stretch of the Coast Rd between Rapahoe and Hartmount Place at the top of Punakaiki.
10. Any threat to this income is a major threat to the ability of those existing Coasters to make a living.
11. Depending on the route TiGa chooses for trucking material off site, and its destination, even more accommodation and tourism activities, pubs, cafes, supermarkets, and other related businesses would be affected.
12. The TiGa operation will most likely draw employees away from other Coast jobs, and it is quite likely the tourism sector will be vulnerable. As such, the net effect on employment on the Coast is not likely to be as high as the applicant has pictured.
13. The TiGa proposal does not sit well with the region's Economic Development Strategy Te Whanaketanga. I draw attention particularly to Te Whāinga Tuarua (Mission Two, chart below) to Diversify our Economy:

	Mission	Programme Stream	Priority Project Stream
TE WHĀINGA TUATAHI MISSION ONE	<b>Build Confidence</b>		<ul style="list-style-type: none"> <li>Enhance the regional story</li> </ul>
TE WHĀINGA TUARUA MISSION TWO	<b>Diversify our Economy</b>	Managing natural resources Circular economies	<ul style="list-style-type: none"> <li>Conservation</li> <li>Renewable energy solutions</li> <li>Research, science and technology</li> <li>Engineering and innovation</li> <li>Food and fibre optimisation</li> </ul>
TE WHĀINGA TUATORU MISSION THREE	<b>Strengthen our Communities</b>		<ul style="list-style-type: none"> <li>Housing</li> <li>Healthcare</li> <li>Community and business education</li> <li>Infrastructure and digital connectivity</li> <li>Resilience</li> </ul>

14. The Barrytown Flats site next to an important wildlife/bird habitat, and on the main Coast tourism route is not the right place for a mining and trucking operation. A Manhattan Institute article “Mines, Minerals and Green Energy – a reality check”<sup>1</sup> says this:

*The materials extracted from the earth to fabricate wind turbines, solar panels, and batteries (to store grid electricity or power electric vehicles) are out of sight, located at remote quarries, mine sites, and mineral-processing facilities around the world. Those locations matter in terms of geopolitics and supply-chain risks, as well as in environmental terms. [my highlighting]*

### Tourism-related submissions

15. These submissions from locals and people who live further away or overseas have important information for the hearing commissioners. They suggest a different view of the proposal’s impact on the Coast’s important tourism industry from that proffered by the applicant.

16. Submitter # 65 Christine Becker:

*I wonder about the harmonious co-existence of visitors driving their cars or campervans, as well as tour buses, all taking their time to enjoy the scenic beauty, and impatient truck drivers on a busy schedule...*

*The proposed frequency of semi-trailer trucking movements of 50+/day combined with 40+/day trucking movements from the Okari site will cause noise, environmental and visual pollution along State Highway 6 between Westport and Greymouth which doesn’t go along with Tourism NZ’s 100% Pure image...*

*I provide short-term rental accommodation to domestic or international visitors which I consider a substantial part of my income. The proximity of the properties along the proposed trucking route (30m from the highway in my case), and the associated noise from 24/7 operations will seriously degrade the quality of life and the natural qualities and characteristics of the area that people chose to live in, or, come to visit and take up offered*

<sup>1</sup> <https://manhattan.institute/article/mines-minerals-and-green-energy-a-reality-check>

*accommodation. 'Peace and Quiet' will be destroyed. This will be another nail in the coffin for West Coast Tourism, for providers and visitors alike.*

17. Submitter #96 Andrew Stillie says the following:

*My partner and I plan to visit New Zealand in the future and spend more time on the west coast on this return visit. If the mine goes ahead, we will be cancelling this trip. This would be a trip that would not only benefit the west coast region, but New Zealand in whole (our budget for the trip would be 10,000 NZD). We would also boycott our love of New Zealand wines which we currently spend 10s NZD on per month. We urge the decision-makers to deeply consider the effect the proposed mine will have on revenue generated from tourism, not only in the Barrytown area, but New Zealand as a whole, especially when its reputation becomes tarnished as no longer being an environmentally/ecologically friendly destination.*

18. Submitter #105 Richard Fulford says the following:

*After having watched a presentation regarding TiGa's application for a mine on the Barrytown flats, I have decided, in protest, to abstain from visiting New Zealand until I can be reassured that the mine will not go ahead in this environmentally sensitive area. I look forward to visiting New Zealand for the first time, but the application for a mine in this beautiful area is deeply concerning.*

*The Climate Change and Ecological Crises are, in my view, the defining crises of our time, and TiGa's proposed mine is not conducive with New Zealand's supposed 'Clean, Green, New Zealand' which it sells to the world.*

19. Submitter # 229 David & Glenis Waugh:

*As high-end tourist operators in Hokitika, in the period 2006 – 2021, we were the fortunate recipients of many guests following a well-trodden circuit from the Pancake Rocks to the Glaciers ... Many commented on the narrow, winding roads offset by the absence of heavy traffic and the good road surfaces. ..*

*The constant pressure of heavy trucks along the only available road, the visual pollution of the mining operation and the effect of heavy traffic in chewing up the road surface will further undermine the unspoilt image of the coast.*

*In letting this mining operation proceed we risk sacrificing one reliable flow of income that benefits café, hospitality, transport and eco-tourism operators across the whole coast for a destructive, extractive industry that will benefit only an offshore mining company's shareholders for a limited term.*

20. Submitter # 324 Geoffrey Broad:

*The area has seen an increase in local nature tourism operators, accommodation businesses, and small, locally-owned establishments along the route. However, they will likely suffer due to the heavy traffic, noise, and associated reputational damage caused by the mining proposal. I had planned to offer eco-tours along the beach and to the lagoon and provide eco-accommodation, but these plans have been put on hold due to the mining proposal.*

21. Submitter # 341 Ewan Straight:

*In no sane world is the Coast Road fit for purpose for the required amount of trucking movements that are proposed. This is a disaster waiting to happen. Even a single axle, dual*

*wheel truck has to cross the centre line at least 5 times on the road between Barrytown and Rapahoe. This is not acceptable 50 times a day, and I know of 4 bicycle touring companies that will take the Coast Road off its itinerary if this proposal goes ahead.*

## Visitor Survey

22. A small survey<sup>2</sup> undertaken by the Coast Road Resilience Group in November 2023 – January 2024, at tourist stopping points and accommodation on the Coast Road (Rusty Cup Café, Fox River; Pancake Rocks Café, Punakaiki; various Woodpecker Bay Airbnb accommodation; Punakaiki Beach Camp, Te Nikau Backpackers) indicated that tourist visitors advised caution, and 69% indicated that the presence of mining from 7am to 10pm near the Coast Road in Barrytown would either definitely (32%), probably (5%), or maybe (32%) affect their decision to travel to the West Coast. In another question 66% indicated that the presence of three or more truck and trailer units per hour between 7am and 10pm on the Coast Road would either definitely (38%), probably (14%), or maybe (14%) affect their decision to visit the West Coast.

23. Key comments:

- *This is my first time here and it was a beautiful scenic drive. It seems like mining and trucks might diminish the spectacular scenery.*
- *In addition to traffic, destruction of natural habitats, pollution etc.*
- *To mine such an untouched coastline would be tragic*
- *NZ's approach to environment is inconsistent - clear cut logging, massife (sic) monoculture forests and great conservation projects. Strip mining would be extremely invasive to the Barrytown area and degrade the West Coast area as a whole.*
- *Don't ruin our environment & thank you for a great stay.*
- *Hope it's not indefinite! This will definitely affect the beauty and the serenity.*
- *The road is windy and that many trucks would be stressful and dangerous*
- *Don't turn an area of natural beauty into a noisy, messy, busy mining area.*
- *Don't do it! I grew up near strip mining and it spiked cancer rates, birth defects and gutted local communities.*
- *I would be much less likely to visit due to mining and I'm sad strip mining is being considered for this area.*

## Tourist Operator Survey

24. A local tourist operator survey<sup>3</sup> undertaken by the CRRG around the same time elicited 13 responses and indicated 85% had concerns about the proposed mining and trucking operation on tourism.

25. Respondents were involved in accommodation, food/drink, guiding, holiday home property maintenance, cycle hire, transportation/shuttle services, retail and a combination of those.

26. Asked about the top three concerns or comments about the proposed operation:

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<sup>2</sup> Attached as [Appendix One](#)

<sup>3</sup> Attached as [Appendix Two](#)

- *I have a lot of concern about the reputational effects. I sell the wilderness brand to my guests. It's what people come here for. We promote the local walks, wildlife and scenic beauty of the area. Guests have already asked about the mine, and said that if it happens they won't bother coming back. I also think the 7 day operation is completely unnecessary*
- *Effect on local residents / effect on local wildlife / reputational damage*
- *Road safety, traffic, impact on tourist visits*
- *The potential for issues with the safety of tourists on the road; Tourists visit for the natural beauty and a lot of my customers I direct to walk the beach in the area of the mine to search for greenstone on the beach (each tourist that wanders the beach becomes a potential additional night's stay). If the mine is there it is likely to drive them away; The visible-for-years mine damages the natural beauty aspect of the coast which could detrimentally impact word of mouth promotion from tourist visitors to the region.*
- *For me, truck movements past my business. The negative effect on the environment and thirdly, the effect on local residents.*
- *For tourism there will be huge impact on reputation as a beautiful nature environment. Impact on livability (sic) of residents, visitors. The whole tourism related economy will be adversely impacted.*
- *Bike cyclist rider safety - I believe this would affect this aspect of my business as the nature of the road and the frequency of the truck & trailer movements would seriously undermine the experience & people's safety. We currently run sunset bike trips to avoid the milk truck & trailers. These new truck movements would mean we wouldn't run these. The edge of the road would deteriorate quickly as the trucks need to use each CM around corners. This is the part of road my clients need and already in need of repair as the roading contractors already know. The activity loses a lot of attraction as the public witness the intensity of the truck & trailer movements.*
- *It will probably destroy my active/guiding business.*
- *Truck movements, damage to the west coast brand, damage to environment/wildlife*
- *Road safety, effect on wildlife, particularly the many threatened fish species and noise pollution*
- *Environmental degradation, excessive heavy trucking, road resilience and safety*

27. 83% did not agree with the Development West Coast submission<sup>4</sup> suggesting the operation would have “no negative impact” on the visitor experience or the region.

28. Operators promoted the following aspects of the West Coast in their marketing:

- *Wilderness/solitude/recreational activities*
- *Untamed natural wilderness, Paparoa National Park*
- *We promote the incredible natural beauty of our region*
- *Freedom of safe movement, adventure for all, untamed natural wilderness*
- *Walking, cycling, birdlife and landscape*
- *Wild untouched environment, tranquility, wildlife*
- *Creativity in a natural environment teeming with wildlife, culture, tranquility*
- *Pristine beaches, abundant birdlife, peaceful surroundings, world-renowned stunning environment*

29. Asked if they wished to make further comments, tourist operators added the following:

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<sup>4</sup> Development West Coast submitter #315

- This mine would be a disaster for the area
- The government has invested \$100 million [correction: \$41m – Ed] in the (Dolomite Point) tourist national park attraction and the mine proposal will be in direct opposition to this investment!!
- When tourists ask me for advice on places to visit I always after suggesting a few add...pretty much if you stop somewhere it will be beautiful
- If this mining proposal is approved it will be disastrous for tourism
- I think if this council slaps a minz (mining zoning for new Te Tai o Poutini Plan) over these areas we'll pack up and leave
- This proposal is shortsighted and will destroy the amenity of the west coast for decades
- The sand mining in Tauranga Bay has had negative effects on the edges on the public roads around the area.
- We are the guardians of the land. It is our responsibility as property owners to protect the natural environment.
- I have interacted with visitors to our region from all around New Zealand and the rest of the world, over a 20 year professional career. The comments and reasons for visiting are always based around our stunning environment which is like nowhere else. Most want to live on the coast once having visited because of its stunning environment and outdoor recreation amenities. Never has heavy industry been mentioned as a drawcard or enhancement to this region.

### Applicant's Sense Economic Assessment

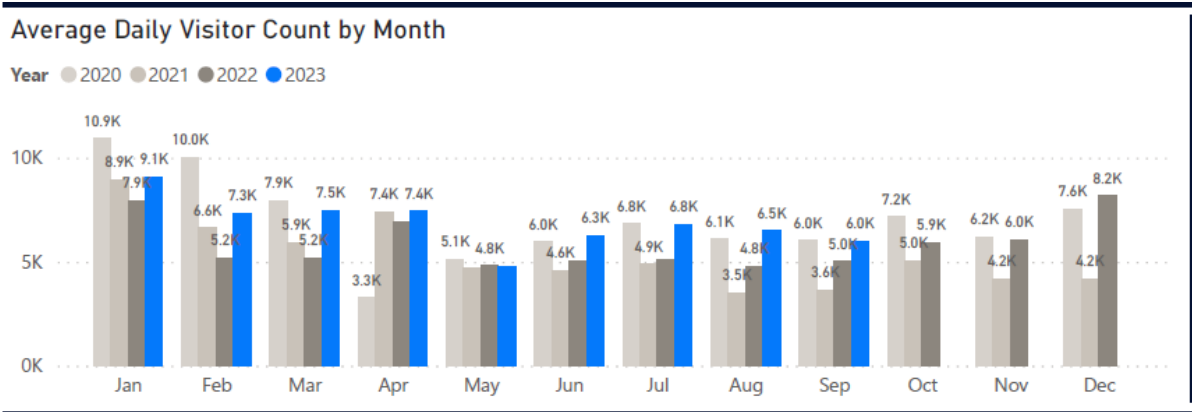
30. The Sense Economic Assessment says the mining proposal is “particularly important at a time when the region’s other key source of export income – international tourism – is struggling to recover from COVID-19. International tourism spending was \$278.0 million in 2019 but just \$9.6 million in 2022.

31. While it is true the international spending is yet to return exactly to pre-COVID figures, the Visitr September 2023 Destination Insights Report prepared for DWC, notes the following (NB: these figures are only for electronic card transactions at cash machines – and do not take into account the West Coast cash economy due to poor internet coverage in many areas, and small stallholders / accommodation businesses using cash or online transactions):



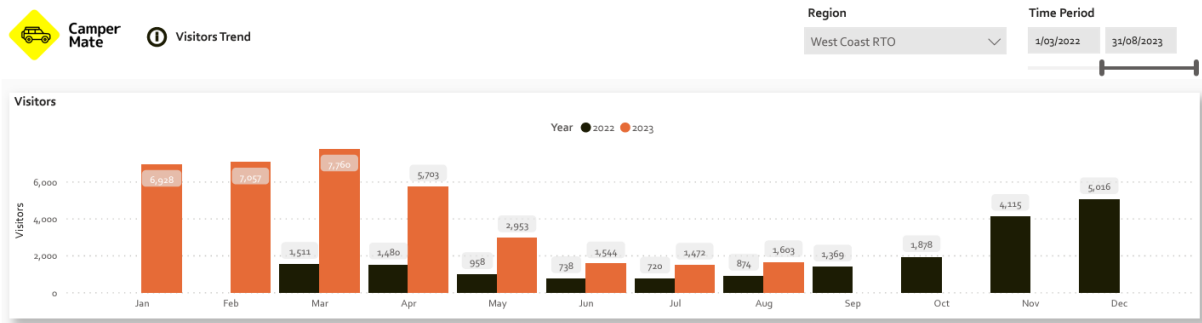
\$72.7 million in international visitor spend for 2022.



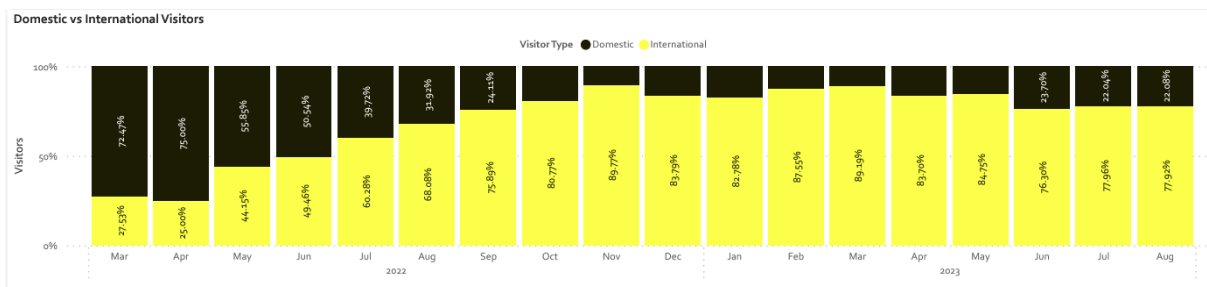


In short: Average daily visitor counts January to September (both domestic and international) are showing a return to the types of numbers seen four years ago:

- 2020: 62,100
- 2021: 52,000
- 2022: 49,700
- 2023: 61,700



August 2023 report, CamperMate – showing West Coast visitor numbers 2022/2023 [black = 2022; orange = 2023]



August 2023 report, CamperMate – showing percentages of international vs domestic tourists [black = domestic; yellow = international]

32. From the Sense report:

*Current Grey District nominal GDP is \$963 million. The additional annual GDP the mine when fully operational would generate would therefore boost District GDP by around 3.6% per year. This is a significant expansion of the local economy at a time when its economic future – especially related to the recovery of international tourism – is highly uncertain.*

33. Recent reports about the value of international tourism indicate it is climbing and Punakaiki Beach Camp and Paparoa Shuttle operator Craig Findlay has also told me he has seen an increase of around 30 - 50% on visitor numbers last year.

34. <https://www.rnz.co.nz/national/programmes/ninetonoon/audio/2018920245/hotel-profits-risk-lagging-behind-inflation-as-tourism-rebounds> -
- a. 06:35 – “a very high percentage of people who come to New Zealand are coming for our landscapes and scenery” Rebecca Ingram, Tourism Industry Association Chief Executive
  - b. 07:26 – “international visitors are spending more than they did pre-COVID” Rebecca Ingram, Tourism Industry Association Chief Executive

### **Review of Sense Report by Property Economics**

35. Property Economics point out the tourism sector is rapidly recovering and agree with Wild Coast Limited’s submission that TiGa claims the sector was struggling were “*outdated*”.
36. The Property Economics review ultimately agrees with the Sense Economic Report that “even if” there is an impact, any impact on tourism is likely to be minor and significantly outweighed by the economic contributions of the proposed mining operation, but does make this significant point:

*The report largely dismisses the impact on tourism, stating that the “mining footprint is tiny relative to the West Coast’s total land area”. However, this ignores the reality that some sections of land will have a greater impact on tourists’ perception (i.e. the applicant’s land located adjacent to the Coast Road) compared to the large tracts of rural and mountainous land that make up the majority of land in the district.*

### **Perspective Consulting Section 42A report**

37. The Section 42A report only touches briefly on impact on tourism – in point 104 c (ii) where it suggests the region’s other key source of export income (international tourism) is struggling to recover from COVID-19. As above, this is not entirely true as all tourism, particularly international, is bouncing back.
38. 104 d - “*the proposal will unlikely have any impact on domestic and international tourism*”. This statement echoes the TiGa consent application comment and a similar assertion from Development West Coast’s submission.
39. Point 117 asserts there are no visitor accommodation activities within the close vicinity of the site. There are Airbnbs and accommodation through other platforms all along the Coast Rd. With heavy diesel truck movements beginning at 5am and running through to 10pm at night, in the still of these hours truck sounds will frequently impact all the “close” visitor accommodation stretching from Rapahoe to Westport.

## Travelling the Coast Road



Samuel M  
Wellington, New Zealand  
5 4

### One of NZ's best drives

Review of The Great Coast Road

★★★★★ Reviewed January 18, 2021

The Great Coast Road refers specifically to the 102km stretch of State Highway 6 between Westport and Greymouth. State Highway 6 itself is the longest single highway in NZ running from between Blenheim and Invercargill - a total of 1,124km.

The drive itself takes about 90 minutes non-stop...but you will want to stop. There are numerous well-marked lookouts to pull over and grab a snap of the amazing coast. Punakaiki is a mandatory place to pause and enjoy the short walk to the Pancake Rocks or the spectacular Truman Track. You can also plan your route around any number of the rivers, caverns or beach walks on offer.

Take care and be courteous on the roads, let traffic pass when you can, you're sure to have a great time.

Date of experience: January 2021



Tripadvisor review, "The Great Coast Road", [www.tripadvisor.com](http://www.tripadvisor.com)



ShellyR530  
Wellington, New Zealand  
69 40

★★★★★ Reviewed October 26, 2020

### Spectacular scenery

What a beautiful part of NZ to drive through. The scenery is stunning whether it is raining or sunny. We were lucky enough to have mostly sunny weather. The lack of traffic on this side of New Zealand's coast makes for a very easy drive.

Date of experience: November 2019

Ask ShellyR530 about The Great Coast Road

1 Thank ShellyR530

*This review is the subjective opinion of a Tripadvisor member and not of Tripadvisor LLC. Tripadvisor performs checks on reviews as part of our industry-leading trust & safety standards. Read our [transparency report](#) to learn more.*

Tripadvisor review, "The Great Coast Road", [www.tripadvisor.com](http://www.tripadvisor.com)



RuWr  
Kissimmee, Florida  
21 1

### Beautiful!

Review of The Great Coast Road

★★★★★ Reviewed February 5, 2023

This road is one of the most beautiful ones I have been on. The scenery is just breathtaking around every corner!

Date of experience: February 2023

Ask RuWr about The Great Coast Road

Thank RuWr

*This review is the subjective opinion of a Tripadvisor member and not of Tripadvisor LLC. Tripadvisor performs checks on reviews as part of our industry-leading trust & safety standards. Read our [transparency report](#) to learn more.*

Tripadvisor review, "The Great Coast Road", [www.tripadvisor.com](http://www.tripadvisor.com)

40. The driving/travelling experience (see reviews above), at risk from TiGa's trucking, is one of the Coast Road's key points of difference for the West Coast tourism experience.

41. The road is often described as in the top 10 travelling experiences in the world:

*The main highway called The Great Coast Road (sic) between Westport and Greymouth has been named one of the Top 10 Coastal Drives in the world according to Lonely Planet.*

- Development West Coast's tourism website

## Tourism employment

42. This Infometrics Employment Breakdown estimates the total 'tourism' jobs in the region and districts; these figures to year end March 2022 (there may already be some increase in the nearly two years since towards the pre-COVID levels of 2800 jobs). West Coast: 1,269 jobs.

## Tourism employment relative to other industries, 2022

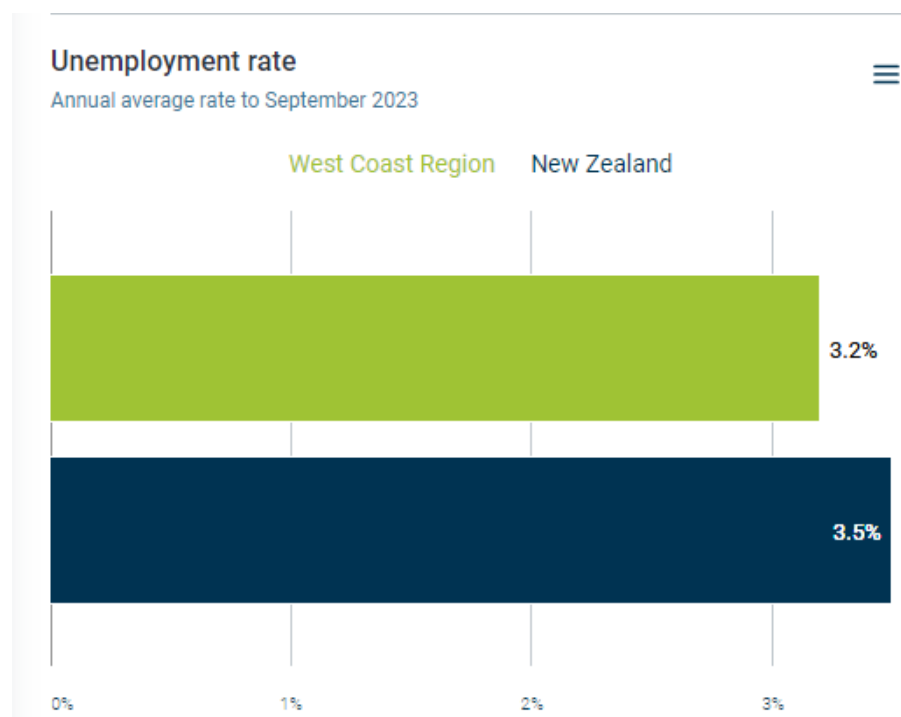
Compare area: <input type="text" value="New Zealand"/>		<input type="text" value="2022"/>		<input type="button" value="Update"/>	
Industry	Grey District		New Zealand		
	Level	% of total	Level	% of total	
<b>Tourism</b>	<b>481</b>	<b>6.3%</b>	<b>145,032</b>	<b>5.4%</b>	
Health Care and Social Assistance	1,292	16.8%	278,766	10.4%	
Construction	836	10.9%	279,966	10.4%	
Manufacturing	791	10.3%	246,367	9.1%	
Retail Trade	747	9.7%	239,299	8.9%	
Accommodation and Food Services	515	6.7%	169,340	6.3%	
Agriculture, Forestry and Fishing	514	6.7%	146,644	5.4%	
Education and Training	471	6.1%	204,398	7.6%	
Transport, Postal and Warehousing	446	5.8%	104,272	3.9%	
Public Administration and Safety	421	5.5%	145,096	5.4%	
Administrative and Support Services	377	4.9%	130,578	4.8%	
Other Services	313	4.1%	107,041	4.0%	
Professional, Scientific and Technical Services	259	3.4%	262,459	9.7%	
Wholesale Trade	186	2.4%	126,793	4.7%	
Arts and Recreation Services	115	1.5%	48,742	1.8%	
Financial and Insurance Services	90	1.2%	72,235	2.7%	
Mining	88	1.1%	5,942	0.2%	
Information Media and Telecommunications	87	1.1%	41,673	1.5%	
Rental, Hiring and Real Estate Services	78	1.0%	63,764	2.4%	
Electricity, Gas, Water and Waste Services	51	0.7%	19,926	0.7%	
<b>Total</b>	<b>7,677</b>		<b>2,893,301</b>		

<https://ecoprofile.infometrics.co.nz/West%2520Coast%2520Region/Tourism/TourismEmployment>

43. The 6.3% shown employed in tourism only includes business units that are “economically significant” and meet at least one of the following criteria:
- annual expenses or sales subject to GST of more than \$30,000
  - 12 month rolling mean employee count of greater than three
  - Part of a group of enterprises
  - Registered for GST and involved in agriculture or forestry
  - Over \$40,000 of income recorded in the IR10 annual tax returns (which includes some units in residential property leasing and rental)

*Note: The numbers assigned to Tourism here do not include a large number of small accommodation suppliers, local market stalls (Fox River, Greymouth), food retailers and small activity operators.*

44. Should international visitors decide the West Coast is no longer a desired destination, more than just tourism employers will be affected (already seen through COVID, although increased domestic visitors did help to prevent some companies and family businesses/income from going under).



Source: Infometrics – annual average unemployment West Coast (green) cf NZ (dark blue) to September 2023

45. Given the latest Infometrics West Coast unemployment figures (3.2% - lower than the 3.5% national average), it is possible that tourism, food industry, transport operations and others on the West Coast would suffer from employees “jumping ship” to work for the TiGa operation.
46. An article in The Press, Wednesday May 10, 2023 ‘\$500m boost touted for tourism’ pointed out: “While there was a “honeymoon period” with travel restarting after COVID, travellers could eventually become frustrated with problems such as staff shortages” -Jane Turner, Active Downunder

47. International experience suggests there will be a flow-on effect impacting the availability of labour and the viability of leisure-focused operators:

Industry feedback indicates that while businesses which cater to the business/employment-related travel sector have benefited strongly from the mining boom, at the same time this represents a substantial challenge for leisure-focused operators in remote and regional areas of Australia, such as tour operators, tourist shops and commercial attractions. FIFO/business travellers to these regions are spending more on accommodation, aviation and hospitality, which means that they are occupying more of the key infrastructure also used to deliver and house leisure tourists. This reflects the fact that FIFO/business travellers have different spending patterns, and are less likely to undertake or spend money on leisure activities nearby such as tourism attractions. This impact on leisure-focused businesses is magnified as more miners commute to work and displace tourists using these services.

Draft article entitled Modelling the Impact of Australia’s Mining Boom on Tourism: A classic case of Dutch Disease (Journal of Travel Research), <http://mc.manuscriptcentral.com/jotr>

## Tourism businesses

The screenshot displays the Airbnb search interface. At the top, there are filters for 'Map area', 'Any weekend', and 'Add guests'. Below the navigation bar, there are icons for various accommodation types: Your search, National parks, Rooms, Amazing views, Countryside, Tiny homes, Cabins, Beachfront, Farms, Lake, Skiing, and Beaches. The main content area shows a grid of property listings. Each listing includes a photo, a title, a rating (stars and number of reviews), and the price per night and total price. The listings are as follows:

Property Name	Rating	Price per Night	Total Price
Apartment in Barrytown	4.96 (361)	\$144 NZD	\$288 NZD total
Guest suite in Barrytown	5.0 (25)	\$297 NZD	\$593 NZD total
Cottage in Punakaiki	4.95 (540)	\$256 NZD	\$511 NZD total
Cottage in Punakaiki	4.92 (209)	\$209 NZD	\$418 NZD total
Cottage in Punakaiki	4.92 (25)	\$209 NZD	\$418 NZD total
Home in Punakaiki	4.92 (390)	\$204 NZD	\$407 NZD total

On the right side, a map shows the geographic distribution of these properties along the West Coast of New Zealand, with price markers for various locations: \$244 NZD, \$256 NZD, \$209 NZD, \$239 NZD, \$209 NZD, \$266 NZD, \$150 NZD, \$144 NZD, and \$114 NZD.

48. In a search including “Barrytown”, “Punakaiki” and “Fox River”, West Coast, on Airbnb alone 270 options are presented, although I note they range from Westport to Reefton and

Hokitika. Noting there are many other platforms – Canopy Camping; NZ Holiday Homes; bookabach; etc.

49. Between Rapahoe and Punakaiki alone I counted 47 accommodation providers that are using well-known marketing platforms (most on Airbnb).

Accommodation near SH6		
Just west of SH6	On / very near SH6	Just east of SH6
<b>Hartmount Pl, Ross Place</b>	<b>Pororari &amp; Punakaiki Villages</b>	<b>Razorback &amp; south</b>
Te Nikau Retreat x 59	Beach Camp x 205	Paparoa Motels x30
Manuka Cottage x 5	Beach Hostel x 26	Treescapes x6
Biv Punakaiki x2	Punakaiki Dreaming x 6	Freedom Camp McMillan Rd x 28
Love Punakaiki x9	Beachfront Motels x 62	Coast Road Holiday Park x 25
Forest Retreat x4	Punakaiki Rocks Hotel x 28	Cosy Coast caravan x 3
Pole House x4	Pullmans Bach x 10	Puka Cottage x 2
Parenuī x 8	Wave Watchers Retreat x 6	Sunset View Cottage x 2
Wharepuni x 4	Seascapes x 8	Croesus Cottage x 2
Paparoa Whare x 4	Wai-iti x 5	Barn Stay x 2
Stella's Hut x 2	Bolt Hole x 4	Paparoa Beach Hideaway x 8
Flax Haven x 8	Green House x 8	Ti Kouka House B&B x 4
	Riverside Cottage x 6	Rata View Cottages x 12
	Mania Roa – Bullock Ck x 8	Koru Beach Cabin x 5
	Cliffscapes x 6	Campervan/RV in Barrytown x 2
	Seascapes x 8	Boutique Beach Nature Escape x 2
	Scenic Circle Hotel x 130	Tasman West x 2
	Hydrangea Cottages+Takutai x28	Stay with Germaine x 2
	Paua Palace x8	Breakers B&B x 8

Table showing known accommodation providers between Rapahoe and Punakaiki, with approximate guest numbers for each.

50. These accommodation providers account for a total of around 800 visitors each night in the busy summer season.
51. From Development West Coast, the average daily spend of visitors (to the year ending September 2023) to the West Coast is \$214.
52. Taking an average across the 365 days of the year of 50% occupancy (anecdotally some of our local accommodation has as much as 90% occupancy year-round), that equals approximately \$31million per annum for this small section of the Coast Road.
53. Should even 20% of these visitors be discouraged from visiting because of publicised trucking and noise issues, this will mean a difference of more than \$6 million to this part of the Coast Road economy.
54. A number of tourism operators and related services are not considered in the Economic Assessment reports. That includes cycle touring and cycle hire, kayaking, track guiding and shuttle services, knife-making, cafes and restaurants, petrel colony tours, property managers, cleaners, gardeners, builders, electricians, plumbers and others. These operators

all stand to take a hit to their annual incomes as well, when word gets around online - particularly about the trucking issues.

## **Te Whanaketanga**

55. Te Whanaketanga, West Coast Economic Strategy 2050 is our pathway forward as Te Tai o Poutini West Coast. *“A strategy that celebrates our strengths and is honest about our challenges. A collective view of the way forward for the Coast to speak with one voice about the future we desire and the journey to creating it”.*

Values discussed in the strategy include (with my comments in italics):

56. **Manaakitanga** – *very important in welcoming visitors to the Coast and fostering a sense of connection*

57. **Kaitiakitanga** – *everyone who lives on the Coast has a role in looking after our taonga, which includes our lands, our birds, our streams, lagoons, rivers and the tiniest creatures that live in those*

58. **Whanaungatanga** – *our collective sense of belonging. This speaks to the value we place on amenity, including the ability to live in an environment that features clean and quiet air, clear waterways, idyllic rural and Coastal views.*

59. **Rangatiratanga** – *if we’re really being courageous leaders, we need to say No to ventures that do not work across financial, social, emotional, physical and wellbeing bottom lines.*

60. **Pono** – *decision-makers cannot have a vested interest in the outcomes of these types of resource consent applications. The context upon which such applications land must be honest and indicate integrity. This is not the wild West it has sometimes been allowed to be.*

61. **Kotahitanga** – *the collective and unified action being presented by the Coast Road Resilience Group is a fine example.*

62. The vision and values resonate, and I applaud the media release from September last year *Charting the Course for Sustainable and Regenerative Tourism*<sup>5</sup>. I question whether the strategic directions and missions will have been taken into account by the councils when considering the suitability of the TiGa application.

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<sup>5</sup> <https://tewhanaketanga.nz/destination-management-plan-charting-the-course-for-sustainable-and-regenerative-tourism/>



	Mission	Programme Stream	Priority Project Stream
TE WHĀINGA TUATAHI MISSION ONE	<b>Build Confidence</b>		<ul style="list-style-type: none"> <li>Enhance the regional story</li> </ul>
TE WHĀINGA TUARUA MISSION TWO	<b>Diversify our Economy</b>	Managing natural resources Circular economies	<ul style="list-style-type: none"> <li>Conservation</li> <li>Renewable energy solutions</li> <li>Research, science and technology</li> <li>Engineering and innovation</li> <li>Food and fibre optimisation</li> </ul>
TE WHĀINGA TUATORU MISSION THREE	<b>Strengthen our Communities</b>		<ul style="list-style-type: none"> <li>Housing</li> <li>Healthcare</li> <li>Community and business education</li> <li>Infrastructure and digital connectivity</li> <li>Resilience</li> </ul>

Te Whanaketanga, West Coast Economic Strategy 2050

63. In terms of giving effect to the West Coast’s economic development strategy, a continued reliance on mining our natural resources will take us back to the Industrial Revolution instead of the mindful and meaningful future offered by the likes of sustainable and regenerative tourism.
64. What should we be doing instead of mineral sands mining with the majority of profits heading offshore? Planting for carbon offsetting, creating more nature and bike trails, setting up a tiny house community on the Barrytown Flats, complete with its own building workshops, running more diversified tourism options including for bird lovers, beach lovers, bush lovers, or all three together. There’s many things we could be doing with our beautiful land – things that retain the amenity value for locals and offer tourists and visitors an experience that will make them want to live here forever.

### International evidence about mining and tourism

65. A peer-reviewed article in the Arctic Review on Law and Politics, Vol. 9, 2018, pp. 148–173 Governing Conflicts between Mining and Tourism in the Arctic, states:  
*“... various forms of nature-based tourism tend to be sensitive to significant environmental impacts of mining and other large-scale industrial activities. There is no strict scientific definition of nature-based tourism but the concept usually refers to tourism where natural features such as landscapes, quality of nature and natural phenomena are key attractions and reasons why consumers visit a particular destination. The relationship is asymmetrical, because a mine will only benefit from the neighboring (sic) touristic attractions and services, whereas a nature-based tourism business may suffer significantly if it is located in the vicinity of a mine. This is particularly the case if the business idea is to sell tranquility and pristine nature, that is, an environment where clients can engage in outdoor activities in areas undisturbed by noise, destroyed landscapes or perceivable pollution. Tourism is a business that is dependent on an image that sells. If the image of a tourism destination is tainted because of its proximity to a mine, the entire business is in danger.*  
 (bold my emphasis)

## Conclusion

66. The TiGa Sense Economic Assessment and Property Economics Review, plus Development West Coast submission have suggested the effects on tourism will be minor, if anything. There does not seem to be any research to validate those points of view.
67. Tourism is an industry which is largely owned by hundreds of West Coast mums and dads (accommodation, food, fuel, retail, activities). It currently contributes much to the West Coast economy, but could be adversely affected in terms of staff leaving for “higher paid roles”, could be adversely affected in terms of availability of required local servicing (electricians, plumbers, builders etc), and could sustain international reputational damage due to the change in visitor experience from Untamed Natural Wilderness to Heavy Trucking Nightmare.
68. Visitor accommodation alone is responsible for approximately \$31million per annum for the stretch of the Coast Rd between Rapahoe and Hartmount Place at the top of Punakaiki. Any threat to this income is a major threat to the ability of those existing Coasters/ratepayers to make a living.
69. The strategic directions and missions of our pathway forward Te Whanaketanga must be into account by the councils when considering the suitability of the TiGa application.
70. If a decision needs to be made between supporting the economics of locally embedded and own tourism industry versus a new and untested mining company that will end up with a large number of conditions, I would suggest the former has far less impact on our environment, flora and particularly fauna, roads, ongoing stability and income across all the service industries that support it. A check with local builders, plumbers and electricians would confirm how many service jobs are focused in the area between Greymouth and Punakaiki or Westport and related to the tourism industry. An impact on tourism would be far-reaching across the West Coast economy. Can we afford to take that chance?

**Appendix One – Visitor Survey**



**Visitor Survey**

Which country are you from? \_\_\_\_\_

How long do you intend to stay on the West Coast during your visit? \_\_\_\_\_

Why did you want to visit the West Coast? (Tick all that apply)

Scenery	Environment
Untamed Natural Wilderness	Birdlife
Isolation	Visiting family / friends
Quiet	Culture
Nature	Mining
Other [please specify]	

Did you know that a company has applied to strip mine for ilmenite, garnet, zircon and gold etc on the Barrytown Flats around 11km south of Punakaiki? Yes/No

Would the presence of mining from **7am to 10pm** near the Coast Road in Barrytown affect your decision to travel to the West Coast? Yes / Probably / Maybe / No

\_\_\_\_\_ (comment)

Would three or more truck and trailer units per hour from 7am to 10pm carrying mineral sands travelling between Greymouth and Westport affect your decision to travel to the West Coast?

Yes / Probably / Maybe / No

\_\_\_\_\_ (comment)

Do you have any other comments to add?

\_\_\_\_\_

## Appendix Two – Tourism Operator Survey

Survey Monkey - <https://www.surveymonkey.com/r/GWLZ6ZQ>

Potential effects of proposed TiGa mineral sands mining on tourism

### Introduction

The Coast Road Resilience Group hopes to understand what local tourism operators, providers and suppliers think may be the potential effects of the proposed TiGa mining operation on the Barrytown Flats. TiGa has said its proposed mine would create 57 direct jobs, and an estimated 80 support roles. Development West Coast has echoed the TiGa Economic Assessment saying they see no negative impact to the visitor experience or reputation of the region. The Coast Road Resilience Group is currently testing that with a survey out to visitors to ascertain their purpose for visiting and whether their decision to visit might be affected by the presence of mining/trucking.

The TiGa proposal would result in the much-celebrated Coast Road becoming a mine haulage route, with an average of 50 heavy truck & trailer movements per day. These would run from 5am to 10pm if trucking south, and from 30mins before sunrise to 30 mins after sunset if trucking north past the petrel colony [the direction is unspecified]. This has implications of noise & vibration disturbance, road safety (pedestrians, cyclists & motorists) and road damage (possibly contributing to more frequent partial or full closures).

The proposed site would be industrialised with strip mining to within 20m of coastal lagoons and wetlands, a processing plant, associated infrastructure and loadout facilities.

Visual amenity would be affected - the processing plant and associated infrastructure (tanks, water treatment ponds, ancillary buildings) cover 3ha. The processing plant building is L-shaped 72x24m and 45x22m, 2783m<sup>2</sup> and up to 15m high. The planted eastern visual bund and riparian planting along Collins Creek will not completely screen views from SH6. And the upper half of the processing plant will always be visible.

The TiGa Landscape Assessment states: "Overall, the project will result in a noticeable change for users of SH6. These changes will be seen at speed and as part of the wider landscape. Once established, new planting on the visual bund and alongside Collins Creek will screen the project from view for two thirds of the SH6 boundary."

The operation would also be visible from the beach. Planned mitigation planting will reduce the visual impact but not until plantings become established several years into the project. Again, the upper part of processing plant would always be visible.


There would be noise disturbance from 7am - 10pm mining and loadout, and the processing plant operating 24/7.

There is the potential for dust from stockpiles, particularly given the area's frequent strong winds; and likely disturbance to avifauna at the coastal lagoons and beach from noise, vibration, lights and human activity. TiGa has indicated this is the first of four proposed mine sites - the other three are also on the Barrytown Flats. Timeframes are difficult to pinpoint, but they already have a mining permit and it's likely there could be mining in the area for at least 20 of the next 48 years, possibly more.

The company has no track record of mining or compliance in New Zealand, and at least one of those managing the New Zealand operation has led a [failed venture](#) in Australia.


The Grey District Council has said they are concerned about the number and complexity of potential consent conditions and whether they would have the capacity to monitor them.

The mining may cause reputational damage to the Untamed Natural Wilderness brand. There are early indications from submissions and a Coast Road Resilience Group Visitor Survey that this type of operation might affect visitor decisions to travel to the West Coast.

1. What sort of tourism-related business do you operate?  0

- Accommodation
- Food / drinks
- Activities
- Guide
- Vehicle hire
- Cycle hire
- Retail
- Transportation/shuttle services
- Equipment hire
- Other (please specify)

None of the above

\* 2. Have you heard about the proposed [TiGa mineral sands](#) mining operation on the Barrytown Flats?  0

- Yes
- No
- I'm not sure
- Other (please specify)

\* 3. Did you/your tourism-related business make a submission about the TiGa resource consent application?

 0

- Yes - I made a business submission
- Yes - I made a personal submission
- No - I did not make a business submission
- No - I did not make a personal submission
- I'm not sure

Other (please specify)

\* 4. Do you have concerns about the impact of the proposed mining and trucking operation on your business?

🗨 0

Yes

No

Maybe

Other (please specify)

5. Please list your top three concerns or comment about the impact of the proposed operation on your tourism-related business. i.e. Noise; dust; on average 50 per day heavy truck and trailer movements, 7 days a week; road safety; impact on road condition; wetlands health; effect on local birds/wildlife/environment; effect on local residents; reputational effect to Untamed Natural Wilderness brand; visual impact of mining operation

🗨 0

6. Do you agree with what Development West Coast has said in its submission (Number 315 in the list available [here](#)):

*"As the Regional Tourism Organisation (RTO), DWC has carefully considered the potential impact of the TiGa mine on the visitor experience for the region. We see no negative impact to the experience or reputation of the region."* 🗨 0

Yes, I agree

No, I don't agree

Other (please specify)

7. What are the key features of the Coast which you promote for your business? i.e. Untamed natural wilderness; Quiet; hardly any traffic; birdlife; environment; walks; cycling; isolation; culture; mining 🗨 0

8. Do you have any other comments to add? 🗨 0

Thank you for taking the time to provide this insight. The Coast Road Resilience Group plan to use comments gathered from this survey in the upcoming hearing. 🗨 0