

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: Alison Eddy

Postal address: [REDACTED]

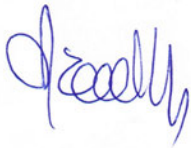
I am the owner of the following property: [REDACTED]

Primary contact person: Alison Eddy

Email address: [REDACTED]

Phone number: [REDACTED]

Signature of the submitter



Date: 10 October 2023

Name of submitter: ALISON EDDY

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. Truck movements

The application sets out the predicted daily trucking movements at a minimum average of 50 truck movements per day between the site and Greymouth or Westport.

This is a significant volume of large heavy vehicles on a fragile critical state highway. This volume of proposed heavy vehicles movements will create road damage and consequently an increase in maintenance requirements on an essential transport network which already requires a high level of maintenance by Wakakotahi. The Highway already frequently experiences road closures due to maintenance. The State Highway in both directions from Barrytown to either Westport or Greymouth winds around the coastline with many blind corners, one lane areas during road work maintenance (which are predicted to increase as the effects of climate change impact the Coast road roading network).

The road is already dangerous with trucks and trailers frequently crossing the centre line to navigate tight corners. I frequently observe Westland milk tankers already doing this. Trucks from the proposed mine will be heavy and lumbering, damaging to the roading network and dangerous to other road users including residential driveway entrances and exits, cyclists, pedestrians and other motorists. Noise pollution will also occur as a result of the proposed truck movements.

The state highway also has a significant volume of tourist traffic which will also be adversely affected by the truck movements.

2. Adverse effects on the areas waterways and water systems.

Coastal lagoons and freshwater wetlands and springs will be vulnerable to leaching of heavy metals from the disturbed subsoils, mineral sands and mine waste backfill on exposure to rainwater and air, making them vulnerable to heavy metal contamination of the coastal lagoons, wetlands, and freshwater springs. The resource consent application does not provide sufficient mitigation for managing potential leaching and toxicant effects, which will lead to the physical, chemical, and biological qualities of the soil also being compromised. Heavy rainfall will cause excess water from the mining pit and sufficient mitigation for this in the plan, with it highly likely that overflow will occur into creeks, thus damaging the fauna and flora.

3. Visual pollution, and adverse effects on amenity values and community wellbeing

The Coast road is recognised as a highway with outstanding scenic values, which attracts international and domestic tourists. With the green pastures of the Barrytown flats sandwiched between the majestic Paparoa range with its bushclad slopes and Tasman sea and outstanding coastline, this landscape is an outstanding natural environment which will be irrevocably damaged by the mine should it proceed. It 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 who will need to live with the daily effects of the changes to their environment. The unique beauty of the natural environment will be lost, as will the sense of relative isolation and quiet nature of the community which is integral to its character. Many residents in the area have chosen to forgo well paid work in exchange for a quiet low impact lifestyle.

4. Climate change

We are living in an era in which the planet is literally burning, and the effects of climate change are palpable and material on the coast. Coastal erosion is obvious and accelerating in the region. The proposal is emission intensive, from diesel fuelled trucking and open cast mining. The application lacks an emissions report, and this critical lack of information means the proposal cannot be measured against the climate change provisions in the RMA and the Climate Change Response [Zero Carbon] Amendment Act.

5. Long term adverse social and environmental costs

TIGA is an internationally owned company, thus the bulk of the profits from the proposed extraction will be taken offshore. Any short term short-term economic wellbeing benefits will be merely that - short-term. Instead the Coasts greatest asset, its natural environment will be pillaged and permanently destroyed. Opportunities for longer term low impact tourism will be lost as these opportunities will become less attractive due to the degradation of the natural environment which will be caused by the mine.