

**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: TJGA 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	JILL SHEPPARD		
Postal address	[REDACTED]		
I am the owner/occupier (delete one) of the following property:	[REDACTED]		
Primary contact person/s	JILL SHEPPARD		
Email address	[REDACTED]		
Phone number/s	Home:	[REDACTED]	Business:
	Mobile:	[REDACTED]	Fax:

Signature of the submitter (or person authorised to sign on behalf of the submitter): 	Date: 9.10.23
Name (BLOCK CAPITALS): JILL SHEPPARD	

*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)

I/we **wish to be heard** in support of my/our submission.

I/we **DO NOT wish to be heard** and hereby make my/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

 Yes No

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:

 Electronic (CD) copy Hard (paper) copy

I/we **have** served a copy of my/our submission on the Applicant as per Section 96(6)(b) of the RMA

 Yes

The specific parts of the application that my submission relates to are: *(give details)*

Amenity values & community wellbeing
Cycling safety & cycling tourism
Road suitability

My/our submission is that: *(include whether you support or oppose the application or specific parts of it; whether you are neutral regarding the application or specific parts of it; and the reasons for your views).*

See attached file.

I/we seek the following decision from the Local Authority: *(give precise details)*

Refuse application.

I ~~am~~ am not* a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

*Select one.

*I am/~~am not~~ directly affected by an effect of the subject matter of the submission that—

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

*Delete this paragraph if you are not a trade competitor.

†Select one.

I request/~~do not 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.

*select one.

Important information – Please read carefully.

SUBMISSION TO THE WEST COAST REGIONAL COUNCIL:

Barrytown Mineral Sand Mining
PUBLIC NOTICE OF APPLICATION CONCERNING RESOURCE CONSENT
Reference: WCRC: RC-2023-0046 GDC: LUN3154/23

From: Jill Sheppard, [REDACTED]. email : [REDACTED] ph [REDACTED]

I do not wish to speak at a hearing.

I **oppose** the application due to adverse effects on amenity values and community well being; cycling safety and cycling tourism; and road suitability. I want the WCRC to **refuse** the application.

Amenity and Community Values:

My husband and I retired to Barrytown from Nelson seven years ago. We were attracted to the quietness of the area and of course the extraordinarily beautiful landscape from the bush covered hills to the green flats to the sea. Residing on a single road (SH6) added to our feeling of community , our lifeline with others.

Road traffic currently has limited impact - we are aware of milk tankers and larger trucks crossing bridges but they are few and far between. When the Punakaiki water front was being rebuilt about 3 years ago with granite blocks coming from the south, the increase in truck movements was very noticeable both visually and audibly but it was over a finite period and provided an essential service.

We have many guests staying with us throughout the year, all comment on the beauty of the region, the quiet, and the calming effect of the wide green vistas up and down the coast. They have come to this area of the coast not only to see us but to enjoy this serene experience - the sound of bird life and the sea. The proposed area of the initial mining and processing plant is within the two km wide area between land and sea, hardly unnoticeable given a 24hr operation with lights and intense noise.

We believe that if the TiGa operation were to go ahead the visual and audible impacts would decrease the areas attractiveness and aesthetic coherence, making it a less desirable place to live and visit.

Cycling Safety:

We are active cyclists biking regularly year round from our home in Barrytown north to Punakaiki, then alternately to Rapahoe Beach to the south. On a fine day you can't beat the beauty of both rides. In summer as the tourist traffic increases we ride earlier in the morning, however at any time of the day we've had interesting moments with vehicles passing too close. This tends to be an issue when vehicles following trucks haven't seen us.

Our SH6 is not a wide road, the white lines at the edge are very often pitted, pot-holed, grassed, and unrideable, necessitating riding out on the road - our right after all - a hairy experience when a following vehicle is passing with oncoming traffic. Many vehicles slow down but not all. The road south from Barrytown has many blind corners and poor forward visibility. In areas that we must take the centre

road vehicles crawl behind, adding pressure and unpleasantness (horns tooted). We know this road very well and where the areas are that we can pull aside to let vehicles - particularly trucks - go by safely but sometimes there isn't any space. The traffic currently is manageable, but given the level of proposed truck movements we would be seriously thinking of giving up our bike riding.

Cycling tourism potential in the region with the use of SH6 as the only connection between trails further north - Heaphy, Old Ghost Road, Charleston and south to the Wilderness Trail - needs to be considered. Not an attractive thought with a dramatic increase of heavy truck traffic.

We should be able to cycle safely along a state highway, however we believe the significant increase in heavy truck movements associated with the mine will create further dangers for all cyclists.

Road Suitability:

State Highway 6 is a fragile, high maintenance road, unfortunately without the high maintenance. Trucks carrying the rocks for Punakaiki waterfront rebuild carried on for almost a year. Parts of the more vulnerable road were badly damaged with no apparent repair by Waka Kotahi in the years since - 17 Mile Bluff south to 12 Mile in particular. The Transport Fund that covers highway maintenance is under severe pressure. We do not wish to see our one and only road to deteriorate even further with a high schedule of heavy truck movements when repair and maintenance is so doubtful.

In theory industrial use of a State Highway should be no different here than from anywhere else in NZ, but the Coast road is subjected to sea surges, slips, creek overflows and washouts, with road closures - full and partial a common occurrence. An extra 50 truck and trailer movements per day as proposed by TiGa will adversely affect the condition of the road that cannot possibly be mitigated by Waka Kotahi.

The risk to other traffic as large truck trailer units move on tight blind corners and very narrow stretches is apparent when overseas visitors use the highway, those who are unaccustomed to driving on tight narrow bendy roads. Will the area get a reputation for difficulty of driving due to the level of trucking?

I strongly believe that the proposed level of truck movements is a serious risk for all other road users and will severely deteriorate the condition of SH6 to the detriment of all other users.