

Response ID ANON-URZ4-5FQ2-K

Submitted to Fast-track approval applications
Submitted on 2024-05-03 15:00:37

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
WMS Group

2 Contact person

Contact person name:
Heather McKay

3 What is your job title

Job title:
Group General Manager Environment and Sustainability

4 What is your contact email address?

Email:

s 9(2)(a)

5 What is your phone number?

Phone number:

s 9(2)(a)

6 What is your postal address?

Postal address:

PO Box 1060
Christchurch Central 8140
Christchurch

7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

Mananui Project Site - 713 Ruatapu Road, Ruatapu (plan attached)
Grey Port - 30 Gresson Street, Greymouth

Note Grey Port location is on 3rd slide of attached document.

File upload:

WMS Location Plans Combined.pdf was uploaded

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No file uploaded

Do you have a current copy of the relevant Record(s) of Title?

Yes

upload file:

Combined Certificates of Title.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

Mananui project site - WMS Land Co. Limited

Grey Port - Grey District Council

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

The applicant for this fast-track schedule application is WMS Group due to the interconnectedness of the components of the project, with varying relating companies holding responsibility for the various components, including Westland Mineral Sands Co. Ltd (WMS Co) and West Coast Bulk Logistics Ltd (WCBL), and WMS Land Co.

WMS Land Co. Limited are the registered landowners for the Mananui property. WMS Land Co. are a related company of the WMS Group.

A lease for the Grey Port is held with Grey District Council by West Coast Bulk Logistics Ltd.

Section 2: Project details

What is the project name?

Please write your answer here:

Mananui Mineral Sands Project

What is the project summary?

Please write your answer here:

The project is to establish and operate a mine and associated infrastructure at the Mananui farm. The site will extract 1.3mt per annum of mineral sands from in the ground at the property. From the 1.3mt extracted the mine will process and produce approximately 250,000 – 300,000 t per annum of a Heavy Mineral Concentrate for export, which will be transported via the upgraded Greymouth Port. The 1 – 1.05mt of non-valuable Heavy Mineral product will be returned to the mine pit for rehabilitation.

What are the project details?

Please write your answer here:

The scope of the project is to; -

i) Establish and operate a mineral sand mine to produce a Heavy Mineral Concentrate (HMC) for export; This involves extracting mineral sands ore from a mining strip area, pumping the ore to a processing plant located on site, extracting heavy mineral Concentrate and returning the un-mineralised sand to the mining void.

ii) Establish and operate associated infrastructure, including the upgrade of Grey Port, for processing and transport of product to international markets.

iii) Construct a mine site that:

- Processes up to 1.3mt of sand per year by way of a physical separation process to remove the valuable heavy minerals
- Will produce ~300kt of mineral products (garnet and ilmenite) per year.
- Operates for up to 16 years
- Progressively rehabilitates the land as the mine pit advances

The project will involve the following works:

i) Clearing vegetation and topsoil,

- ii) Carrying out earthworks, including bunds, mine pits, roading and other associated infrastructure
- iii) Discharges associated with those earthworks:
- iv) Taking using and diverting groundwater.
- v) Discharging groundwater, stormwater run-off and other process water to land via settlement ponds
- vi) Constructing buildings and other infrastructure including installing Associated mining facilities including buildings, mining plant, dredges, car parks, offices and warehouses
- vii) Installing electrical supply network and other infrastructure ancillary essential for the mining and transport of the product to the international market.
- viii) Constructing or upgrading roads, culverts, logistical access areas and parking areas.
- ix) Constructing new, upgrading and using existing Grey Port buildings and infrastructure.
- x) Developing and restoring wetland areas.
- xi) Progressive rehabilitation to final landform, landscaping and planting.
- xii) Operating a mineral sands mine - 24/7 operation, utilising electric dredge and sand pumping to minimise mobile plant. Main mining fleet only operated 12hrs of the day.
- xiii) Water management, including where works are required below the level of the groundwater:
- xiv) Works that give rise to construction and mining noise:
- xv) Works that give rise to vehicle movements:
- xvi) Works to provide for lighting:
- xvii) Carrying out any other activities that are;-
 - Associated with the activities described in (i) to (xvii) above; and,
 - Within the scope of the project as described in the description of project above

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

Pre-mining sequence:

Month 0 – 5

- Detailed Design
- Plant Procurement
- Site entrance to SH6 constructed
- Groundworks and Civil infrastructure
- Water treatment pond construction,
- Bunding construction, planting

Month 5 - 14

- Excavation of starter pit for dredge to be placed into.
- Plant construction and associated infrastructure

Months 14 - 16

- Dredge installation.
- Mine plant commissioning

Month 16 – Year 11

- Mining and progressive rehabilitation. See attached Mine Path Slide for visual representation (~10 years). Operates in 50m wide mine path, north-south orientation. Advances at an average mining rate of ~2000m per year ~170m per month, 6m per day.

Progressive mine rehabilitation, includes:

- Creating a 4.75ha ecological rehabilitation area which will be established with Vegetation Direct Transfer and supplementary planting as part of progressive rehabilitation in the 1st and 2nd north-south mining strips which will occur within the first 3 years of mining;
- Stock fencing along the new eastern vegetation boundary;
- Establishing two wetland areas of 0.52ha and 1.01ha at existing low drainage points on the eastern boundary of the site as part of progressive rehabilitation;

Year 11 - 12

Final land form rehabilitation and removal of infrastructure (9 months).

- Establishment of an additional wetland area of 0.85ha in the north-eastern corner of the site in the final mine void area at the end of mining.
- Final Land from to levels and reseeded the grass.

What are the details of the regime under which approval is being sought?

Please write your answer here:

Resource Management Act 1991

- Land use consent – for the establishment and operation of mining activity and associated buildings and infrastructure, earthworks and indigenous vegetation clearance.
- Land use consent – for development of port and infrastructure.
- Water take and use consent.
- Discharge of water to land.
- Discharge of dust to air.
- Minor disturbance of the riverbed for Greymouth Port upgrade (river port).

Wildlife Act 1953

- Wildlife permit for salvaging and re-locating arboreal gecko & bats (if found to be present – note – the studies undertaken have not identified any present on site), birds and fish.

Heritage New Zealand Pouhere Taonga Act 2014

- Archaeological authority to disturb or modify archaeological sites. (A number of archaeological sites were found during the technical studies. These relate to mining and associated houses carried out previously in the area. There is a management plan in place for an archaeologist to stand over any excavations in sensitive areas).

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Westland District Council

West Coast Regional Council

Grey District Council

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

An application is currently in process with local authorities for resource consent for this project. The application is currently on hold under a further information request. The further information request response is being prepared but it is intended to withdraw the application and apply through the fast-track process, pending the outcome of this application for inclusion on Schedule 2A of the Fast Track Approvals Bill and the finalisation of the Fast Track legislation.

Is approval required for the project by someone other than the applicant?

No

Please explain your answer here:

No. WMS Land Co. Ltd is the land owner for the Mananui site and WCBL has a lease in place for the Grey Port.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

Project Phases – Timeframes based on Consent being granted Month 0

Month 0 – Detailed Design, Commence Procurement and Initial Civil construction works

Month 5 – Commence Construction on Site

Month 14 – Plant Construction Complete

Month 16 – Plant commissioned and operational.

WMS will consider ordering long lead items pending fast track acceptance to further accelerate the programme. WMS are at final stages of procurement and design.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

West Coast Regional Council
Westland District Council
Grey District Council (Grey Port)
Te Rūnanga o Ngāti Waewae (Note- a letter of support is attached)
Te Rūnanga o Makaawhio (Note- a letter of support is attached)
Department of Conservation
New Zealand Fish and Game Council
Westpower Ltd.
Neighbours
New Zealand Transport Agency

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

Initial engagement with directly affected neighbours, the Councils, Department of Conservation (DoC) and Iwi has occurred.

Neighbours

Multiple direct one on one engagement was (and continues to be) undertaken with the affected neighbours. In addition, the neighbours were invited for a site visit to the existing Nine Mile Mine site to get a first-hand experience of what the operation looks like. This was well received.

Councils and DoC

Engagement with both organisations has occurred on a one-to-one basis at multiple levels and have included site visits to Mananui and Nine Mile. The Council have carried out peer reviews on a technical assessment.

Iwi

Site visits were undertaken by representatives to both Mananui and Nine Mile (existing WMS mine site). Iwi supported the Nine Mile consent application.

There have been many engagements with the Iwi at multiple levels as follows:

Technical

Iwi technical representatives have visited the site at Mananui to get a better understanding of the project. As technical information was developed it was discussed with the technical representatives. There are additional peer reviews currently underway. Once these are finalised a further meeting is planned.

Governance

High Level engagements have also been undertaken between the Chair and MD of WMS Group and the Chairs of Te Rūnanga o Ngāti Waewae and Te Rūnanga o Makaawhio. These engagements have focused on creating:

Enhanced cultural outcomes for both Rūnanga.

Enhanced ecological outcomes from the project paying particular attention to Lake Mahinapua and environs.

Establishing public access along the Eastern boundary of the project (currently owned by a WMS Group related company)

The engagements continue and are intended to result in a formal agreement between the parties to achieve the objectives outlined above.

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Mananui NWW Makaawhio letter.pdf was uploaded

Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

NA

Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

The relevant Treaty settlement relating to the proposal is the Ngā Tahu Claims Settlement Act 1998. Key elements of the settlement relevant to the area surrounding the proposal are:

The fee simple estate in the bed only of Lake Mahināpua is vested in Te Rūnanga o Ngāi Tahu and an easement is created over the adjacent recreation reserve land for access to the lake.

Te Rūnanga o Ngāi Tahu has no rights or obligations of ownership, management, or control of the waters of, the aquatic life of or any structures attached to or in the bed of Lake Mahināpua.

All lawful commercial uses, rights of ownership, use and occupation of structures, rights of public access to, or recreational use and enjoyment affecting, the bed of the lake that existed on 21 November 1997 remain unaffected.

The Crown has granted an easement over the recreation reserve land adjacent to the bed of Lake Mahināpua in favour of Rūnanga o Ngāi Tahu.

Te Rūnanga o Ngāi Tahu has status as a statutory adviser to the Minister of Conservation in respect of the lake, and is entitled to provide advice on relevant draft conservation management plans and strategies.

The site is located within the joint rohe of Te Rūnanga o Ngāti Waewae and Te Rūnanga o Makaawhio, both of which are runanga of Ngāi Tahu. Lake Mahināpua is located almost adjacent to the south-east corner of the site, separated from the site by a strip of land owned by West Coast Fish and Game.

A wetland adjacent and connected to the lake is located on the south-eastern corner of the site. There is ongoing engagement with Te Rūnanga o Ngāti Waewae and Te Rūnanga o Makaawhio regarding the wetland.

There are no impacts of the proposal on the Treaty settlement arrangements themselves as the proposal does not affect the management or ownership of the lake or its bed. There is a management plan for the lake which, along with effects on the lake, is addressed below. The proposal has been developed in consultation with Te Rūnanga o Ngāti Waewae and Te Rūnanga o Makaawhio.

Mana Whakahono ā rohe:

The West Coast Regional Council has a mana whakahono ā rohe with Te Rūnanga o Ngāti Waewae, Te Rūnanga o Makaawhio, Te Rūnanga o Ngāi Tahu which formally acknowledges the partnership and relationship between the Council and Poutini Ngāi Tahu.

Key aspects of the Mana Whakahono ā rohe include:

Limited notification is appropriate where there are at least minor effects on Papatipu Rūnanga and Te Rūnanga o Ngāi Tahu

An agreed process for hearing commissioner appointments, including consultation with Poutini Ngāi Tahu

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

No

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

No

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

Yes

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

NA

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

NA

Upload your assessment if necessary:

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Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

Landscape and visual amenity - low to moderate/minor during the project, and very low/less than minor upon completion. The Site is highly modified farmland, but the adjacent Lake Mahinapua is an ONL (s6(b) RMA). Effects management will be through a combination of setbacks, bunding and planting to screen the activities on the site from public and private viewpoints surrounding the site.

Water quality – less than minor. The water management system will maintain a hydraulic gradient away from wells and/or Lake Mahinapua.

Water quantity – less than minor. A hydraulic gradient will be maintained away from sensitive receivers, such that water quality effects on neighbouring water supplies and the environment are avoided, and maintaining this gradient will not compromise wetland or surface water hydrology. Frequent monitoring will ensure the gradient is maintained.

Vegetation clearance – less than minor. Forest fragments have low ecological value and forms only 0.17% of the podocarp / broadleaf habitat type.

Avifauna – less than minor. Due to poor quality of forest habitat to be removed and little perception of noise and light in habitats beyond the mine boundary. A Fauna Management Plan will be applied.

Herpetofauna – avoided, if the Fauna Management Plan protocols for pre-clearance check and salvage are carried out.

Wetlands – less than minor. Water management through gradient will maintain water levels.

Streams – negligible / unmeasurable. Water management strategy and monitoring in south-eastern corner.

Climate change - the vast majority of emissions will already be taxed through the ETS at source, and this scheme is specifically designed to reduce greenhouse gas emissions.

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Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

National Policy Statement for Freshwater Management 2020 (NPS-FM) - the proposal is considered to manage water quantity and quality effects in a way that gives effect to Te Mana o Te Wai.

National Policy Statement for Indigenous Biodiversity (NPS-IB) - application area has not been identified as an SNA, and the ecological assessment states that the application area currently does not meet significance criteria within the NPSIB. Based on the low level of effects identified by the ecological assessment, and the mitigations offered, the proposal is consistent with Objective 2.1, as there will be no overall loss of indigenous biodiversity and a long term gain associated with the proposal.

National Environmental Standards for Freshwater (NES-F) – the technical assessments demonstrate that the consent authority can be satisfied that the three tests set out in Regulation 45D have been met (significant regional benefit, functional need, and application of the effects management hierarchy), and the proposal would be a discretionary activity under this regulation.

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Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

Yes, access to the fast-track process will allow the Mananui project to proceed in a more time and cost certain way than under normal processes. This will provide for more operational certainty and ability for business planning and procurement to proceed, effectively ensuring the development of the mining operation at Mananui and the associated economic benefits for the community and New Zealand.

The fast track process will also add the following benefits to the wider economy; -

- Promoting economic growth by accelerating the development of valuable natural resources, thereby creating jobs and stimulating investment in related industries.
- Accelerating the development of the Grey Port by processing the consent that underwrites the private investment for the port. This will in turn boost economic activity in the surrounding region.
- Contributing to exports and trade balance by increasing the supply of raw materials for domestic use and export, generating revenue and improving the country's competitiveness in global markets.
- Expediting approval can attract foreign investment and improve investor confidence, signaling a business-friendly environment conducive to economic development.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

The project is prepared to lodge a fast-track application immediately upon acceptance. The West Coast Regional Council (the Council with delegated authority to process the application) has previously reviewed the documentation and issued a request for additional information (which the Application has reviewed are finalising a response to), peer reviews have been completed of key technical work by Council consultants, and as a result WMSC are anticipating the project would be able to be processed in a timely and efficient way consistent with the limited timeframes provided in the Bill. The project progressing through the fast-track has support of the local Iwi (refer attached letter).

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

Minerals and Petroleum Resource Strategy for Aotearoa New Zealand 2019 – 2029 (Resource Strategy) - The proposed Mananui site will extract critical minerals consistent with the Resource Strategy. The Minerals Strategy specifically identifies West Coast as an important part of New Zealand's clean-tech mineral potential. The minerals extracted in heavy mineral concentrate, and the mining method, contribute to the resource strategy vision around a world-leading environmental and socially responsible minerals sector.

Te Whanaketanga Tai Poutini West Coast Economic Strategy 2050 (Te Whanaketanga) – This is a document prepared by stakeholders to the West Coast (including local authorities and iwi), and states : “Te Tai Poutini has an abundance of natural resources that form the backbone of our regional economy. To secure our long term economic prosperity and resilience, we need to actively support the growth of emerging industries and strengthen our economic drivers by focusing on adding value. By focusing on a more circular economic approach, we are able to increase the value of our products and deliver better outcomes for the environment. Our economic activity must actively protect and give back to the natural environment that supports our prosperity. Te Tai Poutini has untapped potential in the green economy space – from the unrealised value of our natural resources to the knowledge economy potential that exists from our strengths in conservation and biodiversity restoration.” In addition, the strategy seeks “Enabled and connected resilient and sustainable fit for purpose infrastructure network (transport, energy and digital) that supports increased productivity, strengthens our resilience, and provides growth opportunities”. The competitive advantage of the emerging mineral sand sector and its role in supporting a regenerative economic future is recognised in Te Whanaketanga.

Te Whanaketanga also identifies a key economic wero (challenge) as being diversification. The West Coasts competitive advantage in mining and natural resources is specifically highlighted as a priority. The mineral sands mine and the diversification away from traditional mines aligns with this.

West Coast Regional Land Transport Plan (RLTP) 2024 -2034- The RLTP recognises the importance of mineral sands to the retention and revitalisation of the future of the West Coast ports

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

The Project is the catalyst to economically underwrite the redevelopment of the Greymouth Port.

The Mananui project will be a key link in the wider WMS Group business strategy which includes the revitalisation of the Greymouth Port. Heavy Mineral Sands from the Mananui mine will be transported from the Greymouth port via a WMS Group owned coastal shipping vessel soon to arrive in New Zealand. As well as mineral sands transportation this vessel will be utilised around the New Zealand coastline for the shipment of aggregates, hard rock and other bulk products, particularly for North Island infrastructure projects. The ongoing use of the ports, and the existence of a coastal shipping vessel will provide a key contribution to both regional and national shipping infrastructure and transport options as well as much needed economic and disaster resilience.

Will the project:

address housing needs

Please explain your answer here:

The WMS Group is in discussions with local authorities to build new housing to accommodate the businesses expanding workforce.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The Mananui project will deliver significant benefit to the economy. Sense Partners have done an analysis of the project and commented that the development will; -

- Provide a significant regional economic benefit
- Generate \$71m in export revenue
- Yield \$37.9m direct contribution to regional GDP or 1.8% boost to regional GDP
- Support between 65 – 70 WMS Group jobs
- Support 65 – 70 indirect jobs

More generally, mining has always been, and will continue to be, a vital part of the West Coast economy, reflecting the region's nature resource endowments and hence comparative advantages. Mining is over nine times as important to the West Coast economy as it is to the national economy.

The wider potential Westland Minerals Sands Co. operation will bring significant social benefits to the West Coast community. Group operations already provides significant benefit to the Westport community as a result of the operations at Nine Mile. These are currently visible in the community.

As stated above Mananui Project will underwrites the investment required for Grey port and the WMS Group Coastal shipping. The West Coast is a potentially abundant source of high-quality aggregate in the form of river gravel and revetment rock. The region's unique geography means that the replenishment rate of river deposits, at 1,800 t/km2/year, is far higher than the world average (182 t/km2/year).

This is an example of a much-needed resource in which the West Coast has a competitive advantage. Aggregate is essential for use in road construction and in concrete for buildings. National challenges, such as creating affordable housing and closing the infrastructure deficit, depend on a reliable and economical supply of aggregate.

Much of this supply is easily extracted. However, the main barrier is transporting the aggregate to where it is needed. Demand is highest in our largest cities, and where road building activity is most intense. The Mananui project underwrites the establishment of a barge operation at Grey Port to ship the extracted mineral sands offshore. The extraction and other operations will not use all the barge capacity.

Westland Mineral Sands intend to on-sell this excess capacity to other producers in the region, including for aggregate transport. This provides a national benefit to the country. The West Coast region can deliver economically feasible quality aggregate and rock to other centres that have a shortfall, including roading and civil infrastructure projects delivered for the government.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

NA

Will the project support development of natural resources, including minerals and petroleum?

Yes

Please explain your answer here:

Yes, the project focuses on the mining of heavy mineral concentrate, including critical minerals. The project will contribute to WMSC's wider critical mineral mining on the West Coast. This is leading the way in the diversification of the mining industry on the West Coast and in New Zealand.

Westland Mineral Sands holds significant reserves of industrial minerals such as Ilmenite and Garnet, as well as the vital Rare Earth Elements (REE, rare

earths) critical for a sustainable future. We are working with international partners to bring these minerals to the global market.

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

This project supports diversification of the mining sector on the West Coast. The company is actively investigating the opportunity to electrify the mining process at Mananui making it a low CO emission mine.

WMS are planning on reducing the CO emission as follows:-

Processing Plant – WMS plan to electrify the processing plant at Mananui instead of using diesel generators. WMS have converted the processing plant at Nine Mile North to run on electricity sourced from New Zealand's 87 percent renewable energy network, saving 500,000 litres of diesel annually. WMS plan to utilise the same network to power the Mananui processing plant.

Dredge – the proposed mining operation at Mananui will be to utilise a floating dredge. WMS are working on sourcing an electrified dredge to run on the same renewable energy powering the plant. This will change remove diesel powered excavators from the mining of the ore further reducing the CO emissions from the mine site.

Slurry and Pumping the ore – WMS are planning on feeding the plant from the mine pit via a network of pumps and pipes. Water will be combined with the ore to form a slurry that is pumpable across the distances on site. These pumps will also utilise the same renewable energy source that runs the processing plant and the dredge. The usual articulated dump trucks that are normally utilised for mining will be largely eliminated from the Mananui mine site.

The WMS motorised barge will deliver the mineral sands product from local ports direct to sea-going bulk carriers, reducing the reliance on road transport to get product to international customers. Our experts tell us a tonne of cargo moved by our barge will create only 33 percent of the emissions of moving the same volume by road.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

The Project does not directly affect the above elements. However, the project supports and underwrites the Grey Port. The opening of the port provides the following; -

Infrastructure Resilience: With limited road access to the region, the port and barge combination offer a vital alternative for transportation by sea, bolstering the area's infrastructure resilience.

Emergency Response Preparedness: The port's availability provides an additional avenue for emergency supplies, enhancing the region's preparedness. Pre-event contingency planning and drills can be conducted to iron out any logistical challenges ahead of time.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

The project supports diversification of the mining sector to support the transition to a low emissions future. The mineral sands produced from this project will make a meaningful contribution to critical and green mineral supply supporting future technologies.

The overall long-term sustainability of the venture is heavily dependent on the quality of the post-mining landscape of the sites. Much of the mineral sand is under productive farmland, and we have a responsibility to the landowners, the local authorities, and the West Coast community to ensure it is returned to a similar or better state.

WMS have worked with environmental experts to ensure there is a realistic plan to restore the land to a level suitable for its intended use. The mineral sands are relatively close to the surface and approximately 80% of what is removed is returned to the ground and rehabilitated for future use. The resulting landforms will be similar in nature to what exists currently, with pasture established in similar or better state than what currently exists including agricultural grazing, forestry, native bush and wetlands.

As part of the final landform WMS are; -

- Creating a 4.75ha ecological rehabilitation area which will be established with Vegetation Direct Transfer and supplementary planting as part of progressive rehabilitation in the 1st and 2nd north-south mining strips which will occur within the first 3 years of mining;

- Installing stock fencing along the new eastern vegetation boundary;

- Establishing two wetland areas of 0.52ha and 1.01ha at existing low drainage points on the eastern boundary of the site as part of progressive rehabilitation;

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

West Coast Regional Policy Statement (RPS) - overarching policy intent of the RPS is to enable activities, provided that the adverse effects of the activities are avoided, remedied or mitigated. The proposal is considered to be entirely consistent with the RPS.

West Coast Regional Land and Water Plan (RLWP) - the objectives and policies relating to land management, surface water quality and quantity and groundwater seek to avoid, remedy or mitigate adverse effects on the life supporting capacity of ecosystems, natural character and values of freshwater bodies, protection of existing water uses. The hydrological and ecological effects assessments confirm adverse effects are avoided and are less than minor in nature. The activity is assessed as in accordance with the RLWP.

West Coast Regional Air Quality Plan – it is anticipated that the permitted activity rules in this plan will be met. This Plan specifically permits greenhouse gas emissions from vehicles and machinery related to mining.

Westland District Plan - has a particularly enabling policy framework and generally seeks to provide for activities, subject to avoiding, remedying or mitigating the adverse effects of such activities. The proposal is consistent with the objectives and policies of the District Plan, including those relating to indigenous biodiversity, landscapes and the efficient utilisation of mineral resources. The proposal is considered to be consistent with the objectives and policies of the District Plan.

Te Tai o Poutini Plan (Proposed Plan) – The proposal is within an area anticipated for mining activity. The Proposed Plan has not been subject to independent decision making, limited weighting should be applied to the objectives and policies in this document. The proposal has been assessed as consistent with the Proposed Plan, of which WMS Group remain an active submitter.

Anything else?

Please write your answer here:

No

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

NA

Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

Yes

If yes, please explain:

Yes. Project could be intermittently affected by heavy rain events; however, water management systems are designed for this, and this is considered in the technical reports supporting the application. As assessment of the risk of damage from earthquakes is considered by geotechnical engineer to be low. Should associated transport networks be affected, production can be suspended as needed.

Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

Mananui – no non-compliance

Nine Mile (existing mine operation in Buller District) non-compliance in April 2023 due to turbid water discharge to a farm drain. The issue was rectified within 10-days of the abatement notice and no further issues experienced.

Load your file here:

No file uploaded

Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Heather McKay

Important notes