

South West Marine Services

**For Coastal Permit Applications
for two Bluff Harbour Moorings**

**APPLICATION FOR RESOURCE CONSENT
PURSUANT TO SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991 (RMA)**

To: Environment Southland
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From: Craig Harpur
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1. Craig Harpur trading as Southwest Marine Services applies for the following Resource Consents:

RMA Section	Resource Consent	Term
12	Restrictions on use of coastal marine area	20 years

Please refer below for further background as to the reasons for seeking Resource Consent for the proposed activities.

2. The activity to which these Resource Consent applications relates is:
To install, maintain, and exclusively occupy part of the Coastal Marine Area with 2 swing moorings in Bluff Harbour for the purposes of mooring vessels of up to 40 metres overall length

3. The site to which this application relates is located at approximately:

Location: Coastal Marine Area of Bluff Harbour

Grid Reference:

NZTM 2000: 1242285E 4830427N

NZTM 2000: 1242214E 4830568N

Legal Description: Crown Land within the Coastal Marine Area.

3. No other Resource Consents are required for this activity other than those sought in this application.
4. Included in these applications for these proposed activities are an assessment of:
 - a) actual and /or proposed potential environmental effects (AEE) as required by the Fourth Schedule of the RMA. The AEE corresponds to the scale and significance of the potential effects on the environment;
 - b) the proposed activities against the matters set out in Part 2 of the Resource Management Act 1991; and
 - c) the proposed activities against any relevant provisions of a document referred to in section 104(1)(b) of the Resource Management Act 1991, including the information required by clause 2(2) of schedule 4 of that Act.
5. Information, as required by the relevant Coastal Plan, and other applicable planning documents, is contained in the attached AEE.
6. NB in this instance, in the interests of efficiency, we are making one application, even though the following AEE relates to an application for two coastal permits, because both moorings are adjacent one and other in Bluff Harbour and will create essentially the same environmental effects.

1.1 Introduction

Section 88 (1) of the Resource Management Act 1991 enables any person to apply to the relevant local authority for Resource Consent. Section 88 (2) stipulates that an application must be in the prescribed form and include in accordance with Schedule 4, an assessment of environmental effects in such detail that corresponds with the scale and significance of the effects that the activity may have on the environment.

Schedule 4 (2) sets out the following information required in all applications:

- (1) An application for a resource consent for an activity (the activity) must include the following:*
 - (a) a description of the activity;*
 - (b) a description of the site at which the activity is to occur;*
 - (c) the full name and address of each owner or occupier of the site;*
 - (d) a description of any other activities that are part of the proposal to which the application relates;*
 - (e) a description of any other resource consents required for the proposal to which the application relates;*
 - (f) an assessment of the activity against the matters set out in Part 2;*
 - (g) an assessment of the activity against any relevant provisions of a document referred to in section 104(1)(b).*
- (2) The assessment under subclause (1)(g) must include an assessment of the activity against—*
 - (a) any relevant objectives, policies, or rules in a document; and*
 - (b) any relevant requirements, conditions, or permissions in any rules in a document; and*
 - (c) any other relevant requirements in a document (for example, in a national environmental standard or other regulations).*
- (3) An application must also include an assessment of the activity's effects on the environment that—*
 - (a) includes the information required by clause 6; and*
 - (b) addresses the matters specified in clause 7; and*
 - (c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.*

Schedule 4 (6) states the information required in an assessment of environmental effects, while Schedule 4 (7) below, outlines the matters that must be addressed by an assessment of environmental effects:

- (1) An assessment of the activity's effects on the environment must address the following matters:*
 - (a) Any effect on those in the neighbourhood and, where relevant, the wider community including any socio-economic and cultural effects:*

- (b) Any physical effect on the locality, including any landscape and visual effects:*
 - (c) Any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity:*
 - (d) Any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural, or other special value for present or future generations:*
 - (e) Any discharge of contaminants into the environment, including any unreasonable emission of noise and options for treatment and disposal of contaminants:*
 - (f) Any risk to the neighbourhood, the wider community, or the environment through natural hazards or the use of hazardous substances or hazardous installations.*
- (2) The requirement to address a matter in the assessment of environmental effects is subject to the provisions of any policy statement or plan.*

Where relevant, all of these matters above have been considered, in preparing this assessment of environmental effects. The assessment has been prepared on the basis of currently available information, at the time of the drafting of this document.

These Coastal Permit applications are requesting approval to install, maintain, and “exclusively” occupy part of the coastal marine area with (swing moorings) in Bluff Harbour for the purposes of mooring vessels of up to 40 metres overall length along using ‘block and chain’ swing moorings in Bluff Harbour. That is, this is a proposal mooring Hence as this proposal effectively relates to existing activities, it is the view of Craig Harpur that the actual and potential effects on the environment of these applications to provide

1.2 Background Information

On occasion over the years, we ended up with more than one of our coastal vessels in Bluff Harbour either waiting on parts or waiting on favourable weather conditions to return to Fiordland or be slipped .Accordingly we need a safe mooring or berth to accommodate our vessels in Bluff Harbour .However for the following reasons use of South Port wharves to berth our vessels can be problematic for us:

- a) South Port occasionally does not have sufficient wharf space for Craig Harpur vessels
- b) South Port sometimes requires vessels to be moved at short notice to make way for cargo vessels
- c) In extreme weather conditions our vessels have been damaged while alongside the wharves in Bluff; and
- b) The transit of our vessels to and from Bluff is very weather dependent.



Using South Port wharves creates problems because nine of our vessels which are slipped at Bluff are Fiordland based hence most of the Launch master's able to skipper these vessels must travel to Bluff. Accordingly moving a vessel at short notice is often very difficult to arrange and cannot be readily achieved with the driving time between Arrowtown and Bluff .Also mostly we do not have a launch master with a pilot exemption available and need to use a South Port pilot which incurs additional costs over and above the cost of sending a launch master to Bluff and back filling the Fiordland Launch Master operational roster.

In extreme weather conditions our vessels can be battered against the wharf causing structural damage to the ship even with the deployment of fenders. Such extreme weather conditions in Bluff are far from uncommon due to the port's location in the "roaring forties". In some instances we have had staff on board all night keeping power on the vessel to try and prevent the damage. Mostly these endeavours have not been 100% successful and the vessels superstructure has been damaged regardless. The likelihood of damage is not helped by the design of stabiliser which means when these vessels are lying alongside a fixed wharf the stabiliser are extremely vulnerable to damage. Refer photo above.

In addition, our Bluff Harbour moorings offer other advantages for instance when all the work on the hull underwater running gear, seacocks, exterior painting and the like have been finished we can remove vessel from shed and once back in the water and the remaining vessel survey and maintenance completed in water on the mooring; allowing us to get on with the maintenance of another vessel in the Southport shed.

1.3 The Proposal

Craig Harpur is proposing to install, maintain, and exclusively occupy part of the Coastal Marine Area with a mooring for the purposes of mooring a vessel of up to 40 metres overall length in the following approximate sites

Location:	Coastal Marine Area of Bluff Harbour
Grid Reference:	NZTM 2000: 1242285E 4830427N NZTM 2000: 1242214E 4830568N
Legal Description:	Crown Land within the Coastal Marine Area.

Bluff Harbour moorings we are seeking to occupy such moorings on an exclusive basis; nevertheless these moorings will be available for use by other parties if not required by SWMS. We are making application to authorise “exclusive” occupation of part of the coastal marine area occupied by the proposed mooring to align with Environment Southland’s current policy of granting coastal permits for exclusive occupation of rather than preferential occupation as provided for in the Regional Coastal Plan for Southland.

Also exclusive occupation of part of the CMA is requested to align with s122(5) of the Resource Management Act 1991 (RMA). Under s122(5) of the Act a Coastal Permit does not authorise the consent holder to exclude the public from the lawful use and occupation of the area unless and to the extent that:

- (a) that the coastal permit expressly provides otherwise; and*
- (b) that is reasonably necessary to achieve the purpose of the coastal permit.*

The Regional Coastal Plan for Southland defines exclusive and preferential occupation as follows:

Preferential Occupation - allows the use of an area by the general public except in circumstances where the person with the occupation right wants to use the area.

Exclusive Occupation - where no one is allowed access to an area other than the person with the right to occupy.

Concrete block moorings installation, coupled with their mechanism of dispersing load, provides effective in-ground performance in a range of seabeds', including in earthquake zones with liquefaction potential.⁴



<http://reefrelieffounders.com/key-west-reef-mooring-buoy-program.html>

<https://www.google.co.nz/url?sa=i&url=http%3A%2F%2Fwww.eco-docks.com%2Fskrew.mooring&psig=AOvVaw1rOf3862Gt9qEmbNMhbCpb&ust=1614200636167000&source=images&cd=vfe&ved=0CAIQJRxqGAoTCPiRh5r0gO8CFQAAAAAAdAAAAABCLAQ>



6000kg concrete block with 30meters of 32mm chain with float at the top

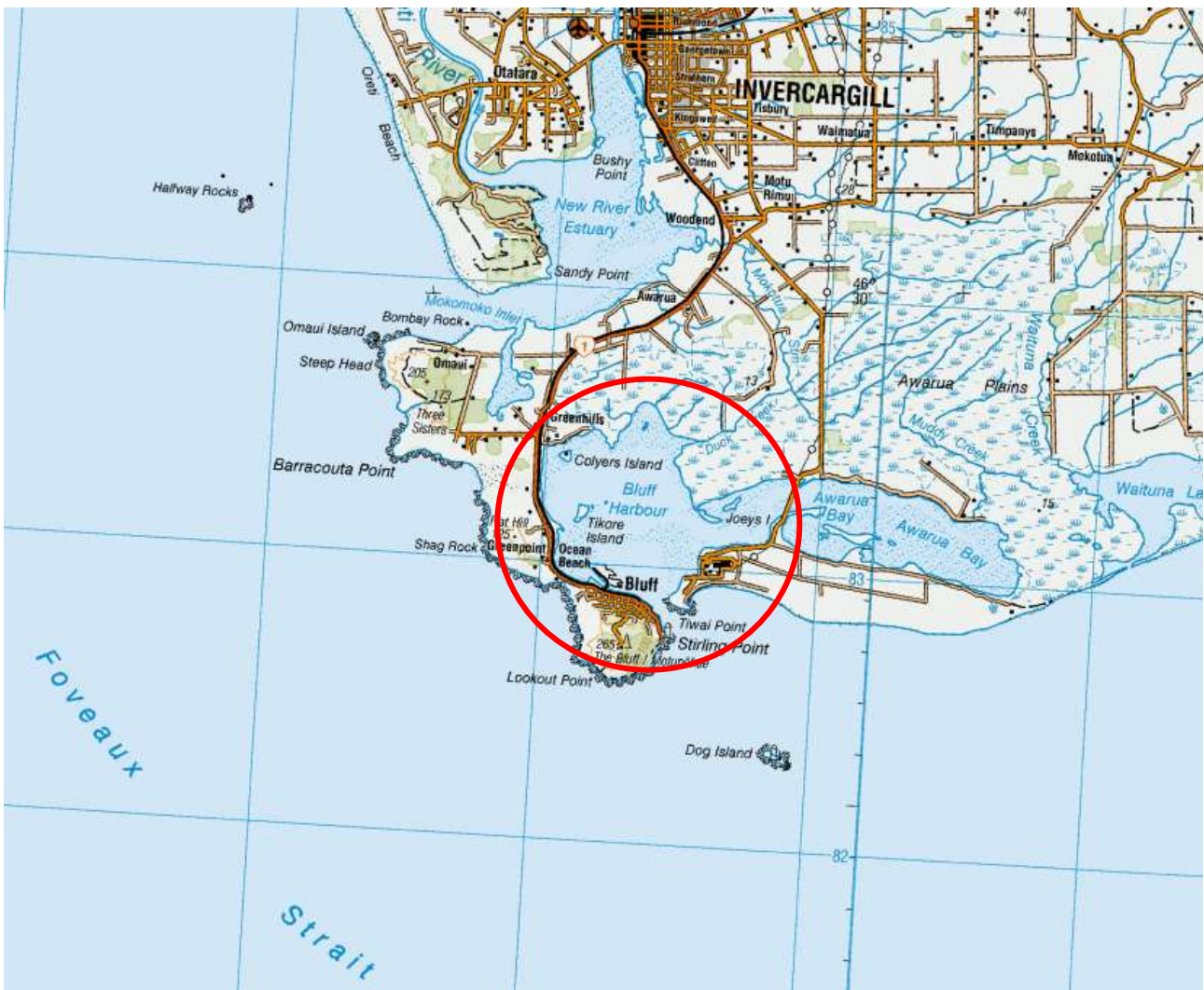
1.4 Resource Consents Required

We are proposing to locate these moorings in the 'Bluff Port Zone' and moorings in this location are designated as discretionary activities consequently as per Rule 11.7.7.8 of the Regional Coastal Plan for Southland (RCP). Also, under Rule 10.1.5 drilling and tunnelling of the foreshore and seabed is a discretionary activity except as provided by Rules 10.1.1 and 10.1.2. Moreover exclusive occupation of part of the coastal marine area is a discretionary activity under Rule 9.1.1. and Rule 11.7.7.9. Consequently overall, our applications are considered to be discretionary activities and under Section 104B of the RMA the Council may grant or refuse consent for a discretionary activity, and if it grants the application, may impose conditions under Section 108 of the RMA.

2.0 The Effects on the Environment

2.1 The site of the application

Map Showing the Location of Bluff Harbour



The Port of Bluff (46°37'S, 168°18'E) is approximately 27 km from Invercargill and is the southern most commercial port in New Zealand. The Port of Bluff is located in the southwestern corner of the Bluff Harbour embayment, approximately 2 km from the harbour entrance.

2.2 Description of the Environment

Bluff Harbour is a sheltered natural harbour (along with Awarua Bay) is of approximately 5,700 hectares that opens south into Foveaux Strait. There are two main arms to the harbour: Bluff Harbour proper, and Awarua Bay, which extends approximately 5 km to the east. Bluff harbour is a shallow inlet with water depths typically less than 5m. The mean tidal range is 1.5 m (neap tides) to 2.5 m (spring tides). The predominant sediment in the harbour is sand, with extensive flats exposed at low tide throughout the northern half of the harbour. Tidal flow in the entrance channel varies from four to five knots with ordinary tides and peaks of seven knots on high spring tides, limiting major shipping movements to slack water.

Much of the land adjoining the northern side of the harbour, is Public Conservation Land managed by the Department of Conservation and still retains indigenous vegetation cover and its natural character. The western side of the Harbour around to the port itself in the south, is flanked by the railway line (the main trunk line) and beside this State Highway 1 which terminates in Bluff. The land to the west of the harbour is mostly developed farmland and the southern boundary of the Harbour is flanked by the urban area of Bluff Township with Bluff Hill / Motupohue (at 265m a.s.l.) lying further to the south from the township. Much of the land between the township and the waters' of the harbour is used for industrial or light industrial activities such as fish processing and engineering workshops.

Figure 15 – Aerial photo looking towards the Bluff Township with Bluff Hill / Motupohue in the background



Bluff Hill/Motupōhue Scenic Reserve which its regenerating native forest, is a one of the most popular sites for visitors to Southland Murihiku, where visitors are able to drive or walk (via one of two tracks) to the summit.

The eastern side of Bluff Harbour opens into Awarua Bay and the Tiwai Peninsula lies south of Awarua Bay with the gap between Stirling Point in the south and Peninsula creating the harbour channel. Most of the land surrounding Awarua Bay is undeveloped and provides important habitat for a diverse mosaic of indigenous wetland vegetation, endemic and migratory wading birds.

The harbour area contains Southland's major port facilities. The port is characterised by the reclaimed nature of the principal wharf areas, the relatively deep swing areas and the narrow entrance channel and associated strong currents. The swing area is maintained to a depth 9.2 metres by dredging. There are two approach channels to the port, the south channel has a minimum depth of 12.5m and the northern channel has a minimum depth of 7.2m at mean low water spring tides. The harbour entrance channel has a length of 800 m and maximum width of 110 m.

Figure 16 – Aerial view of Bluff Harbour



These facilities are economically important to the Southland region, as is the wharf servicing the New Zealand Aluminium Smelter and the smelter itself. The port consists principally of three wharf structures: Tiwai Wharf (services the smelter), Town Wharf [principal use is for transferring petrol/diesel (fuels)], and the Island Harbour Wharf. In addition to these wharves, there are others which serve the fishing fleet and ferries.

The 40-hectare man-made Island Harbour is the centrepiece of the modern port facilities at Bluff. Facilities on the Island Harbour include extensive cool stores, a loader for wood chips and other bulk cargoes, tallow storage facilities, and New Zealand's largest ship-lift, the syncrolift. Overall, the Port consists of a series of 8 main berths along the eastern margin of the central island harbour.

Bluff Harbour is also the terminus for the twice-daily catamaran ferry to Stewart Island/Rakiura, 22 nautical miles south across Foveaux Strait. It is the main gateway for NZ ships heading down to the Antarctic or the Sub-Antarctic Islands. The harbour is also home to the Foveaux Strait oyster fleet.

Bluff was not a settlement until the arrival of Europeans but the surrounding area served a variety of functions for the Māori before European settlement. The main Māori settlement in the area which became known as Southland, was Ruapuke Island, which with its seven pas was the base of the paramount chief of the South Island, Tuhawaiki. Smaller Māori settlements were scattered along the Southland coast, including villages at Ocean Beach, Ōmaui and Oue on what is now known as the New River Estuary. Although a village was established by Te Wero at Ocean Beach, on the neck of the peninsula, the settlement was transitory in nature. However once moa populations were depleted, lithics from the Bluff Harbour area disappear from the archaeological record outside of the region, which supports the hypothesis that the area was all but abandoned by the sixteenth century (Jacombs et al., 2010). By the 1820s, permanent settlements had been re-established in the Bluff area and it became a thriving Māori agricultural centre, with some sources claiming that over 100 acres of land around Bluff was devoted to growing potatoes (McNab, 1907). The Murihiku purchase was signed on 17 August 1853, transferring most of what is now Southland to the Crown.¹

Figure 17 – Photo of Bluff Harbour



¹ <https://icc.govt.nz/wp-content/uploads/2019/01/Heritage-Impact-Assessment-Club-Hotel-New-Zealand-Heritage-Properties.pdf>

The first record of a European boat entering Bluff Harbour was in 1813 when a Sydney expedition, on board the 'Perseverance', was sent to report on the possibilities of trading in flax. The expedition named the harbour 'Port Macquarrie' in honour of Lachlan Macquarrie, the Governor of New South Wales and this name was retained until the late 1850's. However, the 'Perseverance' was probably not the first European ship to visit Bluff, it is widely held that as early as 1792 there had been extensive whaling and sealing in the area and it is highly probable that ships engaged in these industries used Bluff Harbour.

The first European to settle at Bluff was James Spencer a veteran of Waterloo; who arrived in 1823, aboard the 'St Michael' while he was a member of Johnny Jones Waikouaiti based whaling team and returned the following year to establish a permanent home. Spencer's settlement was one of the earliest in New Zealand – the first to survive to become a town. Bluff therefore has a longer history of occupation than any other town in New Zealand.

Archaeological Sites in Bluff



Bluff grew to become a popular haven among whalers and the production and sale of supplies to meet the needs of both whalers and sealers, provided the basis for the town's further development. In 1856 the town was surveyed by J T Thomson, who called it Bluff Town and named the streets after rivers in Ireland. The Māori living in the Bluff area were subjected to European influences especially because very few of Bluff's early European settlers (mostly male) had European wives, consequently intermarriage between the Māori and the British, Norwegian, and Portuguese arrivals occurred, creating a multicultural community which is still evident today.

A road to Bluff was first sanctioned by the Otago Provincial Council in 1859 however the installation of the road through the swampy ground was initially unsuccessful and a railway line from Bluff to Invercargill was more successful opening in 1867. The completion of rail and road links meant Bluff

was no longer isolated from the rest of Southland which meant immigrants could enter Southland directly. A wharf was established in 1864 and the route for ships up the harbour were marked by buoys, leading to the volume of trade passing through the port to increase and the requirement to build of large wool and grain stores, and by the end of the 1860's the port of Bluff was securely established.

In 1877, regular ferry services to Stewart Island began. Further developments in Southland followed that led to further port expansion. In particular, the establishment of the Mataura papermills in 1876, the country's first dairy factory at Edendale in 1881, the export of frozen sheep and lamb carcasses from 1883; in 1885, a freezer was established in Bluff and in 1892 the Ocean Beach Freezing Works opened.²

Due to the long period of human occupation or settlement there are numerous archeological sites in and around Bluff Harbour ranging from middens, hāngi stones, flaking areas, building foundations, and a whaling station. Refer Map 9c above from The Regional Coastal Plan for Southland (RCP).

3.0 Assessment of Actual and Potential Effects

3.1 Social and Economic Effects

As stated above SWMS Bluff Harbour moorings support our vessel maintenance and survey activities which in turn enables the continued safe operation

The proposal will have a positive socioeconomic effect on Southland and Otago communities, through providing for the continued operation of our coastal vessels through their maintenance and survey in Bluff

3.2 Obvious Signs of Biota

There are obvious signs of biota adjacent SWMS moorings in Bluff Harbour. However, the mooring structures and fittings will be static and inert, consequently are highly unlikely to have any effects on marine or terrestrial life, especially after the proposed moorings are installed. Yet the two most

² <https://www.bluff.co.nz/a-look-at-bluffs-past>

likely significant forms of disturbance to coastal marine environments related to this proposal, are sedimentation disturbance from marine activities; and physical habitat disturbance.³ CHART NZ 6821 Bluff Harbour and Entrance: Port of Bluff identifies the sea bottom in the vicinity of the proposed mooring locations as coarse sand, broken shell and weed. Hence it is likely that when the mooring blocks and chain are being installed That is seafloor sand and broken shell will be stirred up during the new mooring block installation. nevertheless, as the seafloor material is coarse sand, broken shell which is relatively heavy it will quickly settle after disturbance.

Because the area of the Bluff Harbour that is likely to be affected by these mooring installations (and subsequent inspections) is so very small relative to the overall area of the Bluff Harbour at approximately 20,000,000m² in area (excl Awarua Bay); consequently, we contend this proposal to install, maintain and exclusively occupy part of the coastal marine area with two moorings

3.3 Food Gathering

We do not believe food is gathered in the area immediately adjacent to SWMS Bluff Harbor moorings as they are within the Bluff Port Zone.

3.4 Wetlands or Bird Nesting Habitats

There are no wetlands or habitat for nesting birds adjacent SWMS Bluff Harbour moorings sites. The moorings themselves will not have any effects on nesting birds. Vessels coming and going from the moorings could disturb birds feeding in the harbour, however the vessels approach and depart these moorings at no wake speed with engines at low REV's; consequently, this disturbance is minimal.

3.5 Waste Discharges

As stated above the proposed moorings are basically inert so the moorings will discharge no waste. Vessels using the proposed moorings will not discharge any sewage, grey water, or other contaminants. Any discharges made by our vessels are in made in compliance with the Resource Management (Marine Pollution) Regulations 1998. Hence the proposed moorings do not have an effect in terms of contaminating the waterway.

3.6 Discharges to Air

There are no discharges to air from the proposed moorings themselves, however vessels using the planned moorings do produce discharges from their engines. SWMS uses well maintained modern equipment, which minimises discharges, Hence SWMS believes we have taken all practical measures to mitigate any adverse effects from our vessel exhausts.

³ http://www.rmla.org.nz/wp-content/uploads/2018/04/RMJ_April_2018_FINAL-1.pdf

3.7 Rubbish Disposal

All rubbish from the SWMS vessels' using the proposed moorings will be taken ashore and disposed of in a suitable rubbish disposal facility in Bluff and therefore rubbish will not negatively impact on the environment of the harbour.

3.8 Hazardous or Toxic Chemical Storage

Hazardous substances will not be stored on SWMS mooring however the mooring will be used to secure vessels that carry fuel. Refueling will not occur at SWMS Bluff Harbour moorings accordingly fuel spills are unlikely to occur. Hence fuel storage on board vessels using our mooring should not create any negative impacts on the environment.

3.9 Water Quality

As stated earlier the proposed moorings are inert and do not have any effect on the water quality in Bluff Harbour. Moreover, our vessels will not discharge in contaminants while secured to the proposed moorings that could impact water quality.

3.10 Wake

The proposed moorings will not generate wake and vessels using the moorings do generate a minimal amount of wake in the vicinity of the mooring because vessels using the moorings will approach and depart the moorings at low speed to enable the crew to pick up the mooring or release the mooring safely.

3.11 Light Effects

The SWMS proposed mooring itself will not generate any light in the hours of darkness. Vessels using the proposed mooring occasionally are lit impacting on the night-time environment of the harbour, also the vessels using the proposed mooring display a mast head anchor light to ensure any vessel on the mooring is "seen" at night. However, most of the other vessel lights are extinguished at night, therefore the mooring will not contribute to light "pollution" in Bluff Harbour.

3.12 Noise Effects

The proposed moorings will not generate any noise. (only vessel)

The noise associated with the mooring installation will be short lived as installation can be undertaken quite quickly.

Figure 19 – RCP Bluff Harbour Noise Control Boundary



Fig 5.3.1 Noise control boundary
Environment Southland Coastal Plan 1 : 20,000

Vessels using the proposed moorings may have generators operating that will produce noise. However, such generators will only operate during working hours and the noise created will be no greater than that created by other port activities. The results show that these vessels’ noise levels comply with the Regional Coastal Plan for Southland’s (RCP) Rule 5.3.5 - Bluff Port Zone Noise limits; which indicative of our overall vessel compliance with noise levels set in the RCP.

Rule 5.3.5 - Bluff Port Zone Noise limits

Notwithstanding any rule in this Plan to the contrary, it is a permitted activity, for noise to be generated by activities undertaken as part of the operation, functioning and maintenance of the port, within the Bluff Port Zone, including the navigation and manoeuvring of ships, subject to the conditions that:

i. Long-term Noise Limit

The night-weighted sound exposure level from any such activities shall not exceed:

- a) an average sound level of 65 dBA Ldn beyond the Inner Boundary shown on Figure 5.3.1 calculated over five consecutive days;*
- b) an average sound level of 68 dBA Ldn beyond the Inner Control Boundary shown on Figure 5.3.1 calculated over any continuous 24 hour period.*

ii. Short-term Noise Limits

Sound from any such activities shall not exceed 60 dBA Leq (9 hr) at any point beyond the Inner Control Boundary between 10:00 p.m. to 7:00 a.m. the following day provided that:

a) no single 15 minute sound measurement shall exceed 65 dBA Leq;

b) no single sound measurement shall exceed 85 dBA Lmax.

iii. For the purpose of this rule:

a) sound shall be measured using a representative 15 minute Leq value when calculating the Ldn or 9 hour Leq values;

b) sound shall be measured and assessed in accordance with the provisions of NZS 6809:1999 Acoustics – Port Noise Management and Land Use Planning).

3.13 Access to the Coastal Area

It can be argued that the presence of SWMS moorings provides another amenity in Bluff Harbour and indirectly improves public access to the coastal area through the maintenance of our vessels

3.14 Recreational Activities

Recreational activities are carried out in the thoroughfare of Bluff Harbour. We do not believe the presence of SWMS proposed moorings impede such activities because the harbour itself is approximately 2.5 nautical miles wide and the harbour channel is over 250 metres wide in the vicinity of SWMS moorings and moreover these moorings are not adjacent a beach or jetty or boat ramp where recreational activities are likely to occur. That is, small recreational vessels with shallow draft are able to cruise past our moorings without difficulty.

3.15 Effects on other users of Bluff Harbour

We do not believe that SWMS Bluff Harbour moorings have significant effects on other users. Nonetheless, the mooring locations are well clear of the South Port wharves. Most of the harbour shipping including real Journeys moorings, ferry and fishing boat movements occur seaward of the moorings' locations. These moorings have a minimal effect on recreational users of Bluff Harbour, as it is our understanding that most recreational boats moor at Green Point and travel out of the harbour via the channel that goes under the bridge to Island Harbour except for yachts. Also, the boat ramp in Bluff is on Foreshore Road so trailerable boats use the same channel to travel out of the harbour.

3.16 Aesthetic, Scientific, Intrinsic or Landscape Values.

Bluff Harbour's intrinsic natural values have been tarnished to a significant degree by the construction of the Port infrastructure and other industries such as the Aluminum Smelter. The harbour environment has been modified significantly and most of the land surrounding the harbour is not in its natural state; diminishing the environmental effects of any mooring installations. Also, there are several other structures and wharves in the immediate area of SWMS moorings proposal and as such it is not a pristine environment, consequently natural values have already been degraded in our moorings' locations.

3.17 Amenity Values

Where amenity values are those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes. Moreover, since the decision *J. A. Campbell vs Southland District Council* of 1991, it has generally been accepted that amenity values relate to much more than just visual perception of a landscape or environment: they also relate to such factors as noise, lighting, smells and awareness of activity and movement. That is, they can encompass the full spectrum of sensory factors that contribute to perception and appreciation of an area's character, pleasantness, aesthetic coherence, and identity.

3.18 Occupation of Coastal Space

The proposed moorings will occupy minimal coastal space, however when vessels are secured to the mooring the occupation will vary depending on the vessel using these moorings as we have vessels that range from 14 to 40 metres in length. mooring where the chain from the block to the buoy is typically two to three times the depth of the water; hence the area utilized by the vessel on these proposed swing moorings (a swing radius of approximate 62 metres verses 90 metres). We do not propose to occupy these moorings continuously therefore this greater occupation of space (by vessels) will be intermittent. We concede that the use of swing moorings does not represent the optimal use of coastal space however we do not believe there is a practical alternative.

3.19 Alternative Locations and Methods

Ensuring our vessels will be safe on our moorings ruled out many other locations in Bluff Harbour, because much of Bluff Harbour is very shallow which made many alternative locations in Bluff Harbour unsuitable.

The most obvious alternative method would be to use South Port wharves, but this has created undue difficulties in the past due to the need to move our vessels at short notice to accommodate other shipping, therefore we do not believe this is viable alternative. Using South Port wharves creates problems because nine of our vessels which are slipped at Bluff are Fiordland based hence most of the Launch Masters able to skipper these vessels must travel to Bluff from either Te Anau or Arrowtown to move a vessel.

3.20 Historical Sites and Areas of Significance to Iwi

There are no known historical sites and areas of significance to Iwi in the vicinity of the proposed moorings. Nevertheless under section 206 and 313 of the *Ngāi Tahu Claims Settlement Act 1998*, the Crown acknowledges Te Rūnanga o Ngāi Tahu's statement of Ngāi Tahu's cultural, spiritual, historic, and traditional associations with Motupōhue (Bluff Hill) and with Rakiura/Te Ara a Kiwa (Rakiura/ Foveaux Strait Coastal Marine Area), respectively, including Bluff Harbour / Awarua.

Specifically, the mauri of the coastal area represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force, and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngāi Tahu Whānui with the coastal area.

Our proposal to install, maintain and exclusively occupy part of the coastal marine area with two SALM swing moorings in Bluff Harbour, should not affect the historical, spiritual, or cultural values associated with this place. The proposed moorings will have less impacts on the sea floor communities; are basically inert therefore the moorings will not discharge any waste to affect the mauri of the waterway. Hence SWMS takes all practical measures to reduce the impact of vessel operations (using the moorings) on the mauri of the CMA.

Ngāi Tahu are Kaitiaki of the Rakiura/Te Ara a Kiwa CMA and any activity within the CMA should not be in conflict with Ngāi Tahu's values for this place. SWMS have identified Te Ao Marama Incorporated (TAMI) as a Potentially Affected Party for this coastal permit application, and we have requested feedback from TAMI on this proposal, to ensure our proposal does not adversely impact on Ngāi Tahu's values and associations to Rakiura/Te Ara a Kiwa.

3.21 Maintenance

The proposed moorings will be kept in good repair and adequately maintained as required, especially because there is readily accessible plant on hand to undertake such maintenance work. Moreover, our Bluff workshop staff have the expertise to undertake most of the required work as they maintain and repair most of SWMS moorings included our proposed Bluff Harbour moorings.

1.0 Statutory Provisions

4.1 Resource Management Act

4.1.1 Part 2 Purpose and Principles of the RMA – Section 5

The purpose of the Resource Management Act 1991 is to promote the sustainable management of natural and physical resources. Sustainable management denotes managing the use of the environment in a way that enables people and their communities to provide for their social, economic and cultural wellbeing, while sustaining and safeguarding the environment. This proposal is to provide for the installation of SALM systems meets the purpose of the Act, as these moorings will provide for the social and economic wellbeing of Southland and Otago communities, while, avoiding any adverse effects on the environment.

4.1.2 Matters of National Importance and other matters – Section 6 and 7

To achieve the purpose of the Act, matters of national importance and other matters must be recognised and provided for. The matters which relate to this application are the following:

6 Matters of national importance

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

- (a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:*
- (b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
- (c) the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
- (d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
- (e) the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:*
- (f) the protection of historic heritage from inappropriate subdivision, use, and development:*
- (g) the protection of protected customary rights:*
- (h) the management of significant risks from natural hazards.*

7 Other matters

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—

- (a) kaitiakitanga:*
- (aa) the ethic of stewardship:*
- (b) the efficient use and development of natural and physical resources:*
- (ba) the efficiency of the end use of energy:*
- (c) the maintenance and enhancement of amenity values:*
- (d) intrinsic values of ecosystems:*
- (f) maintenance and enhancement of the quality of the environment:*
- (g) any finite characteristics of natural and physical resources:*
- (i) the effects of climate change:*

Comment:

An absence of any outstanding ecological values at the site subject to this consent, and the presence of other structures within Bluff Port Zone means that many of section 6 and 7 matters are not relevant. Nonetheless as detailed in section 3 of this AEE, this proposal is not in conflict with section 6 or section 7 of the Resource Management Act 1991.

4.1.3 Treaty of Waitangi - Section 8

The Resource Management Act 1991 requires the consideration of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi). Ngāi Tahu are Kaitiaki of the coastal marine area of Rakiura/Te Ara a Kiwa, and as Te Ao Marama Incorporated (TAMI) have been identified as a Potentially Affected Party in these applications, TAMI will provide their feedback on the proposed activities in relation to Ngāi Tahu culture, traditions and values.

4.2 The New Zealand Coastal Policy Statement

The New Zealand Coastal Policy Statement (NZCPS) is a national policy statement under the Resource Management Act 1991. The purpose of the NZCPS is to detail policies to achieve the purpose of the Act in relation to the management of the New Zealand coastal environment. However an absence of any outstanding ecological values at the site subject to these applications, and the presence of other structures within Bluff Port Zone results in only a small number of provisions in the New Zealand Coastal Policy Statement being applicable. The objectives and policies relevant to this proposal are examined below.

Objective / Policy	Wording	Commentary
Objective 1	<p><i>To safeguard the integrity, form, functioning and resilience of the coastal environment and sustain its ecosystems, including marine and intertidal areas, estuaries, dunes and land, by:</i></p> <ul style="list-style-type: none"> • <i>maintaining or enhancing natural biological and physical processes in the coastal environment and recognising their dynamic, area and interdependent nature;</i> • <i>protecting representative or significant natural ecosystems and sites of biological importance and maintaining the diversity of New Zealand’s indigenous coastal flora and fauna; and</i> • <i>maintaining coastal water quality and enhancing it where it has deteriorated from what would otherwise be its natural condition, with significant adverse effects on ecology and habitat, because of discharges associated with human activity.</i> 	<p>In accord with this objective, our proposal will not affect the coastal environments processes, ecosystems or water quality; as detailed in section 3.2, 3.5, 3.6, 3.10 of this AEE.</p>
Objective 3	<p><i>To take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment by:</i></p>	<p>The proposal is not in conflict with tangata whenua values. This is examined below in Section 4.5 (Te Tangi a Taurira) of this AEE.</p>

Objective / Policy	Wording	Commentary
	<ul style="list-style-type: none"> • <i>recognising the ongoing and enduring relationship of tangata whenua over their lands, rohe and resources;</i> • <i>promoting meaningful relationships and interactions between tangata whenua and persons exercising functions and powers under the Act;</i> • <i>incorporating mātauranga Māori into sustainable management practices; and</i> • <i>recognising and protecting characteristics of the coastal environment that are of special value to tangata whenua.</i> 	
Objective 4	<p><i>To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment by:</i></p> <ul style="list-style-type: none"> • <i>recognising that the coastal marine area is an extensive area of public space for the public to use and enjoy;</i> • <i>maintaining and enhancing public walking access to and along the coastal marine area without charge, and where there are exceptional reasons that mean this is not practicable providing alternative linking access close to the coastal marine area; and</i> • <i>recognising the potential for coastal processes, including those likely to be affected by climate change, to restrict access to the coastal environment and the need to ensure that public access is maintained even when the coastal marine area advances inland.</i> 	<p>In concurrence of this objective these proposed activities will not restrict public access to or recreational opportunities in the Coastal Marine Area (CMA); in fact, our proposal provides access to and recreational opportunities in the CMA. This is detailed in Section 3.14, 3.15 and 3.16 of this AEE.</p>
Objective 6	<p><i>To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development, recognising that:</i></p> <ul style="list-style-type: none"> • <i>the protection of the values of the coastal environment does not preclude use and development in appropriate places and forms, and within appropriate limits;</i> • <i>some uses and developments which depend upon the use of natural and physical</i> 	<p>These proposed activities will enable the Southland community to provide for their economic wellbeing. This proposal will not create adverse effects on the values of the CMA this is particularised in Section 3.1 of this AEE.</p>

Objective / Policy	Wording	Commentary
	<p><i>resources in the coastal environment are important to the social, economic and cultural wellbeing of people and communities;</i></p> <ul style="list-style-type: none"> • <i>functionally some uses, and developments can only be located on the coast or in the coastal marine area;</i> • <i>the coastal environment contains renewable energy resources of significant value;</i> • <i>the protection of habitats of living marine resources contributes to the social, economic and cultural wellbeing of people and communities;</i> • <i>the potential to protect, use, and develop natural and physical resources in the coastal marine area should not be compromised by activities on land;</i> • <i>the proportion of the coastal marine area under any formal protection is small and therefore management under the Act is an important means by which the natural resources of the coastal marine area can be protected; and</i> • <i>historic heritage in the coastal environment is extensive but not fully known, and vulnerable to loss or damage from inappropriate subdivision, use, and development.</i> 	
Policy 2	<p><i>The Treaty of Waitangi, tangata whenua and Māori heritage. In taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi), and kaitiakitanga, in relation to the coastal environment:</i></p> <p><i>(a) recognise that tangata whenua have traditional and continuing cultural relationships with areas of the coastal environment, including places where they have lived and fished for generations;</i></p> <p><i>(b) involve iwi authorities or hapū on behalf of tangata whenua in the preparation of regional policy statements, and plans, by undertaking effective consultation with</i></p>	<p>Tangata whenua values are examined in Section 4.5 Te Tangi a Taurira of this AEE. Te Ao Marama Inc. will be consulted as part of this application process to enable iwi feedback in accordance with their CMA values.</p>

Objective / Policy	Wording	Commentary
	<p><i>tangata whenua; with such consultation to be early, meaningful, and as far as practicable in accordance with tikanga Māori;</i></p> <p><i>(c) with the consent of tangata whenua and as far as practicable in accordance with tikanga Māori, incorporate mātauranga Māori in regional policy statements, in plans, and in the consideration of applications for resource consents, notices of requirement for designation and private plan changes;</i></p> <p><i>(d) provide opportunities in appropriate circumstances for Māori involvement in decision making, for example when a consent application or notice of requirement is dealing with cultural localities or issues of cultural significance, and Māori experts, including pūkenga, may have knowledge not otherwise available;</i></p> <p><i>(e) take into account any relevant iwi resource management plan and any other relevant planning document recognised by the appropriate iwi authority or hapū and lodged with the council, to the extent that its content has a bearing on resource management issues in the region or district; and</i></p> <p><i>(i) where appropriate incorporate references to, or material from, iwi resource management plans in regional policy statements and in plans; and</i></p> <p><i>(ii) consider providing practical assistance to iwi or hapū who have indicated a wish to develop iwi resource management plans;</i></p> <p><i>(f) provide for opportunities for tangata whenua to exercise kaitiakitanga over waters, forests, lands, and fisheries in the coastal environment through such measures as:</i></p>	

Objective / Policy	Wording	Commentary
	<p>(i) <i>bringing cultural understanding to monitoring of natural resources;</i></p> <p>(ii) <i>providing appropriate methods for the management, maintenance and protection of the taonga of tangata whenua;</i></p> <p>(iii) <i>having regard to regulations, rules or bylaws relating to ensuring sustainability of fisheries resources such as taiāpure, mahinga mātaītai or other non-commercial Māori customary fishing; and</i></p> <p>(g) <i>in consultation and collaboration with tangata whenua, working as far as practicable in accordance with tikanga Māori, and recognising that tangata whenua have the right to choose not to identify places or values of historic, cultural or spiritual significance or special value:</i></p> <p>(i) <i>recognise the importance of Māori cultural and heritage values through such methods as historic heritage, landscape and cultural impact assessments; and</i></p> <p>(ii) <i>provide for the identification, assessment, protection and management of areas or sites of significance or special value to Māori, including by historic analysis and archaeological survey and the development of methods such as alert layers and predictive methodologies for identifying areas of high potential for undiscovered Māori heritage, for example coastal pā or fishing villages.</i></p>	
Policy 6	<p><i>Activities in the coastal environment</i></p> <p>(2) <i>Additionally, in relation to the coastal marine area:</i></p> <p>(a) <i>recognise potential contributions to the social, economic and cultural wellbeing of people and communities from use and development of the coastal marine area, including the potential for</i></p>	<p>These proposed activities are not inconsistent with this policy, the proposed moorings have a functional need to be located in the CMA. These proposed activities will contribute to the economic wellbeing of the Southland community and provide for</p>

Objective / Policy	Wording	Commentary
	<p><i>renewable marine energy to contribute to meeting the energy needs of future generations:</i></p> <p><i>(b) recognise the need to maintain and enhance the public open space and recreation qualities and values of the coastal marine area;</i></p> <p><i>(c) recognise that there are activities that have a functional need to be located in the coastal marine area, and provide for those activities in appropriate places;</i></p> <p><i>(d) recognise that activities that do not have a functional need for location in the coastal marine area generally should not be located there; and</i></p> <p><i>(e) promote the efficient use of occupied space, including by:</i></p> <p><i>(i) requiring that structures be made available for public or multiple use wherever reasonable and practicable;</i></p> <p><i>(ii) requiring the removal of any abandoned or redundant structure that has no heritage, amenity or reuse value; and</i></p> <p><i>(iii) considering whether consent conditions should be applied to ensure that space occupied for an activity is used for that purpose effectively and without unreasonable delay.</i></p>	<p>public access to the CMA through the ongoing operation of SWMS coastal vessels.</p> <p>SWMS recognises that our proposal does not represent the most efficient use of the space, nonetheless the proposed SALM systems will result in smaller mooring swing radii improving the efficiency of the space to be occupied. Furthermore SWMS will make these moorings available for use by the ‘public’ when not in use by SWMS</p> <p>Craig Harpur (SWMS) is an experienced operator in the CMA and is competent to effectively manage the use of the place for these proposed activities.</p>
Policy 12	<p><i>Harmful aquatic organisms</i></p> <p><i>(1) Provide in regional policy statements and in plans, as far as practicable, for the control of activities in or near the coastal marine area that could have adverse effects on the coastal environment by causing harmful aquatic organisms to be released or otherwise spread, and include conditions in resource consents, where relevant, to assist with managing the risk of such effects occurring.</i></p>	<p>The proposal is not at variance with this policy. Bluff Harbour is infested with <i>Undaria pinnatifida</i> nonetheless SWMS ensures that our vessels are inspected prior to returning to Fiordland or are only in water in Bluff harbour for a short period before returning to Fiordland. SWMS vessels operating in the Fiordland CMA hold current Clean Vessel Passes and abide by</p>

Objective / Policy	Wording	Commentary
	<p><i>(2) Recognise that activities relevant to (1) include:</i></p> <p><i>(a) the introduction of structures likely to be contaminated with harmful aquatic organisms;</i></p> <p><i>(b) the discharge or disposal of organic material from dredging, or from vessels and structures, whether during maintenance, cleaning or otherwise; and whether in the coastal marine area or on land;</i></p> <p><i>(c) the provision and ongoing maintenance of moorings, marina berths, jetties and wharves; and</i></p> <p><i>(d) the establishment and relocation of equipment and stock required for or associated with aquaculture.</i></p>	<p>the Fiordland Marine Regional Pathway Management Plan. Consequently appropriate measures are taken not to transport harmful aquatic organisms in or out of the area.</p>

4.3 The Southland Regional Policy Statement 2017

The Southland Regional Policy Statement (RPS) guides resource management policy and practice in Southland. It provides a framework to direct decisions regarding the management of the region's natural and physical resources; and provides an overview of the significant resource management issues facing Southland. However an absence of any outstanding ecological values at the site subject to these applications, and the presence of other structures within Bluff Port Zone results in only a small number of provisions in the Southland Regional Policy Statement being applicable. The objectives and policies that relate to this proposal are examined below.

Objective / Policy	Wording	Commentary
Objective TW.1 – Decision-making and partnerships with tangata whenua	<i>The principles of the Treaty of Waitangi/Te Tiriti o Waitangi are taken into account in a systematic way through effective partnerships between tangata whenua and local authorities, which provide the capacity for tangata whenua to be fully involved in council decision-making processes.</i>	Tangata whenua values are examined in Section 4.5 Te Tangi a Taurira of this AEE. Te Ao Marama Inc. will be consulted as part of this application to enable iwi feedback in accordance with their CMA values.
Objective TW.2 – Provision for iwi management plans (IMP)	<i>All local authority resource management processes and decisions</i>	The proposal is not in conflict with this objective. The significance of the IMP Te Tangi a Taurira for this

Objective / Policy	Wording	Commentary
	<i>take into account iwi management plans.</i>	application is examined in Section 4.5 of this AEE.
Objective TW.3 – Tangata whenua spiritual values and customary resources	<i>Mauri and wairua are sustained or improved where degraded, and mahinga kai and customary resources are healthy, abundant and accessible to tangata whenua.</i>	The proposed activities are not in discord with this objective as specified in sections 3.4, 3.6, 3.10 and 3.16 of this AEE.
Policy TW.3 – Iwi management plans	<i>Take iwi management plans into account within local authority resource management decision making processes.</i>	The proposal is not in divergence with this policy. The significance of the IMP Te Tangi a Taurira in relation to this application is examined in Section 4.5 of this AEE.
Policy TW.4 – Decision making	<p><i>When making resource management decisions, ensure that local authority functions and powers are exercised in a manner that:</i></p> <p><i>(a) recognises and provides for:</i></p> <ul style="list-style-type: none"> <i>(i) traditional Māori uses and practices relating to natural resources (e.g. mātaītai, kaitiakitanga, manaakitanga, matauranga, rāhui, wāhi tapu, taonga raranga);</i> <i>(ii) the ahi kā (manawhenua) relationship of tangata whenua with and their role as kaitiaki of natural resources;</i> <i>(iii) mahinga kai and access to areas of natural resources used for customary purposes;</i> <i>(iv) mauri and wairua of natural resources;</i> <i>(v) places, sites and areas with significant spiritual or cultural historic heritage value to tangata whenua;</i> <i>(vi) Māori environmental health and cultural wellbeing.</i> <p><i>(b) recognises that only tangata whenua can identify their relationship and that of their</i></p>	Tangata whenua values are examined in Section 4.5 Te Tangi a Taurira of this AEE. Te Ao Marama Inc. will be consulted as part of these applications to enable iwi feedback in accordance with their CMA values.

Objective / Policy	Wording	Commentary
	<i>culture and traditions with their ancestral lands, water, sites, wāhi tapu and other taonga.</i>	
Objective COAST.1 – Direction on activities within the coastal environment	<i>Provide clear direction on appropriate and inappropriate subdivision, use and development activities, the cumulative effect of an activity, and precedent effects of a decision, within the region’s coastal environment.</i>	As described in Section 3 of this AEE, these proposed activities are not in conflict with this objective, or with the Regional Coastal Plan for Southland.
Objective COAST.2 – Activities in the coastal environment	<i>Infrastructure, ports, energy projects, aquaculture, mineral extraction activities, subdivision, use and development in the coastal environment are provided for and able to expand, where appropriate, while managing the adverse effects of those activities.</i>	This objective provides for our proposed activities.
Objective COAST.3 – Coastal water quality and ecosystems	<i>Coastal water quality and ecosystems are maintained or enhanced.</i>	As outlined in sections 3.5 and 3.10 of this AEE our proposed activities will not impact water quality or ecosystems health.
Policy COAST.2 – Management of activities in the coastal environment	<p><i>Ensure adequate measures or methods are utilised within the coastal environment when making provision for subdivision, use and development to:</i></p> <p><i>(a) protect indigenous biodiversity, historic heritage, natural character, and natural features and landscape values;</i></p> <p><i>(b) maintain or enhance amenity, social, intrinsic, ecological and cultural values, landscapes of cultural significance to tangata whenua and coastal dune systems;</i></p> <p><i>(c) maintain or enhance public access; and</i></p> <p><i>(d) avoid or mitigate the impacts of natural hazards, including predicted sea level rise and climate change.</i></p>	The proposed activities are not in conflict with this policy, as detailed in Section 3 of this AEE.

Objective / Policy	Wording	Commentary
Policy COAST.3 – Protection of the coastal environment	<p><i>Ensure that subdivision, use and development activities:</i></p> <p><i>(a) avoid adverse effects on areas of outstanding natural features and landscapes, and/or outstanding natural character;</i></p> <p><i>(b) avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects on other natural features and landscapes and/or natural character in the coastal environment.</i></p>	As per sections 3.17 and 3.18 of this AEE these proposed activities is not in discord with this policy.
Policy COAST.5 – Management of effects on coastal water quality and ecosystems	<p><i>Avoid, remedy or mitigate adverse effects of land-based and marine activities on coastal water quality and its ecosystems.</i></p>	As outlined in sections 3.5 and 3.16 of this AEE, these proposed activities will not impact on the water quality or ecosystems health of the CMA.
Policy COAST.7 – Management of activities in the coastal marine area	<p><i>Within the coastal marine area, provide a framework to avoid or mitigate adverse effects on the coastal environment for the following activities:</i></p> <p><i>(a) the allocation, use and occupation of coastal space;</i></p> <p><i>(b) the use and development of the natural and physical resources of the coastal marine area;</i></p> <p><i>(c) the emission of noise;</i></p> <p><i>(d) commercial activities on the water and on the foreshore and seabed.</i></p>	As outlined in section 3 of this AEE, our proposed activities are not contrary to this policy.

4.4 Regional Coastal Plan for Southland

The purpose of the Southland Regional Coastal Plan (RCP) is to assist the Southland Regional Council achieve the purpose of the Resource Management Act 1991 with respect to the coastal marine area of the Southland Region. The objectives, policies and rules that relate to this proposal are examined below.

Objective / Policy / Rule	Wording	Commentary
Objective 4.1.1	<p><i>Adverse effects</i></p> <p><i>To avoid, wherever practicable, remedy or mitigate any adverse effects from the use and development of the natural and physical resources within the coastal environment.</i></p>	<p>These proposed activities will be managed to avoid, remedy and mitigate any potential effects on the CMA.SWMS will observe the regulations in place to protect areas of value in the CMA.</p>
Policy 4.1.1	<p><i>Protection of values</i></p> <p><i>Identify the values of the coastal marine area which require protection: the degree of protection of each value to be commensurate with the significance of the value.</i></p>	
Policy 4.1.2	<p><i>Protection of natural and physical resources</i></p> <p><i>Recognise that the natural and physical resources of the coastal marine area can be protected by the application of policies in this document.</i></p>	
4.2 Functional Need		
Objective 4.2.1	<p><i>Need for coastal location</i></p> <p><i>To ensure that only those activities and developments that have a functional need to be located in the coastal marine area or for which there is no practicable alternative location outside the coastal marine area are situated there.</i></p>	<p>As outlined in sections 1 and 3.20 of this AEE, this proposal has a functional need to occur within the CMA.</p>
Policy 4.2.1	<p><i>Justifying coastal location</i></p> <p><i>Require that proposals for uses and developments in the coastal marine area justify the functional necessity for that location or demonstrate that there is no practicable alternative location outside the coastal marine area.</i></p>	
4.3 Timing, Frequency, Duration and Regularity		
Objective 4.3.1	<p><i>Temporal characteristics of activities</i></p> <p><i>To ensure that the adverse effects of an activity attributable to its timing, frequency, duration and regularity of operation are avoided, remedied or mitigated.</i></p>	<p>Our proposed activities are not at variance with this objective. As detailed in section 3 of this AEE, our proposed activities will be managed to avoid, remedy and mitigate any potential effects on the CMA.</p>
Policy 4.3.1	<p><i>Timing of activities</i></p> <p><i>Manage the times of day, month, or year of activities where this avoids, remedies or mitigates the adverse effects of those activities on the coastal environment.</i></p>	
Policy 4.3.2	<p><i>Frequency, duration and regularity of activities. Manage the frequency, duration and regularity of activities where this avoids, remedies or</i></p>	

Objective / Policy / Rule	Wording	Commentary
	<i>mitigates the adverse effects of those activities on the coastal environment.</i>	
4.5 Public Value		
Objective 4.5.1	<p><i>Value of the coastal marine area to the public</i></p> <p><i>To ensure that the value of the coastal marine area to the public is maintained or enhanced.</i></p>	As detailed in sections 3.14 and 3.15 of this AEE, these proposed activities will not restrict public access to the CMA, in fact our proposal indirectly provides for public access to the CMA.
4.6 Concentration versus Sprawl		
Objective 4.6.1	<p><i>Concentrating use and development</i></p> <p><i>To protect areas free from use and development by seeking, wherever practicable, to concentrate use and development into areas where those activities are already taking place.</i></p>	These proposed activities are not in discord with this objective or policy. It is a proposal to continue to an existing activity in the CMA, in an area of CMA where 'port' infrastructure and vessel berths are provided for.
Policy 4.6.1	<p><i>Concentrate compatible activities</i></p> <p><i>Encourage concentration of compatible activities in areas of existing uses and developments, where adverse effects can be avoided, remedied or mitigated, in preference to using undeveloped areas in the coastal marine area.</i></p>	
4.7 Cumulative Effects		
Objective 4.7.1	<p><i>Avoid, remedy or mitigate cumulative adverse effects</i></p> <p><i>To avoid, remedy or mitigate cumulative adverse effects.</i></p>	These proposed activities are not in conflict with this objective. This proposal is for an existing activity within the receiving environment of the CMA and this proposal will have lesser effects on the receiving environment because there will no longer be mooring ground chains running over the sea / harbour floor.
Policy 4.7.1	<p><i>Avoid, remedy or mitigate adverse cumulative effects</i></p> <p><i>To avoid, remedy or mitigate adverse cumulative effects of activities in the coastal marine area.</i></p>	
5 General Matters		
Objective 5.1.1	<p><i>Preserve natural character</i></p> <p><i>To preserve the natural character of the coastal marine area.</i></p>	As described in section 3.17 of this AEE, because the site of our two Bluff Harbour moorings is in a modified environment and

Objective / Policy / Rule	Wording	Commentary
		these proposed activities will not impact the natural character of the CMA.
5.3 Amenity Values		
Objective 5.3.1	<p><i>Protection of amenity values</i></p> <p><i>To ensure that the use and development of the resources of the coastal marine area will not have significant adverse effects on amenity values, nor on the safety of the public, nor on the enjoyment of the coast by the public.</i></p>	As detailed in section 3.18 of this AEE, our proposal is not in conflict with these objectives.
Objective 5.3.2	<p><i>Enhancement of amenity values</i></p> <p><i>Where practicable, to enhance the amenity values of areas where those values have been reduced by past activities.</i></p>	
Objective 5.3.3	<p><i>Open space</i></p> <p><i>To recognise, maintain and enhance the contribution that open space makes to the amenity values in the coastal environment.</i></p>	
Objective 5.3.6	<p><i>Safe environment</i></p> <p><i>To maintain a safe environment for all people using of the coastal marine area.</i></p>	As detailed in sections 3.15 and 3.16 of this AEE, our proposal is not inconsistent with this objective and in fact this proposal is to provide safe all-weather moorings for our vessels while in Bluff Harbour.
Objective 5.3.7	<p><i>Noise levels</i></p> <p><i>To ensure that the effects of noise in the coastal marine area do not adversely affect people's health and well-being, natural character and amenity values.</i></p>	This proposal will result in some noise while the proposed moorings are being installed. However the mooring themselves are inert and will not generate noise, however vessels using the proposed moorings may generate noise. Nonetheless any noise generated by this proposal is in accordance with the noise level limits set in the RCP.

Objective / Policy / Rule	Wording	Commentary
Policy 5.3.1	<p><i>Amenity values</i></p> <p><i>Protect amenity values of the coastal marine area.</i></p>	As detailed in section 3.18 of this AEE, our proposal is not in conflict with this policy.
Policy 5.3.6	<p><i>Activities and structures</i></p> <p><i>Limit activities and structures in the coastal marine area to those that:</i></p> <ul style="list-style-type: none"> <i>a. have a functional need for that location; or</i> <i>b. contribute to the amenities of that area;</i> <i>c. are a necessary and functional part of activities also undertaken on adjoining land.</i> 	The proposed has a functional need to occur within the CMA as specified in Section 1 and Section 3.20 of this AEE.
Safety		
Policy 5.3.12	<p><i>Safety of the public</i></p> <p><i>Ensure that activities that take place in the coastal marine area do not endanger public safety.</i></p>	As detailed in sections 3.15 and 3.16 of this AEE, our proposal is not inconsistent with this policy.
Noise		
Policy 5.3.15	<p><i>Amenity values</i></p> <p><i>Protect amenity values of the coastal environment from the adverse effects of artificial noise in the coastal marine area.</i></p>	This proposal will result in some noise while the proposed moorings are being installed, which will be short term and undertaken during 'normal' working hours. However the mooring themselves are inert and will not generate noise, however vessels using the proposed moorings may generate noise. Nonetheless any noise generated by this proposal is in accordance with the noise level limits set in the RCP.
Policy 5.3.16	<p><i>Health and well-being of people</i></p> <p><i>Protect the health and well-being of the public from the adverse effects of noise in the coastal marine area.</i></p>	
Policy 5.3.18	<p><i>Noise from ships in motion</i></p> <p><i>Avoid noise from ships in motion that adversely affects the health and well-being of people or degrades amenity values.</i></p>	
Rule 5.3.4	<p>General noise limits</p> <p><i>Excluding Rule 5.3.8, unless subject to other rules in this Plan, it is a permitted activity for any activity within the coastal marine area to generate noise provided that the following noise limits are not exceeded, at any point at the landward boundary of the coastal marine area:</i></p> <ul style="list-style-type: none"> <i>i. between 7:00 a.m. and 10:00 p.m. the L10 shall not exceed 50 dBA;</i> 	

Objective / Policy / Rule	Wording	Commentary
	<p><i>ii. between 10:00 p.m. and 7:00 a.m. the following day, the L10 noise level shall not exceed 40 dBA;</i></p> <p><i>iii. between 10:00 p.m. and 7:00 a.m. the following day, the Lmax noise level shall not exceed 70 dBA.</i></p> <p><i>Noise shall be measured and assessed in accordance with the provisions of NZS</i></p> <p><i>6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".</i></p> <p><i>This Rule shall not apply to:</i></p> <p><i>i. the activities specified in Rules 5.3.5, 5.3.6, 5.3.7, 5.11.1, 9.1.3 and 16.3.4;</i></p> <p><i>ii. noise generated by safety signals or warning devices reasonably required to ensure safety provided that the best practical option for limiting noise emission is applied; and,</i></p> <p><i>iii. noise generated by an emergency work arising from the need to protect personal safety, or to prevent loss or serious damage to property or the environment.</i></p>	
Rule 5.3.6	<p>Noise limits for ships in motion</p> <p><i>Except as provided for in Rule 5.3.5, it is a permitted activity for ships in motion to emit noise provided that such noise does not exceed a sound exposure level of 90 dB(A) in any single drive by at any position beyond a line situated 25 metres back from the line of travel.</i></p> <p><i>Sound levels shall be measured in accordance with the provisions of NZS 6801:1991 "Measurement of Sound".</i></p>	
Rule 5.3.5	<p>Rule 5.3.5 - Bluff Port Zone Noise limits</p> <p><i>Notwithstanding any rule in this Plan to the contrary, it is a permitted activity, for noise to be generated by activities undertaken as part of the operation, functioning and maintenance of the port, within the Bluff Port Zone, including the navigation and manoeuvring of ships, subject to the conditions that:</i></p> <p><i>i. Long-term Noise Limit</i></p> <p><i>The night-weighted sound exposure level from any such activities shall not exceed:</i></p> <p><i>a) an average sound level of 65 dBA Ldn beyond the Inner Boundary shown on</i></p>	

Objective / Policy / Rule	Wording	Commentary
	<p><i>Figure 5.3.1 calculated over five consecutive days;</i></p> <p><i>b) an average sound level of 68 dBA Ldn beyond the Inner Control Boundary shown on Figure 5.3.1 calculated over any continuous 24 hour period.</i></p> <p><i>ii. Short-term Noise Limits</i></p> <p><i>Sound from any such activities shall not exceed 60 dBA Leq (9 hr) at any point beyond the Inner Control Boundary between 10:00 p.m. to 7:00 a.m. the following day provided that:</i></p> <p><i>a) no single 15 minute sound measurement shall exceed 65 dBA Leq;</i></p> <p><i>b) no single sound measurement shall exceed 85 dBA Lmax.</i></p> <p><i>iii. For the purpose of this rule:</i></p> <p><i>a) sound shall be measured using a representative 15 minute Leq value when calculating the Ldn or 9 hour Leq values;</i></p> <p><i>b) sound shall be measured and assessed in accordance with the provisions of NZS 6809:1999 Acoustics – Port Noise Management and Land Use Planning).</i></p>	
5.4 Vegetation and Fauna		
Objective 5.4.1.1	<p><i>Protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna.</i></p> <p><i>To protect areas of significant indigenous vegetation and significant habitats of indigenous fauna within the coastal marine area.</i></p>	As stated above there are no significant indigenous vegetation and significant habitats of indigenous fauna at the site of our Bluff moorings or adjacent these sites. Yet this proposal will have fewer impacts on the benthic communities at the site of our moorings. Consequently this proposal does not diverge with these objectives and policies.
Objective 5.4.1.2	<p><i>Protect intrinsic values of ecosystems</i></p> <p><i>To protect the intrinsic values of ecosystems in the coastal marine area.</i></p>	
Policy 5.4.1.1	<p><i>Disturbance of areas of significant indigenous vegetation and significant habitats of indigenous fauna.</i></p> <p><i>Avoid significant adverse effects of disturbance to areas of significant indigenous vegetation or significant habitats of indigenous fauna.</i></p>	

Objective / Policy / Rule	Wording	Commentary
Policy 5.4.1.2	<i>Protection of habitats of important species</i>	
Policy 5.4.1.3	<i>Preserving habitats of distinctive communities</i> <i>To preserve the habitat of distinctive communities.</i>	
Objective 5.4.2.1	<i>Introduction of Plant Species</i> <i>To avoid the introduction of plant species, including phytoplankton, into the coastal marine area in circumstances that could result in adverse environmental effects.</i>	The proposal is not at variance with this objective and these policies. Bluff Harbour is infested with Undaria nonetheless SWMS ensures that our vessels are inspected prior to returning to Fiordland or are only in water in Bluff harbour for a short period before returning to Fiordland .SWMS vessels operating in the Fiordland CMA hold current Clean Vessel Passes and abide by the Fiordland Marine Regional Pathway Management Plan. Consequently appropriate measures are taken not to transport harmful aquatic organisms in or out of the area, in accord with this objective and policies.
Policy 5.4.2.1	<i>Introduction of new plant species</i> <i>Prevent the introduction of any new plant species where information relating to that species indicates that its introduction is likely to adversely affect indigenous vegetation or indigenous fauna, alter coastal processes or natural character.</i>	
Policy 5.4.2.2	<i>Protect significant species</i> <i>Protect the health, diversity, vitality, bulk and coherence of significant species of indigenous vegetation.</i>	
5.4.3 Exotic Fauna Introduction		
Policy 5.4.3.1	<i>Introduction of exotic fauna</i> <i>Prevent the introduction of exotic species of fauna where information relating to that species indicates that its introduction is likely to adversely affect:</i> <i>a indigenous vegetation; or</i> <i>b indigenous fauna; or</i> <i>c alter coastal processes; or</i> <i>d natural character; or</i> <i>e life-supporting capacity of ecosystems.</i>	The proposal is not at variance with this policy. Bluff Harbour is infested with Undaria nonetheless SWMS ensures that our vessels are inspected prior to returning to Fiordland or are only in water in Bluff harbour for a short period before returning to Fiordland. SWMS vessels operating in the Fiordland CMA hold current Clean Vessel Passes and abide by

Objective / Policy / Rule	Wording	Commentary
		the Fiordland Marine Regional Pathway Management Plan. Consequently appropriate measures are taken not to transport harmful aquatic organisms in or out the area in concurrence with this policy.
Public Access		
Objective 5.5.1	<i>Maintain and enhance public access Where appropriate, to maintain and enhance public access by suitable means to and along the coastal marine area.</i>	The proposal will not impact on public access to the CMA as is detailed in sections 3.14 and 3.15 of this AEE.
5.6 Tangata Whenua O Murihiku		
Objective 5.6.1	<i>Recognise values of Ngai Tahu To recognise and provide for cultural, spiritual and traditional values and uses of Ngai Tahu in the coastal marine area.</i>	The proposal is not in conflict with these objectives and policies. Te Tangi a Taurira policies are examined in Section 4.5 of this AEE. Te Ao Marama Inc. will be consulted as part of this application to provide their feedback on the application in accord with relevant iwi values for the CMA.
Objective 5.6.2	<i>Consultation with tangata whenua To ensure that consultation takes place with tangata whenua in appropriate circumstances.</i>	
Policy 5.6.1	<i>Kaitiakitaka Have particular regard to the concept of kaitiakitaka in relation to managing the use, development and protection of natural and physical resources in the coastal marine area.</i>	
Policy 5.6.4	<i>Characteristics of special value to the tangata whenua Identify and protect the characteristics of the coastal marine area of special value to tangata whenua.</i>	
Policy 5.6.5	<i>Protection of characteristics of significance to Māori It is a national priority to protect:</i> <i>a. characteristics of traditional spiritual, historical or cultural significance to Māori identified in accordance with tikaka Māori; and</i> <i>b. significant places or areas of historic or cultural significance; which in themselves or in combination, are essential or important elements</i>	

Objective / Policy / Rule	Wording	Commentary
	<i>of the natural character of the coastal marine area.</i>	
5.10 Social, Economic and cultural Issues		
Objective 5.10.1	<p><i>Social, cultural and economic reliance on the coastal marine area.</i></p> <p><i>To recognise the need for social and economic utilisation of the coastal marine area in a manner that enables people and communities to provide for their social, cultural and economic well-being and for their health and safety.</i></p>	The proposal is not in conflict with this objective and policy as specified in section 3.1 of this AEE.
Policy 5.10.1	<p><i>Recognising the social, cultural and economic reliance on the coastal marine area.</i></p> <p><i>Recognise the importance of the coastal marine area for social, cultural and economic activities.</i></p>	
Occupation		
Objective 9.1.1	<p><i>Public recreation</i></p> <p><i>Maintain or enhance the availability of the coastal marine area for public recreation and other uses not requiring any form of preferential occupation.</i></p>	Our proposal will not impact on the availability of the coastal marine area for recreation or other uses.
Objective 9.1.2	<p><i>Occupation</i></p> <p><i>To ensure that any exclusive or preferential occupation of the coastal marine area is justified.</i></p>	As stated above these applications are for ongoing ‘exclusive’ occupation of part of the CMA in line with Environment Southland policy to grant mooring applications for ‘exclusive’ occupation provided the public are given access.
Policy 9.1.1	<p><i>Public right of use</i></p> <p><i>Where there is a need for any exclusive occupation of space, the interests of the recreational users and other lawful users not requiring any form of preferential occupation shall be protected.</i></p>	Our Bluff Harbour moorings will be made available to the public when not in use by SWMS in accord with this policy.
Policy 9.1.5	<p><i>Effects on other users</i></p> <p><i>Avoid the use of lawful occupation to provide buffer zones for the purpose of avoiding, remedying or mitigating adverse effects.</i></p>	This proposal is not to provide a ‘buffer zone’ in agreement with this policy.
Seabed and Foreshore		

Objective / Policy / Rule	Wording	Commentary
Objective 10.1.1	<i>Disturbance to the seabed or foreshore</i> <i>To avoid, remedy, or mitigate the adverse effects of disturbance to the seabed or foreshore.</i>	This proposal will result in a small area of the seabed being 'disturbed' .
Objective 10.1.2	<i>Maintain safe and efficient navigation</i> <i>To maintain safe and efficient navigation in the coastal marine area.</i>	This proposal will create a small navigational affect
Policy 10.1.3	<i>Drilling, tunnelling, excavation, dredging and drainage activities</i> <i>Avoid, remedy or mitigate the impact of drilling, tunnelling, excavation, dredging and drainage activities on the environment in which they are undertaken.</i>	With this proposal it is unavoidable that a small are will be occupied
Policy 10.1.5	<i>Activities which have minor effects</i> <i>Provide for activities which have minor effects on the foreshore or seabed.</i>	
Rule 10.1.5	<i>Drilling and tunnelling of the Foreshore or Seabed</i>	NA
Structures		
Objective 11.2.1	<i>Location of structures</i> <i>To ensure that structures are located in the most appropriate site so as to avoid, remedy or mitigate adverse effects of their presence.</i>	Much of Bluff Harbour is very shallow and because of the draft of our vessels the areas designated for moorings in the RCP are unsuitable. Therefore there were few sites in Bluff Harbour which were suitable for our moorings and the locations chosen were decided on based on being the most appropriate site so as to avoid, remedy or mitigate adverse effects of their presence in accord with this objective.
Objective 11.2.2	<i>Social, economic and safety benefits</i> <i>To recognise the social, economic, cultural and safety benefits of structures in the coastal marine area.</i>	Our proposal is in conformity with this policy as outlined in section 3.1 of this AEE.

Objective / Policy / Rule	Wording	Commentary
Policy 11.2.8	<p><i>Need for structures within the Bluff Port Zone</i></p> <p><i>Recognise the need to erect, reconstruct, maintain place, alter and remove or demolish structures that are essential to enable the transfer of goods or ships, or to enable safe and efficient berthage and safe navigation of ships in Bluff Harbour within the Bluff Port Zone.</i></p>	<p>As stated above, we have a functional need to have moorings in Bluff Harbour to provide berthage for our vessels mainly pre and post vessel maintenance in agreement with this policy.</p>
Policy 11.2.1	<p><i>Structures and activities to be compatible with their surrounding environment</i></p>	<p>As described above our mooring buoys need to be visually noticeable. Yet there are other structures within Bluff Harbour such as navigational aids (beacons and buoys) which are likewise visually prominent. In addition the proposed installation is consistent with the other activities occurring in Bluff Harbour. That is our proposal is not in conflict with this policy.</p>
Objective 11.7.7.1	<p><i>Establishment of moorings</i></p> <p><i>Avoid, wherever practicable, remedy or mitigate the adverse effects of moorings</i></p>	<p>Block mooring has minimal affect in this area</p>
Objective 11.7.7.4	<p><i>Safe navigation of Southland's coast</i></p> <p><i>To ensure that safe navigation of coastal waters is not unnecessarily put at risk by inappropriate use and development within the coastal marine area.</i></p>	<p>Preposed moorings in fact provide safe all weather 'berths' for SWMS vessels in Bluff Harbour which are much safer for SWMS With stabiliser wings '.can make contact with the wharf and will be damaged.</p> <p>Hence, we contend our Bluff harbour moorings do not affect Safe navigation on the Southland's coast.</p>
Policy 11.7.7.6	<p><i>Mooring types</i></p> <p><i>Require moorings to:</i></p> <ul style="list-style-type: none"> <i>i. be visually unobtrusive; and</i> <i>ii. minimise damage to benthic ecosystems; and</i> 	<p>The proposed mooring Block systems As started above the mooring buoys need to be visually obtrusive, but within the scale of the harbour the</p>

Objective / Policy / Rule	Wording	Commentary
	<p><i>iii. make efficient use of space.</i></p>	<p>mooring buoys visual effects will be no more than minor. That is our proposal is consistent with this policy.</p>
<p>Policy 11.7.7.7</p>	<p><i>Use of specified mooring areas</i></p> <p><i>Encourage moorings to take place in areas set aside for that purpose.</i></p>	<p>Much of Bluff Harbour is very shallow and because of the draft of our vessels the areas designated for moorings in the RCP are unsuitable.</p>
<p>Policy 11.7.7.14</p>	<p><i>Access to shore facilities near mooring areas</i></p> <p><i>Maintain an area for uninterrupted and safe navigation to and from wharves and boat launching areas that are located near mooring areas.</i></p>	<p>There are no wharves and boat launching facilities in the immediate vicinity of the sites of our proposed moorings therefore our proposal will maintain uninterrupted and safe navigation to and from wharves and boat launching areas.</p>
<p>Policy 11.7.7.15</p>	<p><i>Moorings within Bluff Port Zone</i></p> <p><i>Discourage new moorings in the Bluff Port Zone where these could adversely affect port activities and other existing activities within the Zone.</i></p>	<p>Prior to installing either of our Bluff Harbour moorings we consulted with South Port to ensure our moorings would be located in an area that would not adversely affect port activities and other existing activities.</p>
<p>Rule 11.7.7.8</p>	<p><i>Moorings in other areas</i></p> <p><i>The placement of moorings, and their occupation of the coastal marine area in areas, other than those specified in Rules 11.7.7.1, 11.7.7.3, 11.7.7.4, 11.7.7.5 and 11.7.7.13, are a discretionary activity.</i></p>	<p>As per this rule our proposal is a discretionary activity.</p>
11.8 Navigational Safety		
<p>Objective 11.8.1 -</p>	<p><i>Safe and efficient navigation</i></p> <p><i>To ensure there is safe and efficient navigation in the coastal marine area.</i></p>	<p>As outlined in sections 3.14, 3.15, and 3.16 of this AEE our proposal is not in discord with this objective and policy since navigational safety will be maintained.</p>
<p>Policy 11.8.2</p>	<p><i>Avoid adverse effects on navigation safety</i></p>	

4.5 Te Tangi a Tauria – The Cry of the People

Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008

Te Tangi a Tauria – The Cry of the People is the Ngai Tahu Iwi Management Plan for Murihiku. The relevant objectives and policies in relation to this Coastal Permit application are outlined in the following pages.

Objective / Policy / Rule	Wording	Commentary
Section 3.6 Te Ākau Tai Tonga - Southland's Coastal Environment		
3.6.3 Structures in the Coastal Marine Area	<p><i>Ngā Kaupapa – Policy</i></p> <ol style="list-style-type: none"> 4. <i>Avoid the placement of structures in the coastal marine environment that will have significant affects on the foreshore and seabed, coastal water quality, mahinga kai, kaimoana, and will not be compatible with the coastal environment of adjacent lands.</i> 5. <i>Ensure that structures in the coastal environment are soundly constructed, are compatible with the natural character of the surrounding coastal environment and adjacent lands and do not have adverse effects on other people using the coast area. This includes appropriate placement of moorings and anchorages.</i> 6. <i>Ensure that structures located in the coastal marine area justify the functional necessity for that location and do not impact on the coastal environment when an alternative location may be more readily suited for that type of development.</i> 7. <i>Promote concentration of structures within the existing Port Zones (e.g. Bluff, Aparima / Riverton, Waikaiwa) to minimise the risks caused by dispersal on the surrounding coastal environment. Where possible utilise existing facilities within the zones for ship activities.</i> 	<p>Policy 4 advocates for compatibility with the surrounding environment and the avoidance of effects on the foreshore and seabed, coastal water quality, mahinga kai, kaimoana. SWMS does not believe the proposed Mooring systems will have significant effects on the foreshore and seabed, coastal water quality, mahinga kai, kaimoana. Also the planned mooring will be harmonious with the adjacent area as Bluff Port Zone is a built-up area with numerous other structures including channel marker buoys and beacons.</p> <p>Policy 5 promotes the use of reliable structures consistent with the coastal environment that do not adversely affect other users. SWMS proposed moorings will be well constructed to ensure the security of our vessels and as stated above the proposed moorings will be compatible with the surrounding</p>

Objective / Policy / Rule	Wording	Commentary
		<p>environment. The main users of the Bluff Port Zone are South Port Limited, and they do not believe the proposed mooring will have any adverse effects on South Ports operation hence this mooring proposal is consistent with this policy.</p> <p>Policy 6 advocates for the consideration of alternative locations for structures if the impact is likely to be reduced in another location. SWMS has considered other locations including Stewart Island. Nevertheless because of the size of the vessels which will utilise the proposed mooring, the planned mooring needs to be located in the general vicinity of the mooring location chosen to ensure our vessel is in sufficient depth of water as much of Bluff Harbour is too shallow.</p> <p>Policy 7 supports the clustering of structures in designated ports and the use of existing structures. The proposed mooring is to be located within the Bluff Port Zone and therefore it would comply with this policy. With respect to using existing facilities such a mooring is to overcome the need to use South Port wharves; existing facilities, because berthing at South Port wharves has proved unreliable and has also resulted in vessel damage.</p>
3.6.4 Coastal Access	<i>Ngā Kaupapa – Policy</i>	The CMA is protected through the RMA, NZCPS, RCP and in

Objective / Policy / Rule	Wording	Commentary
	<ol style="list-style-type: none"> 1. <i>Ensure that all coastal regions are sustained and protected in perpetuity for all New Zealanders and visitors to enjoy.</i> 2. <i>Ensure that access across any private land to coastal areas is in consultation with the landowner.</i> 3. <i>Encourage education among tourists and other visitors about the cultural importance of the coastal environment and its links to inland river, lakes and lands.</i> 4. <i>Work with stakeholders, local government agencies and others whom have an interest in the coastal environment to promote and provide information relating to values associated with the area and the need to respect the environment through promotion of responsible tourism.</i> 5. <i>All Ngāi Tahu Whānui, current and future generations, must have the capacity to access, use and protect coastal environment landscapes, wāhi tapu and mahinga kai sites and the history and traditions that are linked to these landscapes.</i> 6. 7. <i>Ensure robust consultation with Ngāi Tahu ki Murihiku in respect to aspects of improved access to the coastal environment. This includes the development of structures to facilitate access such as public toilets, upgrading of existing structures, and waste disposal and discharge methods.</i> 	<p>turn by the requirement to obtain resource consent for most activities in the CMA, with their contingent conditions.</p> <p>SWMS works with stakeholders, and government agencies to promote and provide information relating to values associated with the areas we operate in. In particular we are signatories to Tourism Industry Aotearoa Tiaki Promise – Care for New Zealand and NZ Tourism Sustainability Commitment He Kupu Taurangi Kia Toitū Ai Te Tāpoitanga.</p> <p>SWMS proposal to replace existing mooring structures will not affect access, use and the protection of the coastal environment landscapes, wāhi tapu and mahinga kai sites and the history and traditions that are linked to these landscapes.</p> <p>This proposal is effectively for an existing activity in Bluff Harbour CMA. Therefore, approving this application would be maintaining the current level of activity, not accumulating more activity.</p> <p>As Te Ao Marama Incorporated (TAMI) have been identified as a Potentially Affected Party in this application, TAMI will provide their feedback on these proposed activities in</p>

Objective / Policy / Rule	Wording	Commentary
		relation to Ngāi Tahu culture, traditions and values. So, this proposal is not in conflict with these policies.
3.6.13 Coastal Ecosystems	<p>Ngā Kaupapa – Policy</p> <ol style="list-style-type: none"> 1. <i>Avoid coastal activities that may disturb, and have a direct or indirect detrimental impact, on areas of significant vegetation and habitats. Direct impacts may be physical damage while indirect impacts may include effects arising from siltation, deposition or displacement over time.</i> 2. <i>Advocate protection of species located in the coastal environments that are of cultural importance to ensure continued cultural well-being.</i> 3. <i>Have active involvement in promoting the understanding of ecosystem interactions within the coastal environment and the impacts that changes to water quality and levels of deposition and disturbance may have on each organism and their subsequent role in maintaining ecosystem health.</i> 4. 5. <i>Provide and recognise for the strong cultural links with coastal landscapes and biodiversity held by Ngāi Tahu ki Murihiku.</i> 6. <i>Avoid changes to coastal landscapes and biodiversity which have detrimental impacts on Ngāi Tahu ki Murihiku relationships and associations with coastal land, water, wāhi tapu and wāhi taonga areas.</i> 7. 8. 9. 10. <i>Advocate for protection and methods of enhancement of threatened coastal species, particularly those of cultural significance.</i> 11. <i>Promote the importance of the health of kaimoana in coastal waters.</i> 12. <i>Ensure continued access to coastal areas for customary use and to promote</i> 	<p>As stated above there are no areas of significant vegetation, habitats, ecosystems or species requiring protection in the vicinity or adjacent the site of our moorings. Yet this proposal will reduce adverse effects on benthic communities and therefore provide greater protection to seafloor ecosystems.</p> <p>Also as discussed above all practical measures are undertaken by SWMS to protect the biodiversity of CMA and the health of the coastal marine waters. The company's vessels have Fiordland 'Clean Vessel Passes', sewage and greywater are not discharged into Bluff Harbour.</p> <p>SWMS does not believe the proposed Mooring systems will have significant effects on the foreshore and seabed, coastal water quality, mahinga kai, kaimoana and cultural links with coastal landscapes.</p> <p>Moreover this proposal will not impact continued access to coastal areas for customary use. Accordingly SWMS</p>

Objective / Policy / Rule	Wording	Commentary
	<p><i>continued support among local authorities to ensure such access is maintained.</i></p> <p>13.</p> <p>14.</p> <p>15.</p> <p>16.</p> <p>17. <i>Support effective communication among coastal users with respect to risks posed by entry of unwanted organisms to New Zealand marine environments.</i></p> <p>18. <i>Avoid cleaning of hulls or “lay-ups” whereby indigenous marine biodiversity will be compromised. Agencies should form best practice protocol for such activities and actively implement these among coastal users.</i></p>	<p>proposal is in concurrence with these policies.</p>

5. Consultation

The following parties have been identified as a Potentially Affected Parties by SWMS

- Te Ao Marama Incorporated;
- Department of Conservation;
- Invercargill City Council; and
- South Port Limited

These Coastal Permit applications will be forwarded as a notification to the groups who have applied for Customary Marine Title under the Marine and Coastal Area (Takutai Moana) Act 2011 in the coastal marine area of Bluff Harbour. This includes;

- Te Runanga o Ngai Tahu;
- New Zealand Māori Council (Rahiri Dargaville); and
- Customary Marine Title for all Māori (Cletus Maanu Paul).

6. Conclusion

These Coastal Permit applications are requesting approval to install, maintain, and “exclusively” occupy part of the coastal marine area with 2x proposed new Moorings This proposal does not conflict with the purpose of the Resource Management Act 1991; the Southland Coastal Policy Statement; the Regional Coastal Plan for Southland; Te Tangi Te Taura. Therefore, SWMS contends that it is appropriate to approve these coastal permit applications.

7. Appendices

