

FINAL TEXT FOR SECTION 28 AND RULES – PLAN CHANGE 1 (MOORINGS AND MARINAS)

Section 28 – Marine 4 (Moorings including Marinas) Management Area

28.1 Introduction

Northland is one of the most popular areas in New Zealand for recreational boating. There is also a significant marine and maritime related commercial use of boats and other vessels associated with the region's tourism, fishing and marine farming industries. Many of these vessels require some form of permanent mooring. For the purposes of this Plan, moorings include, but are not limited to, swing moorings, pile moorings, marina berths and mooring jetties.

As well as moorings, provision for recreational boating requires recognition of the need for safe anchorages, where temporary shelter can be sought in bad weather. While the region's boating community knows the majority of these areas, to date few have been formally recognised and/or set aside as anchorage areas.

Another issue is the need to prohibit mooring and anchoring in some areas, for example, around commercial ports or over submarine cables or pipelines and navigation channels. Such areas are shown on navigational charts and are also known to the region's boating community.

Favoured mooring areas tend to be sheltered bays that are also desirable for other uses such as swimming, boating, kaimoana gathering and other cultural activities. The resulting resource use conflicts need to be carefully managed. Moorings (including marinas) occupy public space in the coastal marine area. This is a finite resource in Northland and access to it by the public needs to be equitably provided for.

MOORINGS

Prior to the introduction of the Resource Management Act, moorings within most of Northland's harbours were largely managed by the Northland Harbour Board under the provisions of the Harbours Act 1950 and primarily using harbour bylaws.

With the introduction of the Resource Management Act in 1991, the Northland Regional Council was given the responsibility for managing the environmental effects of all moorings around the Northland coast. In addition, the Council continued to exercise control over moorings using its harbour bylaw. All existing moorings at this time were allowed to remain until one year after this Plan became operative, after which time all moorings would be subject to its provisions. This Plan was made operative on 30 June 2004.

In 2001, following an amendment to the Local Government Act 1974 and the repeal of the Harbours Act 1950, the Northland Regional Council took the opportunity to replace its harbour bylaw with a new navigation and safety bylaw known as the Northland Regional Council Navigation Safety Bylaw 2001. Since then, all moorings have continued to be managed and administered under both the provisions of this Plan and the provisions of the Northland Regional

Council Navigation Safety Bylaw 2001. This Plan and the Northland Regional Council Navigation Safety Bylaw 2001 have been reviewed to ensure consistency between the two provisions.

The presence of moorings in the Coastal Marine Area can cause adverse environmental effects including:

- Visual impacts.
- Restriction of public access and recreation.
- Modification of natural water movement patterns.
- The effects of anti-fouling leachate.
- Effects on water quality as a result of sewage discharges.
- Effects on use of adjacent land, particularly in relation to parking and waste disposal requirements.

In considering adverse effects, it is important to make a distinction between swing moorings and pile, jetty and marina berth moorings. Swing moorings are a relatively flexible means of providing for moorings. They are low-lying and more easily moved should the need arise. In contrast, the other more solid types of moorings are much more visible and less easily moved. Visual impacts of these moorings can be exacerbated by the linear fashion in which they are usually arranged. If not properly aligned, this linear arrangement can also cause more pronounced changes in water movement patterns than a comparable number of swing moorings.

Notwithstanding the above, the benefit of pile, jetty and marina berth moorings is that they allow greater numbers of moorings to be concentrated in a particular area and can, in some circumstances, provide facility that is available for public use.

Another related issue is the long-term anchorage of vessels. This equates to permanent mooring with similar environmental effects and consequently provision is made to control this activity.

MARINAS

There are currently five purpose-built marinas in Northland ranging in size from 25–300 berths.

These include:

- the Tutukaka Marina at the head of Tutukaka Harbour
- the Orams Marina in the Hatea River, upper Whangarei Harbour
- the Doves Bay marina in the lower Kerikeri Inlet
- the marina in Whangaroa Harbour
- the Opuia marina.

In addition, there are a number of high-density pile and/or jetty mooring areas which are generally referred to and managed as marinas. These are at Kissing Point and the Town Basin in the Whangarei Harbour and at Tinopai in the Kaipara Harbour.

In recent years, there have been a number of proposals for marina developments within Northland's Coastal Marine Area, at Veronica Bay, Kerikeri Inlet, Kissing Point, Parua Bay and One Tree Point. Primarily, these are promoted as a means

of rationalising coastal space by concentrating moorings into a smaller space. While marinas require a smaller area to moor a boat than other types of moorings, additional coastal marine area is often taken up with reclamations for parking and other associated facilities. Areas sought for marinas are generally those used for moorings due to the level of natural shelter needed. With their rigid floating mooring structures, marinas can accommodate more craft per unit area than other types of moorings. Marinas can also provide increased security and a range of support facilities for sewage and rubbish disposal, freshwater and fuel supplies. Due to the intensive nature of marinas, they are dealt with separately from moorings within the rules section of this Plan.

While marinas have their benefits, they are also one of the most concentrated forms of development in the Coastal Marine Area and consequently tend to significantly modify its natural character and reduce the amount of public space available for public use. As well as this, the construction of a marina can involve a number of activities, each with known or potential adverse effects. Such activities include:

- Dredging and dredging spoil disposal.
- Reclamation.
- The emplacement of breakwaters, finger jetties and other structures.
- The provision of facilities for sewage and rubbish disposal, refuelling, boat maintenance and water supply.
- Wastewater discharges to coastal waters from land-based facilities.
- The construction of stormwater management systems.

In addition marina developments may require the development of car parking, office buildings, toilet facilities, signage and security infrastructure on land adjoining the Coastal Marine Area. The individual and cumulative adverse effects of these activities largely depend on the marina location and design. Factors to be considered include:

- The size of the marina.
- The type of breakwater used (floating or solid).
- The flushing characteristics of the marina basin.
- The natural water quality.
- The presence of shellfish beds or fishing grounds in the vicinity.
- The presence of other recreational uses of adjacent waters.
- The presence of sensitive, ecologically important species, habitats or communities in the vicinity.
- The Natural Character and Landscape values of the surrounding area.

The effects of marinas are far wider than those of individual moorings and must therefore be dealt with differently in a coastal management context. These effects need to be balanced against the potential benefits of marinas, particularly in areas where usable space for other types of moorings is fully occupied and there is pressure for still more moorings; or for clearing out of particular mooring areas.

NORTHLAND REGIONAL COUNCIL NAVIGATION AND SAFETY BYLAWS 2001

The Northland Regional Council Navigation and Safety Bylaw 2001 (NSB) will be used to determine such things as the location, placement, type and size of moorings.

The appropriate NSB provisions have been integrated with the Regional Coastal Plan for Northland through its policies, methods and rules. The Plan will deal with the environmental issues surrounding moorings and the NSB will deal with the location, placement, type and size of moorings.

Copies of the Navigation and Safety Bylaw 2001 can be obtained from any Northland Regional Council office.

28.2 ISSUES

1. There is a demand for moorings within Northland's Coastal Marine Area, and there is a consequent pressure to provide for this in terms of mooring location, type and use, which may not be sustainable.
2. There are overlapping responsibilities between administrative authorities under relevant legislation that need rationalising.
3. There is inadequate provision of shore-based facilities and services associated with high-density mooring areas and their use.
4. The location, type and use of moorings have adverse effects on the environment.
5. The location, type and use of moorings can create conflicts with other uses of the coastal environment.
6. Within Northland's Coastal Marine Area, there are high-pressure areas where there is currently insufficient suitable space to meet demands for new moorings.
7. The cost of establishing and maintaining on-shore facilities associated with Marine 4 (Moorings including Marinas) Management Areas is likely to be high and determining who should pay for such facilities is complex.

28.3 OBJECTIVES

1. The reduction and restriction of the proliferation of moorings within Northland's Coastal Marine Area by concentrating moorings within specific areas.
2. Integrated management of moorings and associated demands for shore-based facilities and services.
3. The demand for moorings and the associated adverse environmental effects are managed in an efficient and effective manner.
4. Conflicts between moorings and other activities are avoided as far as practicable.

28.4 POLICIES

Concentration Policies

1. The Council will adopt a strategy of concentrating and efficiently managing moorings and will identify Marine 4 Management Areas for that purpose.

Explanation and principal reasons for adopting: *The Council in adopting a strategic approach to the management and provision of moorings has grouped moorings in specific areas, identified as Marine 4 Management Areas. These areas have been identified by the Council as appropriate for the concentration of moorings. This approach is supported by Policy 3.2.1 of the NZCPS.*

2. The Council shall identify and establish new Marine 4 Management Areas where these:
 - provide appropriate associated infrastructure and facilities within the Marine 4 (Moorings including Marinas) Management Area and on land above the line of Mean High Water Springs; and
 - avoid conflicts with other activities; and
 - avoid as far as practicable adverse environmental effects; and
 - are of an intensity, character and scale appropriate to the character, heritage and amenity values of the area; and
 - reflect the absorption capacity of the area; and
 - take into account the cumulative effects of moorings; and
 - provide for public road access, access between the land and water interface and maintain public access along the foreshore ; and
 - take into account sites of cultural value; and
 - any other matter the Council considers relevant.

Explanation and principal reasons for adopting: *This policy gives guidance to the Council when considering plan change requests for new Marine 4 Management Areas. This is to avoid the identification of mooring areas in unsuitable locations.*

3. The Council shall consider all alternatives before making a decision about whether it is appropriate to extend a Marine 4 Management Area nearing capacity or establish a new area.

Explanation and principal reasons for adopting: *Options such as rationalisation and intensification of moorings within a Marine 4 Management Area to make better use of the existing area, should be considered prior to the designation of new mooring areas. These options need to be considered first because the extension of existing areas and the identification of new mooring areas has the potential to increase the adverse effects of moorings and decrease the amount of available public water space for other activities.*

4. The Council will consider the location and use of moorings (excluding marinas) to be appropriate where these are either:
 - (a) located in accordance with an approved mooring management plan within a Marine 4 Management Area; or
 - (b) associated with a property which is only legally accessible by water; or
 - (c) located for public benefit in order to enhance public access and minimise environmental effects of repetitive anchorage; or
 - (d) associated with a maritime-related commercial enterprise that could not otherwise be located within a Marine 4 Management Area.

Explanation and principal reasons for adopting: *Moorings have the potential to proliferate rapidly because they are relatively simple structures and are easily installed. Moorings can conflict with other uses of coastal space and can impact on the natural character of an area. It is therefore the intention of the Council to reduce the proliferation and spread of moorings throughout the Coastal Marine Area by concentrating, as far as practicable, moorings within Marine 4 Management Areas.*

5. The Council will limit the proliferation of moorings by:
 - (a) facilitating the concentration of moorings in Marine 4 Management Areas; and
 - (b) discouraging moorings outside Marine 4 Management Areas.

Explanation and principal reasons for adopting: *Moorings have the potential to impact on the ability of others to utilise coastal space and have environmental impacts. It is the intent of the Council to concentrate moorings within Marine 4 Management Areas to concentrate these conflicts and impacts within defined areas and preserve other areas for their natural character, amenity values, or other activities.*

6. The Council will encourage and may if necessary facilitate the removal of existing moorings (excluding marinas) located outside Marine 4 Management Areas, except where the mooring is:
 - (a) associated with a property which is only legally accessible by water; or
 - (b) associated with a maritime-related commercial enterprise that could not otherwise be located within a Marine 4 Management Area.

Explanation and principal reasons for adopting: *It is recognised that there are a number of moorings with a resource consent that will not come up for renewal within one year of the plan becoming operative. The Council wishes to rationalise these moorings wherever possible before their resource consent come up for renewal, in order to concentrate moorings within Marine 4 Management Areas and minimise the potential for them to impact on the ability of others to utilise coastal space and have environmental impacts. It is recognised however that this may take many years to achieve.*

Marina Policies

7. When considering the appropriate location of marinas, the Council shall:
 - (a) Allow for the potential for marina development in Marine 4 (Moorings including Marinas) Management Areas; and
 - (b) provide for marina development within Marine 2, Marine 5 and Marine 6 Management Areas where such a development does not compromise the express values and purpose of that management area; and
 - (c) recognise that marina development may will almost inevitably conflict directly with the express values and purpose of Marine 1 Management Areas.

Explanation and principal reasons for adopting: *While the general intent is that marina development within Marine 4 Management Areas is considered an option for the intensification of existing mooring provision, there may be circumstances where marina development outside these areas is appropriate. This situation needs to be provided for, providing it does not compromise the express values and purpose of the relevant Marine Management Area.*

8. The Council and consent authorities will, when considering a resource consent application or plan change request for a marina development, consider the appropriateness of the proposal against the following parameters:
 - the location, intensity, character and scale is appropriate to the character, heritage and amenity values in the coastal environment including the land above mean high water springs; and
 - the infrastructure (including sewage disposal, rubbish collection and parking) necessary for use, activities and development exists or is provided, within the Marine Management Area or within the adjoining district; and
 - avoiding conflicts with other activities to the extent consistent with the purpose of the Marine Management Area; and
 - avoiding as far as practicable adverse environmental effects (including cumulative effects); and
 - take into account sites of cultural value; and
 - taking into account likely changes to water quality and flushing characteristics and proposals for the management of discharges and for heavy metal monitoring program; and
 - providing for the rationalisation and reduction of surrounding moorings; and
 - taking into account the need for reasonable provision of public access; and
 - any other matter the Council considers relevant.

Explanation and principal reasons for adopting: *Marina developments involve the construction of structures within the Coastal Marine Area that have the potential to have significant adverse effects on the environment if not properly assessed and managed. This policy is intended to act as a guideline for consent authorities when considering and evaluating the appropriateness of a marina proposal.*

Management Policies

9. The Council shall, by 30 June 2010 develop Mooring Management Plans (excluding marinas) for the high priority Marine 4 Management Areas. The high priority areas are identified in Method 28.5.6. Mooring Management Plans shall be developed for all remaining Marine 4 Management Areas by 30 June 2012. Mooring Management Plans will require the approval of the Council before being given effect to.

Explanation and principal reasons for adopting: *Marine 4 Management Areas need to be managed in a holistic integrated manner. Each mooring area has its own specific circumstances and subsequent needs that need to be managed. The development of Mooring Management Plans (excluding marinas) will allow the flexibility to address each mooring area on a case-by-case basis, tailoring each management plan to the specific characteristics and needs of the mooring area. This is supported by Sections 30(1)(a) and 67(1)(h) of the Resource Management Act 1991 which requires Regional Councils to “achieve integrated management of the natural and physical resources of the region.” Method 5*

requires Mooring Management Plans to be developed in accordance with a list of minimum standards.

Mooring Management Plans will be developed outside of the Resource Management Act 1991 as there is no provision within the Act for the development of Mooring Management Plans. However these plans will be given effect to through the policies, methods and rules within this plan and the Northland Regional Council Navigation and Safety Bylaw 2001 under the Local Government Act 2002.

10. The Council shall promote the integrated management of moorings and marinas and the associated facilities and services by:

- rationalising overlapping administrative responsibilities; and
- ensuring integration between Northland Regional Council Navigation and Safety Bylaw 2001 and mooring provisions in this plan.

Explanation and principal reasons for adopting: *To improve the efficient and effective integrated management of the provision of moorings and associated shore-based facility requirements across the line of Mean High Water Springs between administrative authorities. One means of doing this is through the development of Mooring Management Plans (excluding marinas) in conjunction with District Councils and other appropriate parties.*

The Northland Regional Council Navigation and Safety Bylaw 2001 makes provision for the navigation and safety aspects of moorings located within Northland's waters. Aspects of a mooring controlled by the Bylaw would include for example the location and space requirements of the mooring, the design and specifications of the mooring based on the size and type of vessel attached to the mooring, and maintenance requirements.

Demand Response Policies

11. To ensure the efficient and effective use of moorings (excluding marinas) and mooring areas, the Council shall:

- (a) encourage the use of moorings over the whole year; and
- (b) encourage the development of a mooring rental/sale system; and
- (c) discourage the use of moorings by trailerable boats; and
- (d) encourage the use of more intensive mooring methods, providing they are consistent with other objectives and policies; and
- (e) encourage the provision of safe public access to mooring areas.

Explanation and principal reasons for adopting: *Due to increasing demand for moorings but decreasing available suitable space for moorings within Northland's coastal waters, there is a need to improve the efficient and effective use of moorings and mooring areas. It is recognised that better use can be made of existing moorings and mooring areas by, for example, requiring mooring owners to rent or lease the mooring if the mooring is likely to be unoccupied for a long period of time. This recognises that there is demand for a mooring rental system.*

Furthermore, vessels that could and should be stored on land occupy a large number of moorings. If these were removed, this would free up space for non-trailerable vessels and further reduce the demand for additional mooring space. The restriction on trailerable boats will be included within Mooring Management

Plans and will only be initiated where there is high pressure for additional moorings and/or where suitable dedicated trailer boat facilities are either at or near to the mooring area.

12. The Council shall recognise that there is increasing pressure on certain areas for moorings and will restrict new moorings within the following areas:

- Mangonui Harbour (including Mill Bay)
- Kerikeri Inlet (including Doves and Opito Bays)
- English Bay, Opuia Basin, Tapu Point, Okiato Point and Kawakawa River
- Te Wahapu Inlet, Pomare Bay and Orongo Bay
- Kororareka Bay and Matauwhi Bay
- Parekura Bay
- Mangawhai Harbour

Explanation and principal reasons for adopting: *Certain mooring areas are 80–100 percent full and experiencing high demand for additional moorings. The current moorings within these areas are, in most cases, also exceeding the capacity for the shore-based facilities and services to support. For these reasons, restrictions need to be placed on these areas until such times as the number of moorings are at a level appropriate to the level of shore-based facilities and services. This level will be established through the development of Mooring Management Plans.*

13. To allow for the development of Mooring Management Plans, the Council will provide for the renewal of existing authorised moorings within:

- (a) the high priority Marine 4 Management Areas listed in method 28.5.6 until 30 June 2010; and
- (b) the medium and low priority Marine 4 Management Areas in method 28.5.6 until 30 June 2012.

Explanation and principal reasons for adopting: *With the exception of moorings with a valid resource consent granted under the Resource Management Act 1991, all mooring permits (granted under the Harbours Act 1950) come up for renewal one year following the Regional Coastal Plan for Northland becoming operative. To allow for the effective and efficient implementation of Mooring Management Plans, this renewal period has been extended to coincide with the plan implementation. Owners of moorings outside Marine 4 Management Areas will still need to renew their mooring permit within one year of the plan becoming operative, as Mooring Management Plans will not apply to these.*

Environmental Effect Consideration Policies

14. The Council shall, when considering resource consent applications and plan change requests, recognise the potential for conflicts between the provision of moorings and other uses of the Coastal Marine Area and recognise these conflicts should as far as practicable be avoided. Where complete avoidance is not practicable, the adverse effect should be mitigated and provision made for remedying those effects, to the extent practicable.

Explanation and principal reasons for adopting: *Moorings can interfere with other uses of the Coastal Marine Area because they occupy large areas of*

reasonably sheltered coastal space, which is also desirable for other uses. Discharges from moorings for example can seriously affect the water quality and subsequently have effects on shellfish gathering and other recreational activities. This needs to be recognised in providing for and managing moorings.

15. The Council will avoid, as far as practicable, the cumulative effects of moorings. Where complete avoidance is not practicable, the adverse effect should be mitigated and provision made for remedying those effects, to the extent practicable.

Explanation and principal reasons for adopting: *While the effects of individual moorings may be minor, the cumulative effect of a large number of moorings can be significantly greater. This needs to be recognised and appropriate consideration given to the potential increased effects. This is supported by Policy 1.1.1 of the NZCPS.*

16. Where the presence of moorings are known to significantly conflict with the use of recognised recreational areas, including, but not limited to, bathing beaches, navigation channels, ski lanes and kaimoana gathering areas, the Council shall require a minimum distance from shore or channel within which no new moorings will be allowed and existing moorings will be gradually removed, so as to allow for other recreational activities.

Explanation and principal reasons for adopting: *Moorings can interfere with recreational activities (for example launching of boats and waka ama) because they occupy large areas of reasonably sheltered coastal space. In providing for and managing moorings, this needs to be recognised and allowances made for other uses in specific areas.*

17. The Council will adopt a cautious approach when processing mooring applications outside Marine 4 Management Areas in order to:
- (a) protect the integrity of the strategic approach of concentrating moorings in specific areas adopted by the plan; and
 - (b) ensure the issues covered by Mooring Management Plans are addressed; and
 - (c) recognise the importance of public open water space; and
 - (d) ensure that moorings are appropriately located to minimise the potential adverse effects of moorings on other users of the Coastal Marine Area; and
 - (e) avoid cumulative effects from moorings.

Explanation and principal reasons for adopting: *Recognising the limited amount of detailed information on Northland's Coastal Marine Area, the lack of understanding about coastal processes and the effects of coastal processes, and the importance of protecting the natural and physical coastal resources, a cautious approach is adopted in this Plan.*

Policy 3.3.1 of the NZCPS suggests that plans should ensure that very careful assessments of proposed activities should occur, especially where the effects of activities are not understood. This is especially important for areas where the values of the area have not been identified and documented and the consequences of development could be wide ranging. For further explanation about adopting a cautious approach refer to section 5.4 of this Plan.

18. The Council shall ensure that mooring buoys are of a design, size and colour to minimise visual impacts on areas of high landscape character and heritage value.

Explanation and principal reasons for adopting: *Where moorings are located in areas of high landscape character and heritage value, it is important to minimise the impact of moorings so as to preserve the high landscape character of the area. This is supported by Policy 3.1.1 of the NZCPS.*

Boat Anchorage Policies

19. The Council will recognise and provide for the use of recognised safe anchorages.

Explanation and principal reasons for adopting: *Yachts and launches are reliant on areas of safe anchorage during major storms or in the event of vessel damage or gear failure. Therefore, in the interest of safe navigation, these areas need to be set aside for these sole purposes. If not otherwise controlled, the expansion of mooring areas will inhibit the availability of safe anchorages.*

20. The Council will, when considering consent applications and plan change requests within, adjoining or adjacent to recognised safe anchorage areas, give specific consideration to the effects on the use of the area as a safe anchorage, and give specific attention as to whether the proposed consent application or plan change will significantly inhibit the use of the area as a safe anchorage. Where the consent application or plan change is found to significantly inhibit the use of the area as a safe anchorage, serious consideration should be given to decline the consent application or plan change request.

Explanation and principal reasons for adopting: *Safe anchorage areas need to be protected from use and development that would limit their ability to be used as a safe anchorage for vessels requiring temporary shelter during bad weather, or in the event of vessel damage, or gear failure or for recreational anchorage.*

21. The Council shall, as far as practicable, prevent the adverse effects of long-term anchorage of vessels including the potential for the proliferation of permanent anchoring throughout Northland.

Explanation and principal reasons for adopting: *In the same way that the adverse effects of the proliferation of permanent moorings need to be controlled, it is also important to ensure that adverse effects of vessel anchorage can be controlled and minimised.*

28.5 METHODS

1. Include appropriate rules within this plan to implement the policies of section 28.4.

Principal Reason

Rules are a regulatory means of implementing the policies of section 28.4.

(for Policy 1)

2. The Council will identify all Marine 4 Management Areas in the Regional Coastal Plan for Northland Maps.

Principal Reason

This method implements policy 28.4.1.

(for Policy 6)

3. The Council will investigate the use of financial incentives and other incentives to relocate existing consented moorings that are located outside of Marine 4 Management Areas into Marine 4 Management Areas.

Principal Reason

The intention of the Plan is to concentrate moorings within Marine 4 Management Areas as the most appropriate locations for moorings. Where moorings are located outside mooring areas and have an existing consent that does not expire for a number of years, the Council will consider the benefits of facilitating the relocation of these moorings.

(for Policy 9)

4. The Council shall in consultation with District Councils, iwi authorities and any other relevant parties develop Mooring Management Plans (excluding marinas) which will include, but not be limited to, the following parameters:
 - maximum number of moorings; and
 - mooring management plan boundaries; and
 - mooring layout and mooring type; and
 - type and size of vessel to be moored; and
 - potential for temporary moorings, particularly in areas of high pressure; and
 - appropriate locations for the intensification of moorings; and
 - management of discharges (including liquid, solid and air); and
 - type and level of facilities and services to be provided and/or upgraded; and
 - the period of time in which the facilities and services will be provided and/or upgraded; and
 - water quality and heavy metal monitoring program; and
 - any recognised recreational areas, including but not limited to, bathing beaches, navigation channels, ski lanes and sites of cultural value that are located within or adjacent to a particular mooring area; and
 - method of enforcing the provisions of the management plan; and
 - public access to mooring areas; and
 - any dredging or reclamations required to maintain or enhance the mooring area for the purpose of providing for moorings and mooring associated facilities and services; and
 - restriction of the use of moorings by trailerable vessels

Principal Reason

As the Mooring Management Plans will be developed outside of the Resource Management Act 1991, this method outlines what Mooring Management Plans, in a broad sense, must include.

5. The Council, in consultation with District Councils, will develop criteria establishing a minimum standard for the parameters identified in method 4 which Mooring Management Plans must comply with.

Principal Reason

To ensure certainty and consistency in the development of Mooring Management Plans throughout Northland.

6. Mooring Management Plans developed in accordance with policy 9 shall be produced in the following groups:

High Priority (listed from north to south in no particular order)

- Mangonui Harbour (including Mill Bay)
- Kerikeri Inlet (including Doves and Opito Bay)
- English Bay, Opuia Basin, Tapu Point, Okiato Point and Kawakawa River
- Te Wahapu Inlet, Pomare Bay and Orongo Bay
- Kororareka Bay and Matauwhi Bay
- Parekura Bay
- Mangawhai Harbour

Medium Priority

- All Marine 4 Management Areas that are at the time of preparing Mooring Management Plans either:
 - over 80 percent full; or
 - experiencing high demand for additional moorings; or
 - in need of shore-based facilities and services.

Low Priority

- All remaining Marine 4 Management Areas.

Principal Reason

Different mooring areas are experiencing different pressures and demands. The high priority mooring areas are either over 80 percent full and/or experiencing high demand for additional moorings and/or in need of shore based facilities and services. This makes them a high priority and in urgent need of action to address these issues. For these reasons Mooring Management Plans will be produced in a priority order.

7. The Council will when developing Mooring Management Plans follow the following process:

- (a) produce in consultation with District Councils and other relevant parties draft Mooring Management Plans.
- (b) publicly advertise the draft Mooring Management Plans and undertake a round of public consultation in locations appropriate to the area that the mooring management plan covers.
- (c) re-evaluate the Mooring Management Plan in light of public feedback.
- (d) seek suitably qualified legal advice on the legality of the mooring management plan.
- (e) seek relevant District Council agreement on the mooring management plan.
- (f) obtain Regional Council approval.

Principal Reason

As this plan is outside the Resource Management Act 1991 this method sets out the process to be adopted in the development of Mooring Management Plans.

8. The Council will undertake a review of Mooring Management Plans no later than 5 years from the date of the plan being approved, or anytime earlier if the Council considers it necessary.

Principal Reason

The pressures and demands on mooring areas are not constant, Mooring Management Plans need to reflect as closely as possible the changing pressures and demands placed on mooring areas. For this reason Mooring Management Plans need to be reviewed on a regular basis.

(for Policy 10)

9. The Council shall provide for the full effect of the Navigation and Safety Bylaws by providing for moorings within Marine 4 Management Areas as a permitted activity.

Principal Reason

This method recognises the Regional Coastal Plan is not the only means available to control the placement and design of moorings, and that the Navigation and Safety Bylaws 2001 are a more efficient and effective means by which to regulate the placement, type and size of moorings.

10. The Council shall consider a transfer of powers in accordance with section 33 Resource Management Act 1991 relating to the allocation of moorings within Marine 4 Management Areas to District Councils following an evaluation of the desirability of this option on a case-by-case basis.

Principal Reason

This is an alternative option that may improve the integrated management of moorings and marinas. This would allow one authority to be responsible for the allocation of moorings and the provision of associated shore-based facilities and services.

11. The Council will advocate, through appropriate submissions, the inclusion of policies and rules within district plans, which are complementary to those within this plan.

Principal Reason

To ensure consistency in plan provisions between Regional and District Councils where the issues those provisions are dealing with cross the administrative line of Mean High Water Springs.

12. The Council will investigate in collaboration with District Councils the desirability of developing a Coastal Environment Plan for the management of Marine 4 Management Areas in order to better provide for the integrated management of moorings and marinas.

Principal Reason

The Resource Management Act 1991 under Section 64(2) allows for the development of Coastal Environment Plans. This plan would straddle the line of Mean High Water Springs and is intended to allow for a more holistic approach to be adopted. The plan would include the landward extent of the coastal environment with the intention of improving the integrated management of the coastal environment.

13. Where there are insufficient associated mooring facilities and/or services and all other avenues have been explored, the Council may consider providing the necessary facilities and/or services.

Principal Reason

If a mooring area has insufficient shore-based facilities and/or services and all other avenues of providing these services have been explored the Regional Council may consider assisting in the provision of these facilities and services so as to maintain that Marine 4 Management Area as an appropriate location for moorings.

(for Policy 11)

14. The Council will investigate the development of a system for the renting and sale of moorings by December 2006.

Principal Reason

A large number of moorings are not utilised for long periods of time, which is not an efficient use of moorings. There also exists within Northland a market for short-term moorings. This could be filled through the establishment of a mooring rental system. There is also the opportunity for a mooring sales system. Both of these are intended to improve the efficient and effective use of moorings and mooring areas. This may contribute towards meeting the demand for new moorings.

(for Policy 14)

15. The Council shall encourage and where appropriate advocate for the relocation or establishment of public boat launching facilities outside Marine 4 Management Areas where:
- car parking is inadequate to support both boat launching and mooring requirements; or
 - boat launching is in conflict with mooring activities; or
 - boat launching becomes a navigation and safety concern.

Principal Reason

There is the potential for boat launching facilities to conflict with moorings and mooring users. If there is a lack of facilities and services, for example car parking, then the presence of boat launching facilities is only going to increase the pressure on car parking requirements. The pressure on facilities may be able to be eased if boat launching facilities are relocated where there is sufficient facilities.

(for Policy 16)

16. The Council will at every opportunity through submissions or any other appropriate means, advocate and lobby Central Government for the compulsory requirement for all moored vessels to have a holding tank or portable toilet.

Principal Reason

While the Marine Pollution Regulations control the discharges from vessels, there is an issue of enforceability. Unless a vessel is caught in the act of discharging, it is very difficult to prove that a vessel has discharged. If all vessels were required to have a holding tank or portable toilet, the chances of people complying with the regulations are improved.

(for Policy 19)

17. The Council will, in consultation with appropriate parties, establish by 2007, a register of recognised safe anchorages for Northland.

Principal Reason

Moorings in general are located in sheltered bays, which may also be used for safe anchorages. Recognised safe anchorages need to be identified and protected from inappropriate use and development so as to retain their ability to be used as a safe anchorage.

(for Objective 3)

18. The Council will at every suitable opportunity educate the public on the mooring and marina provisions contained within this plan.

Principal Reason

It is important to educate the public as far as practicable about the provisions within this plan so that they can comply with them.

PRINCIPAL REASONS FOR ADOPTING

The principal reasons for the Objectives within this section are as follows:

Objective 1

The purpose of the Marine 4 Management Areas is to concentrate mooring within these specific areas so as to provide for the strategic location of mooring in areas where the natural character has already been compromised and avoid the proliferation of moorings throughout the Coastal Marine Area (CMA) and allow for other activities. This is supported by Policies 1.1.1 and 3.2.1 of the New Zealand Coastal Policy Statement (NZCPS).

Objective 2

The Resource Management Act 1991 establishes an administrative boundary between Regional and Territorial Authorities in the coastal environment. That is the line of Mean High Water Springs (MHWS). Regional Councils are responsible for activities on the seaward side of MHWS and the Territorial Authorities are responsible for activities on the landward side of MHWS. However activities and the effects of activities often straddle this administrative line. For this reason it is important to have efficient and effective integrated management between the two administrative authorities. This is further supported by Sections 30(1)(a) and 67(1)(h) of the Resource Management Act 1991.

Objective 3

In achieving the purpose of the Resource Management Act 1991, the demand for moorings needs to be considered and evaluated against the adverse effects that moorings can have on the environment. This is further supported by Policy 3.2.2 of the NZCPS.

Objective 4

Moorings are generally located in sheltered bays and inlets which are also desirable for other uses such as marine farms, swimming, boating and safe anchoring. Due to the physical presence of moorings on the water surface they often conflict with other

activities that are undertaken within the CMA. These conflicts need to be avoided as far as practicable. This is supported by Policy 3.1.1 of the NZCPS.

Regulation

The use of rules and associated information requirements allow site-specific provision for moorings and marinas within the Coastal Marine Area and/or control of associated adverse effects. These rules reflect the predominant uses of the Marine Management Area within which moorings and marinas occur.

In assessing any mooring or marina proposal, the RMA and this Plan seek to ensure that the adverse effects are avoided, remedied, or mitigated. The extent to which this can be achieved will depend on a number of factors. These include the location, scale, design, method of construction, and the range of other facilities that will be available. Each mooring and marina proposal will need to be assessed on a case-by-case basis against appropriate provisions expressed in this Plan.

Furthermore, by virtue of section 12 of the RMA no person may, in the Coastal Marine Area, establish a mooring or marina unless expressly allowed by a rule in a regional coastal plan. This is why rules are the principal method for managing moorings and marinas.

6.4.4 POLICIES

To define areas, considered to be appropriate for moorings as Marine 4 (Moorings including Marinas) Management Areas. These include:

- (a) all, or the major part of those existing mooring areas designated under Navigation Safety Bylaws 2001 or its predecessor; and
- (b) other existing mooring areas where, at the time of public notification of this Plan, 10 or more moorings existed in close proximity to one another; and
- (c) any new Marine 4 (Moorings including Marinas) Management area identified in accordance with policy 28.4.2

as a means for providing for the continuation of such activity, where appropriate, and of facilitating the management of any adverse environmental effects associated with them.

6.5 METHODS OF IMPLEMENTATION

Marine 4 (Moorings including Marinas) Management Areas are those defined as being appropriate for permanent moorings and which are being managed primarily for this purpose. These Marine 4 (Moorings including Marinas) Management Area boundaries are shown on the Coastal Plan Maps, for more specific boundary location information contact the Northland Regional Council.

17.5.17 METHODS OF IMPLEMENTATION

Include rules within this Plan, making the erection or placement of new buildings and houseboats a non-complying activity in Marine 1 and Marine 2 Management Areas.

cross-references

31.3.4(t) 31.4.4(x)

18.5.4 METHODS OF IMPLEMENTATION

Include rules and assessment criteria providing for reclamation activity as a discretionary activity within Marine 4 Management Areas where associated with

marina development or identified within a mooring management plan prepared in accordance with Policy 28.4.9, otherwise it is a non-complying activity.

cross-references

31.6.4(a)&(b) 32.2.2

22.4.1 POLICIES

Within Marine 1, Marine 2, Marine 4 and Marine 6 Management Areas, to restrict capital dredging except where the dredging activity is associated with a marina, identified within a mooring management plan prepared in accordance with Policy 28.4.9 or port development, and in making such exceptions integrate where appropriate, in accordance with sections 102 and 103 of the Act, any required consent process for associated dredging spoil disposal.

Explanation. *Like reclamation, capital dredging has the potential to significantly change the coastal marine area. Close control is therefore required, particularly in areas of conservation value.*

22.5.1 METHODS OF IMPLEMENTATION

(for Policy 1)

Include rules within this Plan restricting (capital dredging within Marine 1, Marine 2, Marine 4 and Marine 6 Management Areas), except where associated with a marina, identified within a mooring management plan prepared in accordance with Policy 28.4.9 or port development.

cross-references

31.3.8(e) 31.4.8(g) 31.6.7(b)

31.8.8(e)

22.5.2 METHODS OF IMPLEMENTATION

Include rules within this Plan making capital dredging associated with:

- (a) Marina development- and/or-mooring management plans prepared in accordance with Policy 28.4.9 within Marine 4 Management Areas a discretionary activity; and
- (b) Marina development and port development within Marine 1 Management Area and port development within Marine 4 Management Area a non-complying activity.

cross-references

31.3.8(e) 31.6.7(b)

7. Amend Rule 31.6 Marine 4 (Moorings) Management Area as follows:

31.6 MARINE 4 (MOORINGS INCLUDING MARINAS) MANAGEMENT AREA

31.6.1 MARINE MANAGEMENT AREA STATEMENT

Marine 4 (Moorings including Marinas) Management Areas are those being managed primarily for boat moorings.

The outer limits of the Marine 4 (Moorings including Marinas) Management Areas are shown on the accompanying maps. In all cases, the landward boundary of the Marine 4 (Moorings including Marinas) Management Areas is the line of Mean High Water Springs.

Mooring Management Plans will be developed for all Marine 4 (Moorings including Marinas) Management Areas in accordance with Policy 28.4.9 and Method 28.5.6. Mooring Management Plans will specify, among other things, the maximum number of moorings for each Marine 4 (Moorings including Marinas) Management Area.

As well as the provisions given below, the Northland Regional Council Navigation Safety Bylaw 2001 will manage the placement, standards and navigation and safety requirements of moorings located within these Marine 4 (Moorings including Marinas) Management Areas.

For the purposes of this Plan, existing mooring licences will be deemed to be coastal permits.

31.6.2 TEMPORARY MILITARY TRAINING

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	All temporary military training providing the following standards and terms are met:	<ul style="list-style-type: none"> (i) The written consent of the parties responsible for the administration and control of the area within which the activity is to occur has been obtained. (ii) No other person has exclusive rights to occupy the area, unless the written consent of that person has been obtained. (iii) All provisions in relation to structures in the Plan are met. (iv) No disturbance to the Coastal Marine Area is identifiable after two tidal cycles. (v) The activity will occur for less than 31 		Non-complying	10.5.12

		days. The activity shall comply with all relevant standards listed in section 31.6.10			
b	The carrying out of any temporary military training activity which is not otherwise a non-complying activity under Rule 31.6.2(a)			Prohibited for which no coastal permit will be granted	10.5.10

31.6.3 STRUCTURES

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The demolition and removal of unsafe, unauthorised, or unwanted structures , including swing and pile moorings and marina berths, on the condition that the activity is carried out in a manner which avoids or mitigates risks to public health and safety and does not: (i) require the use of explosives or heavy machinery, compressors, pneumatic drills, or other similar equipment; or (ii) prevent, or unduly interfere with, other lawful activities in the coastal marine area; or (iii) result in any discharge or deposition of contaminants on to the foreshore, seabed or into adjacent coastal waters.	The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	17.5.7
b	The demolition and removal of unsafe, unauthorised, or unwanted structures which is not otherwise a permitted activity under Rule 31.6.3(a)	The term of the coastal permit for the demolition and removal of structures shall be no longer than is necessary to complete the operation. The activity shall comply with all relevant standards listed in section 31.6.10	<ul style="list-style-type: none"> - the duration of the permit - the methods used to carry out the activity - the methods of disposal of the removed material - the timing of the activity in relation to tides, seasons, or other activities - the method of restoration of foreshore or seabed where this is necessary - the information and monitoring requirements - the Administrative charges payable. 	Controlled	17.5.7

c	The maintenance and repair of navigation aids which have the approval of the Maritime Safety Authority or the Harbourmaster and which does not result in any discharge or deposition of contaminants on to the foreshore, seabed or into adjacent coastal waters.	The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	17.5.11
d	The erection, placement, alteration, or maintenance and repair of navigation aids , which have the approval of the Maritime Safety Authority or the Harbourmaster, and which is not otherwise a permitted activity under Rule 31.6.3(c)	The term of the coastal permit shall be up to 5 years. The activity shall comply with all relevant standards listed in section 31.6.10	<ul style="list-style-type: none"> - The duration of the permit - The coastal area covered by the permit - The methods used to carry out the activity - The timing of the activity in relation to tides, season, or other activities - The information and monitoring requirements - The Administrative Charges payable 	Controlled	
e	The placement, operation, and maintenance of equipment for environmental monitoring or data gathering purposes, provided that the location, operation and maintenance of such equipment has the prior approval of the Harbourmaster.	(i) The Northland Regional Council is notified of the activity prior to the placement; and (ii) The term of placement shall be no longer than one calendar year from the date of placement. The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	
f	The maintenance and repair of marina berths and other structures within a marina complex providing the following standards and terms are met:	(i) The structure is authorised; and, (ii) The height or plan dimensions of the structure are not altered; and (iii) The activity does not result in a weakening of the structural integrity or strength of the structure; and (iv) The activity is carried out in a manner which avoids or mitigates risks to public health and safety; and (v) The activity does not require the use of heavy machinery, compressors, or other similar equipment on the foreshore or seabed; and (vi) The activity does not require the placement or storage of building materials on the foreshore or seabed; and		Permitted	17.5.1

		(vii) The activity does not result in any discharge or deposition of contaminants onto the foreshore, seabed or into adjacent coastal waters. The activity shall comply with all relevant standards listed in section 31.6.10			
g	The maintenance and repair of marina berths and other structures within a marina complex which is not otherwise a permitted activity under Rule 31.6.3(f).		<ul style="list-style-type: none"> - the duration of the permit - the coastal area covered by the permit - the methods used to carry out the activity - the timing of the activity in relation to tides, season, or other activities - the information and monitoring requirements - the Administrative Charges payable 	Controlled	17.5.1
h	The maintenance and repair of authorised structures (other than permanent swing moorings, navigation aids and ski access lanes) provided the following standards and terms are met:	<ul style="list-style-type: none"> (i) The height and plan dimensions of the structure are not altered; and (ii) The activity does not result in a weakening of the structural integrity or strength of the structure; and (iii) The activity is carried out in a manner which avoids or mitigates risks to public health and safety; and (iv) The activity does not require the use of heavy machinery, compressors, or other similar equipment on the foreshore or seabed¹; and (v) The activity does not require the placement or storage of building materials on the foreshore or seabed; and (vi) The activity does not result in any discharge or deposition of contaminants onto the foreshore or into adjacent coastal waters; and (vii) The effects will be the same character, intensity and scale as the 		Permitted	17.5.1

¹ Explanatory Note: For the purposes of this rule, the phrase “heavy machinery” includes, but is not limited to, plant or equipment used for construction or earthmoving purposes (e.g.: hydraulic excavators, cranes) and heavy vehicles within the meaning of the Land Transport Act 1998.

		<p>activity which was lawfully established and conducted before any authorised maintenance and repair²; and</p> <p>(viii) The activity does not have more than minor adverse effects on the environment.</p> <p>The activity shall comply with all relevant standards listed in section 31.6.10</p>			
i	The maintenance or repair of authorised structures which is not otherwise a permitted activity under Rule 31.6.3(h).			Discretionary	17.5.1
j	The occupation of space for existing authorised refuelling facilities	The activity shall comply with all relevant standards listed in section 31.6.10	<ul style="list-style-type: none"> - the duration of the permit - measures to control any associated environmental effects including mitigation measures - the information and monitoring requirements - the Administrative Charges payable 	Controlled	19.5.24
k	The alteration or extension of authorised structures.			Discretionary	17.5.5
l	The erection of any new structure, (including refuelling facilities), and the occupation of space for any new structure, (other than a permanent swing mooring, a navigation aid or building) which is not a restricted coastal activity.			Discretionary	17.5.11
m	The placement and occupation of space for signs by any statutory authority directly relating to information and safety matters concerning the coastal marine area; or as required by or in terms of any coastal permit, or the Building Act 1991.	The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	17.5.11, 17.5.18

² Explanatory Note: The phrase "...the same character, intensity and scale..." includes the use of the same or similar materials used in the construction of the structure being maintained or repaired.

n	The placement and occupation of space for signs on any single authorised structure (other than pile moorings), provided the following standards and terms are met:	<ul style="list-style-type: none"> (i) The authorised structure is one from which goods, services, or facilities available to the public are sold or operated (ii) All signs so displayed relate directly to such goods, services, or facilities sold or operated at or on the structure (iii) No more than one sign is displayed for each enterprise or activity separately operated from the structure (iv) No one sign permitted pursuant to this clause shall exceed 1.25 square metres in area (v) The total combined area of all such signs on the structure permitted pursuant to this clause shall not exceed 2.5 square metres in area (vi) The sign does not impede public access (vii) No reflective signs (viii) No flashing/neon lights (ix) Signs remain in good repair (x) Information is provided to the council about the location and design of the sign prior to its placement <p>The activity shall comply with all relevant standards listed in section 31.6.10</p>		Permitted	17.5.11, 17.5.18
o	The placement of signs which is not otherwise a permitted activity under Rule 31.6.3 (m) and (n).			Discretionary	17.5.18

31.6.4 RECLAMATION AND IMPOUNDMENT

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	Any reclamation that is associated with marina development, or associated with any public	The activity shall comply with all relevant standards listed in section 31.6.10		Discretionary	18.5.4

	amenities identified within a mooring management plan prepared in accordance with policy 28.4.9 and is not classified as a restricted coastal activity in Section 31.2.1.				
b	Any reclamation , which is not otherwise a discretionary activity under Rule 31.6.4(a).			Non-complying	18.4.1 18.5.4
c	Any structure which creates an impoundment , which is not classified as a restricted coastal activity in section 31.2.1.	The activity shall comply with all relevant standards listed in section 31.6.10		Discretionary	18.4.1
d	Any structure which creates an impoundment , which is classified as a restricted coastal activity in section 31.2.1.	The activity shall comply with all relevant standards listed in section 31.6.10		Non-complying	
e	Any impoundment that is not otherwise provided for in Rules 31.6.4(c) and 31.6.4(d).			Prohibited for which no coastal permit will be granted	

31.6.5 DISCHARGE

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The discharge of sea water for firefighting purposes or from the propulsion units of boats and other vessels.			Permitted	19.5.31
b	The discharge of water into the Coastal Marine Area provided the following standards and terms are met:	(i) The discharge is free from any contaminant; and (ii) Does not result in permanent physical damage to the foreshore or seabed. The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	19.5.31
c	Any discharge of contaminants including stormwater) into the Coastal Marine Area which is not otherwise a prohibited activity for which no coastal permit will be granted.			Discretionary	
d	Boat maintenance activity , other than at authorised boat maintenance facilities, which does not:	(i) Cause contaminants to be discharged into coastal waters or deposited on the foreshore or seabed; or		Permitted	

		(ii) Require, or result in, the boat occupying space in a foreshore area for longer than the period of one low tide; or (iii) Impede public access to or along the coastal marine area. The activity shall comply with all relevant standards listed in section 31.6.10			
e	Boat maintenance activity which is not otherwise a permitted activity under Rule 31.6.5 (d).			Discretionary	19.5.15
f	The deposition of litter and other solid domestic or industrial waste material into the coastal marine area.			Prohibited for which no coastal permit will be granted	
g	The discharge of contaminants into air from the operation of fuel burning equipment for cooking purposes using charcoal or LPG, with a capacity less than 40kW.	The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	20.5(11)
h	The discharge of contaminants into air from the operation of fuel burning equipment with a capacity less than 40 kW using diesel oil, petrol or LPG for the purposes of generating electricity.	The activity shall comply with all relevant standards listed in section 31.6.10.		Permitted	20.5(11)
i	The discharge of contaminants into air from the operation of authorised premises involved in the preparation or cooking of food and beverages for human consumption, but excluding: i) Any process for the rendering or reduction or drying of animal matter (including feather, blood, bone, skin or offal).	The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	20.5(11)
j	The discharges of contaminants into air associated with the refilling, storage, dispensing and sale of petrol, LPG and marine diesel fuels.	The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	20.5(11)
k	Discharges of contaminants into air associated with the operation of industrial and commercial refrigeration systems, provided that the following standards and terms are met:	i) Excluding systems utilising ammonia. The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	20.5(11)

I	The discharge of contaminants into air associated with the sale, servicing or repairs to boats or like equipment, including body and engine repairs, fibre glassing, painting, wet abrasive blasting antifouling, provided that the following standards and terms are met:	<ul style="list-style-type: none"> i) The operation of spray painting shall not exceed 30 litres per day ii) The size of the boats shall not exceed 20 meters in length iii) The discharge shall not contain lead, arsenic, chromium, cadmium, copper, or tin. iv) The discharge from any wet abrasive blasting (including overspray, mists or chemical additives) shall not result in the deposition of contaminants in coastal water v) The wet abrasive blasting medium shall contain no greater than 2% by dry weight free silica <p>The activity shall comply with all relevant standards listed in section 31.6.10</p>		Permitted	20.5(11)
m	Discharges into air associated with activities which release water vapour or steam .	The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	20.5(11)
n	The discharge of contaminants into air associated with the construction, repair, maintenance and demolition of structures , including power pylons, provided the following standards and terms are met:	<ul style="list-style-type: none"> i) The total amount of material discharged to the Coastal Marine Area shall be minimised. ii) The discharge shall not contain lead, arsenic, chromium, cadmium, copper, or tin. iii) Any discharges associated with wet abrasive blasting shall be contained. The wet abrasive blasting medium shall contain no greater than 2% by dry weight free silica. iv) Overspray from any painting activity shall be minimised. <p>The activity shall comply with all relevant standards listed in section 31.6.10</p>		Permitted	20.5(11)
o	The discharge into air of contaminants associated with moving or stationary engine exhaust systems . This excludes discharges associated with the normal operations of a ship or offshore installation, which are permitted	The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	20.5(11)

	under the Resource Management (Marine Pollution) Regulations 1998.				
p	The discharge of any contaminants into air that are not associated with Rules 31.6.5(h) to 31.6.5(o) and Rules 31.6.5(q) and 31.6.5(r).			Discretionary	14.5(1), (2), (3), (4) 20.5(1), (2), (3), (4)
q	The discharge of contaminants into air from the open burning of the following waste materials: i) Rubber, including tyres ii) Plastics iii) Plastic agrichemical containers iv) Hazardous substances or containers of hazardous substances v) Coated metal cables vi) Motor vehicles or marine vessels (except in emergency situations) vii) Timber treated with CCA or organic substances			Prohibited for which no coastal permit will be granted	20.5.6
r	The discharge of contaminants into air resulting from the application of any agrichemical for the control and eradication of pests, provided the following standards and terms are met.	i) The application is undertaken in accordance with all mandatory requirements set out in Part 5 and Appendices Z, AA, and DD of the New Zealand Standard 8409:1995, Agrichemical User's Code of Practice. ii) The application is undertaken in a manner that does not exceed any rate, or contravene any other requirement, specified in the label instructions and published application recommendations iii) The usage is consistent with the Regional Pest Management Strategy. iv) The application is undertaken by a person who has the appropriate GROWSAFE™ qualification v) Public notification has been carried out, including signage and individual notification to residences within 30 m of the area to be sprayed for ground-		Discretionary	14.5(1), (2), (3), (4) 20.5(1), (2), (3), (4)

		based applications or within 300 m of the area to be sprayed for aerial applications.			
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31.6.6 TAKE AND USE OF WATER

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The taking and use of sea water for firefighting purposes and for the normal operational needs of vessels.	The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	21.5.1
b	The taking and use of seawater for other than firefighting purposes or for the normal operational needs of vessels, provided the following standards and terms are met:	(i) Change natural water and sediment movement patterns; or (ii) Change natural water quality; or (iii) Damage or destroy flora or fauna The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	21.5.1
c	The taking, use, or diversion of coastal water (other than open coastal water) if the water, heat, or energy is required for an individual's reasonable domestic or recreational needs provided the taking, use, or diversion does not, or is not likely to:	(i) Have an adverse effect on the environment.		Permitted	21.5.1

31.6.7 DREDGING AND DREDGING SPOIL DISPOSAL

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	Maintenance dredging	The activity shall comply with all relevant standards listed in section 31.6.10	- the duration of the permit - the coastal area covered by the permit - the methods used to carry out the activity - the methods and location of disposal of the dredged material - the timing of the activity in relation to tides, season, or other activities - the information and monitoring requirements	Controlled	22.5.5

b	Any capital dredging which is not a restricted coastal activity, provided that the following standards and terms are met:	(i) Identified within a mooring management plan prepared in accordance with policy 28.4.9; or (ii) Associated with a marina development proposal. The activity shall comply with all relevant standards listed in section 31.6.10		Discretionary	22.5.1 22.5.2
c	Any capital dredging that is not otherwise a discretionary activity under Rule 31.6.7(b), including a restricted coastal activity.			Non-complying	22.5.1 22.5.2
d	Any dredging spoil disposal.	The activity shall comply with all relevant standards listed in section 31.6.10		Discretionary	22.5.10

31.6.8 MOORINGS INCLUDING MARINAS

Vessel Anchorage

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The anchorage of recreational and commercial vessels , to the foreshore or seabed provided that the following standards and terms are met:	(i) The anchored craft is in a position which does not interfere with the safe navigation of other vessels or other authorised uses of the Coastal Marine Area; and (iii) The craft does not remain at anchor for a period of more than 14 consecutive days within the same embayment, inlet, or estuary except where anchorage for a longer period is made necessary by reason of bad weather, accident or emergency. The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	28.4.21
b	The anchorage of recreational or commercial vessels , to the foreshore or seabed for more than 14 consecutive days within the same embayment, inlet, or estuary except where anchorage for a longer period is	The activity shall comply with all relevant standards listed in section 31.6.10		Discretionary	28.4.21

	made necessary by reason of bad weather, accident or emergency.				
Moorings Prior to Mooring Management Plan Development (See Policy 28.4.9 and Method 28.5.6)					
c	Prior to the 30 June 2010, the placement, and occupation of space for lawful moorings , which exist on the 1 January 2005, within the high-priority Marine 4 Management Areas, as identified in Method 28.5.6, and defined in the Regional Coastal Plan for Northland Maps, providing the following standards and terms are met: ³	(i) Licensed under the Northland Regional Council Navigation and Safety Bylaw 2001, clause 3.10. The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	28.4.13
d	Prior to the 30 June 2012, the placement, and occupation of space for lawful moorings , which exist on the 1 January 2005, within the medium to low priority Marine 4 Management Areas, as identified in Method 28.5.6, and defined in the Regional Coastal Plan for Northland Maps, providing the following standards and terms are met: ⁴	(i) Licensed under the Northland Regional Council Navigation and Safety Bylaw 2001, clause 3.10. The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	28.4.13
e	Except as provided for in Rules 31.6.8(c), prior to the 30 June 2010, the placement, and occupation of space for new moorings within the following high-priority Marine 4 Management Areas: - Mangonui Harbour (including Mill Bay) - Kerikeri Inlet (including Doves and Opito Bay) - English Bay, Opuia Basin, Tapu Point, Okiato Point and Kawakawa River - Te Wahapu Inlet, Pomare Bay and Orongo Bay - Kororareka Bay and Matauwhi Bay - Parekura Bay - Mangawhai Harbour			Prohibited for which no coastal permit will be granted	28.4.12
f	Prior to 30 June 2012, the placement of new moorings within Marine 4 Management Areas, other than those within the high-priority Marine 4 Management Areas identified in Rule	(i) The Regional Harbourmaster has been consulted.	- The location, type and size of the mooring (including mooring buoys) - The duration of the permit - The information and monitoring	Restricted Discretionary	28.5.6

³ Explanatory Note: This rule does not affect moorings where the coastal permit continues past 2007.

⁴ Explanatory Note: This rule does not affect moorings where the coastal permit continues past 2008.

	31.6.8(e), provided the following standards and terms are met:	The activity shall comply with all relevant standards listed in section 31.6.10	requirements - The Administrative Charges payable		
g	Prior to 30 June 2012, the occupation of space for, new moorings within Marine 4 Management Areas, other than those within the high-priority Marine 4 Management Areas identified in Rule 31.6.8(e).			Permitted	
h	Prior to 30 June 2012, the placement, and occupation of space for, new moorings that is not otherwise provided for under Rules 31.6.8(f) and 31.6.8(g).			Discretionary.	

Moorings Post Mooring Management Plan Development (See Policy 28.4.9 and Method 28.5.6)

i	The placement of licensed moorings , within Marine 4 Management Areas, for which mooring management plans have been approved, provided the following standards and terms are met:	<ul style="list-style-type: none"> (i) Mooring must be in accordance with the specific mooring areas mooring management plan prepared in accordance with Policy 28.4.9⁵. (ii) Licensed under the Northland Regional Council Navigation and Safety Bylaw 2001, clause 3.10. (iii) The term of the licence shall be one year, renewed annually upon payment of the annual licence fee. (iv) Has the written approval of the Regional Harbourmaster. <p>The activity shall comply with all relevant standards listed in section 31.6.10</p>		Permitted	28.4.9 28.5.4
j	The occupation of space for licensed moorings , within Marine 4 Management Areas, for which mooring management plans have been approved, provided the following standards and terms are met:	<ul style="list-style-type: none"> (i) Mooring must be in accordance with the specific mooring areas mooring management plan prepared in accordance with Policy 28.4.9⁶. (ii) Licensed under the Northland Regional Council Navigation and Safety Bylaw 2001, clause 3.10 (ii) The term of the licence shall be one year, renewed annually upon payment of the annual licence fee. 		Permitted	28.4.9 28.5.4

⁵ Explanatory Note: Mooring Management Plans once produced are available for viewing at the Northland Regional Council.

⁶ Explanatory Note: Mooring Management Plans once produced are available for viewing at the Northland Regional Council.

		The activity shall comply with all relevant standards listed in section 31.6.10			
k	The use of licensed moorings , within Marine 4 Management Areas, for which mooring management plans have been approved, provided the following standards and terms are met:	(i) Mooring must be in accordance with the specific mooring areas mooring management plan prepared in accordance with Policy 28.4.9 ⁷ . (ii) Licensed under the Northland Regional Council Navigation and Safety Bylaw 2001, clause 3.10. (ii) The term of the licence shall be one year, renewed annually upon payment of the annual licence fee. The activity shall comply with all relevant standards listed in section 31.6.10		Permitted	28.4.9 28.5.4
l	The placement of moorings , where a mooring management plan has been prepared in accordance with Policy 28.4.9, which is not otherwise a permitted activity under Rule 31.6.8(i), providing the following standards and terms are met:			Non-complying	28.4.9
m	The occupation of space for moorings , where a mooring management plan has been prepared in accordance with Policy 28.4.9, which is not otherwise a permitted activity under Rule 31.6.8(j).			Non-complying	28.4.9
n	The use of moorings , where a mooring management plan has been prepared in accordance with Policy 28.4.9, which is not otherwise a permitted activity under Rules 31.6.8(k).			Non-complying	28.4.9
General Mooring and Marina Rules					
o	The maintenance and repair of moorings which are licensed (under the Northland Regional Council Navigation and Safety Bylaw 2001, clause 3.10), provided the following standards and terms are met:	(i) Does not result in the deposition of contaminants onto the foreshore, seabed or into coastal waters; or (ii) Does not alter the position of the mooring.		Permitted	17.5.1

⁷ Explanatory Note: Mooring Management Plans once produced are available for viewing at the Northland Regional Council.

		The activity shall comply with all relevant standards listed in section 31.6.10			
p	The placement of a Marina development .	The activity shall comply with all relevant standards listed in section 31.6.10		Discretionary	28.4.7
q	The occupation of space for a Marina development .			Discretionary	28.4.7
r	Six months prior to the expiry of a coastal permit for a marina development, the placement and occupation of space for the marina development .	The activity shall comply with all relevant standards listed in section 31.6.10	<ul style="list-style-type: none"> - Duration of the permit - The location, intensity, and character remains unchanged - The infrastructure (including sewage disposal and parking) necessary for use, exists or is provided, within the marine management area or within the adjoining district - Avoids conflicts with other activities to the extent consistent with the purpose of the marine management area - Avoids as far as practicable adverse environmental effects - Reasonable provision of public access - Information and monitoring requirements 	Controlled	

31.6.9 Marine Farming

Rule	Activity	Terms/ Standards/ Conditions	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The establishment of any new marine farm			Prohibited	27.5.18

(Note: Rule 31.6.9 Marine Farming does not form part of Plan Change 1 but is included for completeness)

31.6.10 OTHER

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The removal or pruning of live mangrove trees where the growth or proliferation of these has led to:	<ul style="list-style-type: none"> (i) The obstruction of existing public access to and along the coastal marine area; or (ii) Interference with the reasonable or safe use or operation of authorised structures or facilities on adjoining land 	<ul style="list-style-type: none"> - the duration of the permit - the coastal area covered by the permit - the area of mangroves to be affected - the methods used to carry out the activity - the methods of disposal of the removed material 	Restricted Discretionary	9.1.5(2), 9.1.5(4)

		<p>or in the Coastal Marine Area ; or</p> <p>(iii) The blockage of existing man-made drainage channels to the extent that adjacent land is flooded.</p> <p>The term of the coastal permit for pruning or removal activities shall be no longer than is necessary to complete the operation.</p> <p>The activity shall comply with all relevant standards listed in section 31.6.10</p>	<ul style="list-style-type: none"> - the timing of the activity in relation to tides, season, or other activities - the information and monitoring requirements - the Administrative Charges payable - the consideration of practical alternatives to Mangrove clearance 		
b	The deliberate introduction of exotic organisms into the coastal marine area, including the transference of established exotic organisms into new areas.			Prohibited for which no coastal permit will be granted	9.1.5(11) 9.2.5(8)

Moorings including marinas rules for Marine 1, 2, 3, 5 and 6 Management Areas

Marine 1 Management Area

31.3.9 MOORINGS INCLUDING MARINAS

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The anchorage of recreational or commercial vessels to the seabed provided the following standards and terms are met:	<p>(i) The anchored craft is in a position which does not interfere with the safe navigation of other vessels or other authorised uses of the coastal marine area; and</p> <p>(ii) The craft does not remain at anchor for a period of more than 14 consecutive days within the same embayment, inlet, or estuary except where anchorage for a longer period is made necessary by reason of bad weather, accident, or emergency.</p> <p>The activity shall comply with all relevant standards listed in section 31.3.13</p>		Permitted	28.4.21
b	The anchorage of recreational or commercial			Prohibited for	28.4.21

	vessels, to the foreshore or seabed for more than 14 consecutive days within the same embayment, inlet, or estuary except where anchorage for a longer period is made necessary by reason of bad weather, accident, or emergency.			which no coastal permit will be granted	
c	The placement of moorings, provided the following standards and terms are met:	<ul style="list-style-type: none"> (i) Associated with a property which is only legally accessible by water; or (ii) Associated with a maritime related commercial enterprise that could not otherwise be located within a Marine 4 Management Area; or (iii) For public benefit, to enhance public access and minimise environmental effects of repetitive anchorage. (iv) The location, type and size of the mooring will have no more than minor effects on the visual amenity (v) The Regional Harbourmaster has been consulted. <p>The activity shall comply with all relevant standards listed in section 31.3.13</p>		Non-complying	28.4.4
d	The occupation of space for moorings, provided the following standards and terms are met:	<ul style="list-style-type: none"> (i) Associated with a property which is only legally accessible by water; or (ii) Associated with a maritime related commercial enterprise that could not otherwise be located within a Marine 4 Management Area; or (iii) For public benefit to enhance public access and minimise environmental effects of repetitive anchorage. 		Non-complying	28.4.4
e	The placement and occupation of space for moorings, which is not otherwise a non-complying activity under Rules 31.3.9(c) and 31.3.9(d).			Prohibited for which no coastal permit will be granted	28.4.4
f	The maintenance and repair of moorings which are licensed (under the Northland Regional Council Navigation and Safety Bylaw 2001, clause 3.10), provided the following standards and terms are met:	<ul style="list-style-type: none"> (i) Does not result in the deposition of contaminants onto the foreshore or seabed; or (ii) Does not alter the position of the mooring. 		Permitted	17.5.1

		The activity shall comply with all relevant standards listed in section 31.3.13			
g	Any marina development.			Prohibited for which no coastal permit will be granted	28.4.7

Marine 2 Management Area

31.4.9 MOORINGS INCLUDING MARINAS

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The anchorage of recreational or commercial vessels , to the foreshore or seabed provided the following standards and terms are met:	(i) The anchored vessel is in a position which does not interfere with the safe navigation of other vessels or other authorised uses of the coastal marine area; and (ii) The craft does not remain at anchor for a period of more than 14 consecutive days within the same embayment, inlet, or estuary except where anchorage for a longer period is made necessary by reason of bad weather, accident, or emergency. The activity shall comply with all relevant standards listed in section 31.4.13		Permitted	28.4.21
b	The anchorage of recreational or commercial vessels , to the foreshore or seabed for more than 14 consecutive days within the same embayment, inlet, or estuary except where anchorage for a longer period is made necessary by reason of bad weather, accident, or emergency.			Discretionary	28.4.21
c	The placement of moorings , provided the following standards and terms are met:	(i) Associated with a property which is only legally accessible by water; or (ii) Associated with a maritime related commercial enterprise that could not		Discretionary	28.4.4

		<p>otherwise be located within a Marine 4 Management Area; or</p> <p>(iii) For public benefit to enhance public access and minimise environmental effects of repetitive anchorage.</p> <p>(iv) The location, type and size of the mooring will have no more than minor effects on the visual amenity</p> <p>(v) The Harbourmaster has been consulted.</p> <p>The activity shall comply with all relevant standards listed in section 31.4.13</p>			
d	The occupation of space for moorings , provided the following standards and terms are met:	<p>(i) Associated with a property which is only legally accessible by water; or</p> <p>(ii) Associated with a maritime related commercial enterprise that could not otherwise be located within a Marine 4 Management Area; or</p> <p>(iii) For public benefit to enhance public access and minimise environmental effects of repetitive anchorage.</p>		Discretionary	28.4.4
e	<p>The placement of moorings, within the following areas, providing the following terms and standards are met:</p> <p>Whangarei Harbour</p> <p>(i) Jackson Bay</p> <p>(ii) The Nook</p> <p>(iii) Darch Point</p> <p>(iv) Mckenzie Bay</p> <p>Tutukaka Harbour</p> <p>(v) Oturu Bay</p> <p>Whananaki Harbour</p> <p>(vi) Whananaki</p> <p>Whangaruru Harbour</p> <p>(vii) Tuparehuia Bay</p> <p>Bay of Islands</p> <p>(viii) Te Hue Bay</p> <p>(ix) Paroa Bay</p> <p>(x) Tapeka Point</p>	<p>(i) Mooring owners can provide all necessary shore-based facilities and services including car parking, toilets and waste disposal; and</p> <p>(ii) There is no Marine 4 Management Area in close proximity with capacity to safely accommodate relocated moorings; and</p> <p>(iii) Consultation has been undertaken with the Harbour Master and the results of that have been recorded; and</p> <p>(iv) The mooring is currently licensed under the Navigation Safety Bylaw 2001.</p> <p>The activity shall comply with all relevant standards listed in section 31.4.13</p>		Discretionary	

	(xi) Orongo Bay (xii) Elephant Head (xiii) Oneroa Bay (Te Puna Inlet) (xiv) Waipiro Bay (xv) Waitata Bay (xvi) Jacks Bay Kaipara Harbour (xvii) Whakapirau				
f	The occupation of space for moorings, within the following areas, providing the following terms and standards are met: Whangarei Harbour (i) Jackson Bay (ii) The Nook (iii) Darch Point (iv) Mckenzie Bay Tutukaka Harbour (v) Oturu Bay Whananaki Harbour (vi) Whananaki Whangaruru Harbour (vii) Tuparehuia Bay Bay of Islands (viii) Te Hue Bay (ix) Paroa Bay (x) Tapeka Point (xi) Orongo Bay (xii) Elephant Head (xiii) Oneroa Bay (Te Puna Inlet) (xiv) Waipiro Bay (xv) Waitata Bay (xvi) Jacks Bay Kaipara Harbour (xvii) Whakapirau	(i) Mooring owners can provide all necessary shore-based facilities and services including car parking, toilets and waste disposal; and (ii) There is no Marine 4 Management Area in close proximity with capacity to safely accommodate relocated moorings; and (iii) Consultation has been undertaken with the Harbour Master and the results of that have been recorded; and (iv) The mooring is currently licensed under the Navigation Safety Bylaw 2001. The activity shall comply with all relevant standards listed in section 31.4.13		Discretionary	
g	The placement, and occupation of space for, moorings which is not otherwise a discretionary activity under Rules 31.4.9(c), 31.4.9(d), 31.4.9(e) and 31.4.9(f).			Non-complying	
h	The maintenance and repair of moorings which are licensed (under the Northland	(i) Does not result in the deposition of contaminants onto the foreshore or		Permitted	17.5.1

	Regional Council Navigation and Safety Bylaw 2001, clause 3.10), provided the following standards and terms are met:	seabed; or (ii) Does not alter the position of the mooring. The activity shall comply with all relevant standards listed in section 31.4.13			
i	The placement of a Marina development .	The activity shall comply with all relevant standards listed in section 31.4.13		Discretionary	28.4.7
j	The occupation of space for a Marina development .			Discretionary	28.4.7

Marine 3 Management Area

31.5.7 MOORING INCLUDING MARINAS

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The anchorage of dinghies, barges and other craft required for marine farming operations, on the condition that the anchored craft do not have buildings, sheds, or other similar structures aboard.	The activity shall comply with all relevant standards listed in section 31.5.10		Permitted	28.4.21
b	The anchorage of dinghies, barges and other craft required for marine farming operations but which is not otherwise a permitted activity under Rule 31.5.7(a).			Discretionary	28.4.21
c	The anchorage of boats and other vessels not directly associated with marine farming operations and whose presence would impede or damage such operations.			Prohibited for which no coastal permit will be granted	
d	The placement of moorings required for marine farming operations, provided the following standards and terms are met:	(i) The Regional Harbourmaster has been consulted; and (ii) The applicant holds the adjoining marine farming coastal permit. The activity shall comply with all relevant standards listed in section 31.5.10	- the location, type and size of the mooring (including mooring buoys) - the duration of the permit - the information and monitoring requirements - the Administrative Charges payable	Controlled	
e	The occupation of space for moorings required for marine farming operations.			Permitted	

f	The placement of moorings required for marine farming operations, that is not otherwise a controlled activity under Rule 31.5.7(d)	(i) The Regional Harbourmaster has been consulted. The activity shall comply with all relevant standards listed in section 31.5.10		Discretionary	
g	Moorings that are not otherwise provided for under Rules 31.5.7(d), 31.5.7(e) and 31.5.7(f).			Prohibited for which no coastal permit will be granted	
h	Any marina development .			Prohibited for which no coastal permit will be granted	28.4.7

Marine 5 Management Area

31.7.9 MOORINGS INCLUDING MARINAS

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The occupation of space by commercial ships and other vessels berthed at port wharves, jetties or pontoons, including pilot boats.	The activity shall comply with all relevant standards listed in section 31.7.13		Permitted	29.5.1
b	The berthing of recreational boats and other vessels or passage within designated exclusion areas at authorised wharves or other similar structures without the approval of the port operator.			Prohibited for which no coastal permit will be granted	
c	The placement of moorings required for port operations, provided the following standards and terms are met:	(i) The Regional Harbourmaster has been consulted. The activity shall comply with all relevant standards listed in section 31.7.13		Discretionary	
d	The occupation of space for moorings required for port operations.			Discretionary	
e	Moorings that are not otherwise a discretionary activity under Rule 31.7.9(c) and 31.7.9(d).	The activity shall comply with all relevant standards listed in section 31.7.13		Non-complying	
f	The placement of a Marina development	The activity shall comply with all relevant		Discretionary	28.4.7

		standards listed in section 31.7.13			
g	The occupation of space for a Marina development.			Discretionary	28.4.7

Marine 6 Management Area

31.8.9 MOORINGS INCLUDING MARINAS

Rule	Activity	Standards and Terms	The matters over which the Northland Regional Council will exercise its control are:	Classification	References
a	The placement of moorings required for purpose of the marine management area.	(i) The Regional Harbourmaster has been consulted. The activity shall comply with all relevant standards listed in section 31.7.12		Discretionary	
b	The occupation of space for moorings required for purpose of the marine management area.	The activity shall comply with all relevant standards listed in section 31.7.12		Discretionary	
d	Moorings that are not otherwise a discretionary activity under Rule 31.8.9(a) and 31.8.9(b).			Prohibited for which no coastal permit will be granted	
e	The placement of a Marina development.	The activity shall comply with all relevant standards listed in section 31.7.12		Discretionary	28.4.7
f	The occupation of space for a Marina development.			Discretionary	28.4.7