

6 November 2019

Peter Johnson
Senior Resource Management Officer
Marlborough District Council
Blenheim

Public Notification U190438

Dear Sir

Maritime New Zealand (MNZ) have reviewed the documentation submitted and identified these broader points as relevant for MNZ:

1. In order to comment on navigational-related matters, MNZ requires further information on proposed structures (specifically mooring).
2. Structural integrity – we suggest conditions regarding structural integrity to reduce the risk of creating navigational safety hazards e.g. whole of life, decommissioning, maintenance plans
3. We suggest further detail in conditions relating to aids to navigation.
4. MNZ needs to be kept informed of any developments/proposed changes in order to comment/suggest appropriate conditions on navigational-related matters.

The rest of our comments will aim to suggest conditions that relate to these items, and then will go into detail in response to the proposed consent conditions that are included in the application.

1. General comment – further information required

Conclusion

Insufficient information has been provided by the applicant on which to make a reasoned judgement as to changed navigational safety risks resulting from the potential use of this 1792-hectare site offshore for aquaculture. Specifically, details of structures to be deployed to the site should be provided.

Recommendation (suggested)

It is recommended that should Council be minded to approve the application; a consent condition should be applied that requires the applicant to be subject to a further navigation assessment when details of structures are confirmed. A further condition is appropriate in that any structures are not deployed to site until that navigation risk assessment has been approved, and any mitigation measures implemented.

We suggest that the NRRMP must be submitted for consideration prior to consent being granted. This will enable MNZ to consider navigational safety related outcomes.

2. Structural integrity

This is covered broadly by the first part of proposed consent condition #5:

'The consent holder is to maintain all structures to ensure that they are restrained, secure and in working order at all times so as not to create a navigational hazard...'

Under **Removal of structures** following condition 88, suggest the following further conditions:

- No part of a structure shall remain that may create a risk to navigational safety

- Aids to navigation are installed during decommissioning and for as long as any part of the structure remains

3. Suggested conditions regarding aids to navigation

- Aids to navigation shall be installed to cover the construction and decommissioning
- stages
- As part of the application for consent, the applicant should submit an aids to navigation/lighting plan that is proportionate to the risks associated with any specific
- farm/structure
- Consent conditions should require an aids to navigation/lighting plan to be included, and
- this plan should be revisited when any new structures are being proposed, particularly if
- the structures are in close proximity
- The application should include a maintenance plan for any aids to navigation to ensure
- effective operation for the period that any structures are in place

4. MNZ to be informed

There are some proposed conditions that require the MDC Compliance Manager to be notified – where potentially relevant for navigational safety, we have indicated that we agree with the proposed condition. We have also suggested that MNZ is referred to specifically in some cases.

Regarding the following proposed consent conditions

The first part of proposed consent 5

'The consent holder is to maintain all structures to ensure that they are restrained, secure and in working order at all times so as not to create a navigational hazard...' Maritime NZ supports this proposed condition. Maritime NZ also notes the lack of detail regarding specific structures. Maritime NZ will be able to provide further comment on navigational-related matters once a decision has been made on structure type and the details of the specific structure are provided.

6

'Written notice of any "significant change" to the structures, as defined in the Structures Management Plan (prepared in accordance with condition 15(c), is to be given to the Compliance Manager, Marlborough District Council before installation.' For notification suggest an additional condition in relation to the proposed, requiring any significant change to the structures to consider potential impacts on navigational safety, identify how these risks will be managed, and seek further comment from Maritime NZ on navigational-related matters.

7 and 8

All parts of any barge at the site (including its roof and ancillary features, including all associated parts such as the curtains, blinds or shutters) shall be finished in non-reflective material / all other surface structures (including the barge, in accordance with condition 7) should be finished in darker non-reflective material. Maritime NZ again notes the lack of detail regarding specific structures however suggest that whatever the structures are, that they should be coloured as visible as possible to passing mariners with regard to brighter colours and with enhanced reflectivity aspects.

14 and 15

Support these conditions as the quality/integrity of the structure reduces the chance of the structure or part of the structure becoming a navigational safety hazard.

21

To clarify – only the Director of Maritime NZ has the power to approve aids to navigation. This is delegated in some cases, however when a delegate makes a decision to approve, the delegate is making that decision as the Director.

22
Agreed

23
Suggest that this condition applies to all structures (not just the first ones)

25
Agree with the concept of monitoring the position of a structure. However, more information is needed (NRRMP) to assess how potential risks to navigational safety will be managed.

26
Agreed

27
Suggest that this condition is amended so that the purpose of the NRRMP is to manage navigational safety risks (not limited to PHMSC). Maritime NZ will be provided with the chance to comment on any such NRRMPs.

27i
Suggest a condition that a copy of the Emergency Response Plan is sent to MNZ.

70c
Suggest that Maritime New Zealand is also provided with an updated version of any Management Plans in regard to navigational safety related matters.

72
Agreed.

81e
Agreed.

87
Note that the third row in Table 1 may be relevant for further comment on navigational safety related matters – therefore agree.

We also suggest a further condition be considered requiring financial security in the following situations:

- for removal of the structure in the event of abandonment, and/or
- to cover cost in the event of emergency repairs and/or
- responding to a structure breaking loose or otherwise causing a hazard to navigation.

In closing, the proposed offshore farm poses a large number of increased risks, not only regarding navigational safety, but also for the people employed to work on the farms and the associated serving craft. We do not believe you can simply relocate inshore based farm technology into the offshore space without more detailed analysis, research and development taking place to cover off the increased risks encountered when operating in this far more demanding environment.

MNZ seeks the chance to comment further once a more detailed plan is submitted.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Domonic Venz', written in a cursive style.

Domonic Venz
Compliance Manager Southern