Appendix 04: Scotland's National Marine Plan Policy Assessment

This appendix forms part of the 'marine licence application for construction projects' and the 'marine licence application for dredging and sea disposal' for the Cumbrae Slipway Reconstruction project.

Scotland's National Marine Plan (SNMP) provides an overarching framework for all marine activity. It covers both Scottish inshore waters (out to 12 nautical miles) and offshore waters (12 to 200 nautical miles) and was adopted and published in 2015.

SNMP stipulates a core set of General Policies in Chapter 4 which apply to all plan making and decision making in the marine environment. Chapters 6 – 16 of SNMP contains policies which have been derived by considering issues specific to a sector. The SNMP should be applied proportionately, taking account of the potential scale of impact of any proposal as well as the sensitivity of the environment and/or any potential social or economic effect under consideration.

Chapter 13 'Shipping, Ports, Harbours, and Ferries' contains objectives and policies for this sector. Of particular relevance is Objective 3 which states 'Safeguarded essential maritime transport links to island and remote mainland communities'. This high level objective provides in principle support for the proposal.

The following table provides consideration of the proposal against relevant policies of SNMP.

SNMP Policy	Consideration
Policy GEN 1 General planning principle *There is a presumption in favour of sustainable development and use of the marine environment when consistent with the policies and objectives of this Plan.*	The importance of safeguarding essential maritime transport links to island communities is demonstrated by SNMP Policy Transport 3 in Sector Chapter 'Shipping, Ports, Harbours and Ferries' which states that *'Ferry routes and maritime transport to island and remote mainland areas provide essential connections and should be safeguarded from inappropriate marine development and use that would significantly interfere with their operation. Developments will not be consented where they will unacceptably interfere with lifeline ferry services.'* Overall, it is considered that the proposal is consistent with the policies and objectives of SNMP. The proposal is considered to be compliant with Policy GEN 1.

SNMP Policy	Consideration
Policy GEN 2 Economic benefit: *Sustainable development and use which provides economic benefit to Scottish communities is encouraged when consistent with the objectives and policies of this Plan.*	The ferry terminal provides an essential connection between the island and the mainland, leading to access for employment and economic opportunities. The proposal is considered to be compliant with Policy GEN 2.
Policy GEN 3 Social benefit: *Sustainable development and use which provides social benefits is encouraged when consistent with the objectives and policies of this Plan.*	The proposal contributes to the provision of social benefits including those directly associated with economic benefit. Furthermore, the proposal will contribute to quality of life and health and wellbeing benefits of the local community and visitors to the island. The proposal is considered to be compliant with Policy GEN 3.
Policy GEN 5 Climate change: *Marine planners and decision makers must act in the way best calculated to mitigate, and adapt to, climate change.*	In terms of mitigating climate change, the slipway length and thus the extent of dredging for vessel operations has been minimised through an assessment of vessel fit. Sampling of the seabed materials indicates that the materials can be reused as construction fill. If confirmed by further testing, it is proposed that dredged material will be reused in the land reclamation, rather than transported off site for depositing at sea or to a refuse facility. The rock armour specification has been written based on previous experience e.g. from the redevelopment of CMAL's Brodick Ferry Terminal, so that it allows the use of rock from Scottish quarries, subject to testing. The extent of land reclamation has also been minimised to meet operational requirements. In terms of adapting for climate change, allowance has been made for sea level rise over the design life of the proposed development in the assessment of vessel fit and determining the crest level for the slipway. Revetment crest levels have also been set to minimise overtopping and risk of flooding with due consideration to sea level rise. The drainage strategy for the site has been developed taking account of projections for climate change in the UK of more frequent, short duration, high intensity rainfall and frequent periods of long duration rainfall. Overall the design of the proposal has regard to climate change policy requirements. The proposal is considered to be compliant with Policy GEN 5.

SNMP Policy	Consideration
Policy GEN 6 Historic Environment *Development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance.*	The proposal does not lie within any conservation area designated for its historical value. There are no scheduled monuments or listed buildings identified within 300m of the proposal. There are broken up remains of an aircraft wreck Consolidated Catalina Flying Boat (Reference: 102752) listed under Canmore Maritime, at NS 18499 58607 lying nearby. This is considered to be at a sufficient depth and distance that no direct and indirect physical impacts are anticipated. The proposal is considered to be compliant with Policy GEN 6.
Policy GEN 7 Landscape/seascape: *Marine planners and decision makers should ensure that development and use of the marine environment take seascape, landscape and visual impacts into account*	It is anticipated that there would be no significant effects on seascape, landscape or visual receptors during construction or operation. The proposal is considered to be compliant with Policy GEN 7.
Policy GEN 8 Coastal process and flooding: *Developments and activities in the marine environment should be resilient to coastal change and flooding, and not have unacceptable adverse impact on coastal processes or contribute to coastal flooding.*	No significant effects are anticipated in relation to flood risk or coastal processes. The proposal is considered to be compliant with Policy GEN 8.
Policy GEN 9 Natural heritage: *Development and use of the marine environment must:* *(a) Comply with legal requirements for protected areas and protected species.* *(b) Not result in significant impact on the national status of Priority Marine* *Features.*	An Ecological Impact Assessment has been submitted with the marine licence application. There are no significant residual impacts on ecological features predicted following implementation of proposed mitigation measures which include adherence to environmental management plans including a Construction Environmental Management Plan (CEMP). A Marine European Protected Species (EPS) disturbance licence for the proposed scheme will be submitted to the Marine Directorate - Licensing Operations Team (MD-LOT) and the licence conditions would be adhered to.

SNMP Policy	Consideration
(c) Protect and, where appropriate, enhance the health of the marine area.	The proposal is considered to be compliant with Policy GEN 9.
Policy GEN 11 Marine litter *Developers, users and those accessing the marine environment must take measures to address marine litter where appropriate. Reduction of litter must be taken into account by decision makers.*	A Contractor, when appointed, would be required to develop a CEMP to provide a framework for the implementation of construction activities, setting out how the Contractor intends to operate the construction site. The CEMP will contain measures to avoid litter from construction entering the marine environment. The proposal is considered to be compliant with Policy GEN 11.
Policy GEN 12 Water quality and resource *Developments and activities should not result in a deterioration of the quality of waters to which the Water Framework Directive, Marine Strategy Framework Directive or other related Directives apply.*	No significant effect on coastal waters is anticipated during operation of the proposed scheme. Impacts during construction are temporary and are not anticipated to result in significant effects. The proposal is considered to be compliant with Policy GEN 12.
Policy GEN 13 Noise *Development and use in the marine environment should avoid significant adverse effects of man-made noise and vibration, especially on species sensitive to such effects.*	Mitigation measures have been proposed to reduce any potential disturbance impacts on marine mammals from underwater noise and vibration. With the application of mitigation, it is considered that any adverse noise or vibration effects associated with construction of the proposed scheme are unlikely to be significant. The proposal is considered to be compliant with Policy GEN 13.
Policy GEN 14 Air Quality *Development and use of the marine environment should not result in the deterioration of air quality and should not breach and statutory air quality limits.*	No significant effects on air quality are anticipated. The proposal is considered to be compliant with Policy GEN 14.

SNMP Policy	Consideration
Policy GEN 18 Engagement *Early and effective engagement should be undertaken with the general public and all interested stakeholders to facilitate planning and consenting processes.*	The Applicant has actively engaged with the general public and stakeholders in relation to the proposal. Further information regarding pre-application engagement is provided in the Cumbrae Slipway Reconstruction: Marine Licence Pre Application Consultation Report. The proposal is considered to be compliant with Policy GEN 18.