

**A9000 Forth Road Bridge 10 Year Marine Licence**

Document: Appendix D: Marine Policy Assessment

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## Appendix D

# Marine Policy Assessment A9000 9 Forth Road Bridge

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The following table provides an assessment of the proposal against the relevant policies of Scotland's National Marine Plan (SNMP) as required by Section 6 of the Marine Licence Application Form.

SNMP Policy	Assessment of Compliance
<p><b><i>Policy GEN 1 General Planning Principle</i></b></p> <p>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.</p>	<p>The proposed works comprise essential maintenance required to extend the use of the existing infrastructure. The proposed works will maintain the function of the existing structure within the marine environment, whilst ensuring its long-term safety and continued use. Overall, the proposed works are consistent with the policies and objectives of the SNMP. As such, the proposed works do not conflict with the objectives of the Policy GEN 1 of the SNMP.</p>
<p><b><i>Policy GEN 3 Social Benefit</i></b></p> <p>Sustainable development and use which provides social benefits is encouraged when consistent with the objectives and policies of this plan.</p>	<p>The proposed maintenance works will contribute to the ongoing use of the Forth Road Bridge which comprises strategic transport infrastructure. The Forth Road Bridge is the main public transport and active travel route across the Firth of Forth. The proposed works are consistent with the objectives of Policy GEN 3 of the SNMP.</p>
<p><b><i>Policy GEN 5 Climate Change</i></b></p> <p>Marine planners and decision makers must act in the way best calculated to mitigate, adapt to, climate change.</p>	<p>The design of the proposed works has had regard to, and is compliant with, policy objectives to minimise the effects on climate change. The principle of the proposed works in maintaining an existing asset to ensure its long-term use is consistent with the objectives for climate change mitigation and adaptation identified at a national scale. Therefore, the proposed works do not conflict with Policy GEN 5 of the SNMP.</p>

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<p><b>Policy GEN 6 Historic Environment</b></p> <p>Development and use of the marine environment should protect and where appropriate, enhance heritage assets in a manner appropriate to their significance.</p>	<p>The Forth Road Bridge is a category A listed structure. The proposed works will contribute to maintaining the bridge in the long-term, thus ensuring the future maintenance of the historic structure and preserving the way the bridge is understood, experienced and appreciated. The proposed works will be carried out in a sensitive manner appropriate to the national significance of the structure. The proposals are therefore not considered to conflict with the objectives of Policy GEN 6 of the SNMP.</p>
<p><b>Policy GEN 7 Seascape / Landscape</b></p> <p>Marine planners and decision makers should ensure that development and use of the marine environment take seascape, landscape and visual impacts into account.</p>	<p>Since the proposed works comprise maintenance works to an existing structure, it is anticipated that there would be no significant effects upon the seascape or landscape environment. Therefore, the proposed works will not conflict with the objectives of Policy GEN 7 of the SNMP.</p>
<p><b>Policy GEN 8 Coastal process and flooding</b></p> <p>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.</p>	<p>The proposed maintenance works to the existing bridge structure are unlikely to have any potential impacts on coastal processes or contribute to flood risk. The proposed works do not conflict with the objectives of Policy GEN 8 of the SNMP.</p>
<p><b>Policy GEN 9 Natural heritage</b></p> <p>Development and use of the marine environment must (a) Comply with legal requirements for protected areas and protected species, (b)</p>	<p>A comprehensive assessment of the potential for any likely significant effects on the conservation objectives of the following European sites, in the context of The Conservation (Natural Habitats, &amp; c.) Regulations 1994 (as amended) (referred to at the Habitats Regulations), has been</p>



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<p>Not result in significant impact on the national status of Priority Marine Features (c) Protect and, where appropriate, enhance the health of the marine area.</p>	<p>undertaken in the Habitats Regulations Appraisal (HRA) for the proposed works:</p> <ul style="list-style-type: none"> <li>• Firth of Forth Special Protection Area (SPA);</li> <li>• Firth of Forth Ramsar; and</li> <li>• Forth Islands SPA.</li> </ul> <p>The HRA is found in Appendix C to this Marine Licence Application.</p> <p>Mitigation measures to reduce potential significant effects upon designated sites are detailed within the HRA. Mitigation measures and the use of best practice construction methods are also identified in the works programme (Appendix B). With mitigation in place, it is concluded that there will be no implications for the conservation objectives of the Firth of Forth SPA, Ramsar and Forth Islands SPA as a result of the proposed works.</p> <p>No significant effects on priority marine features are anticipated from the proposed works.</p> <p>The proposed works will not conflict with the objectives of Policy GEN 9 of the SNMP.</p>
<p><b>Policy GEN 10 Invasive non-native species</b></p> <p>Opportunities to reduce the introduction of invasive non-native species to a minimum or proactively improve the practice of existing activity should be taken when decisions are being made.</p>	<p>During the proposed works, it is anticipated that access will predominantly be gained via the existing road network, with minimal works requiring the use of a marine vessel; thereby reducing potential for transfer of non-native marine species. The proposed works will not conflict with the objectives of Policy GEN 10 of the SNMP.</p>

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<p><b>Policy GEN 11 Marine litter</b></p> <p>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.</p>	<p>During construction of the proposed works, contractors will be required to implement measures to avoid litter from entering the marine environment. The proposed works does not conflict with the objectives with Policy GEN 11 of the SNMP.</p>
<p><b>Policy GEN 12 Water quality and resource</b></p> <p>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.</p>	<p>The HRA states that potential changes in water quality from pollution events (e.g. release of lead-based paint, paint removal chemicals, grit-blasting debris, accidental spillage and runoff) during works have the potential to have an indirect effect on the Firth of Forth. However, best practice construction methods will be implemented to protect the wider environment, including the use of appropriate pollution controls (i.e. Guidance for Pollution Prevention (GPPs)), such as a strict re-fuelling protocol and removal of all loose materials from the intertidal area. These measures are embedded in the construction methodology via the Site Environmental Management Plan (SEMP) and are a legal obligation to be employed irrespective of the European designation of the site, and are not specifically required to avoid likely significant effects. As such, the proposed works do not conflict with the objectives of Policy GEN 12 of the SNMP.</p>
<p><b>Policy GEN 13 Noise</b></p> <p>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.</p>	<p>A Construction Noise Management Plan (CNMP) has been submitted as Appendix E to the HRA.</p> <p>With the implementation of mitigation, it is considered that any adverse impacts as a result of the proposed works are unlikely to be significant. As such the proposed works do not conflict with the objectives of Policy GEN 13 of the SNMP.</p>



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<p><b><i>Policy GEN 14 Air Quality</i></b></p> <p>Development and use of the marine environment should not result in the deterioration of air quality and should not breach any statutory air quality limits.</p>	<p>No significant residual effects on air quality are expected as a result of the proposed works during the construction phase. As such the proposed works will not conflict with the Policy GEN 14 of the SNMP.</p>
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