

Peterhead - Smith Quay Extension

Marine Planning and Policy Statement

Peterhead Port Authority (PPA)

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1. Introduction

Scotland's National Marine Plan (NMP) (Scottish Government, 2015) is a strategic framework based on the UK Marine Policy Statement, designed to guide the sustainable development, use, and protection of Scotland's marine environment. It outlines priorities, objectives, and policies for managing marine activities including shipping, ports, harbours and ferries (Chapter 13).

This Marine Planning and Policy Statement, submitted as part of the Peterhead Smith Quay Extension licence application, details the Project's proposed response to relevant national, regional and local marine plans and policies, including Scotland's National Marine Plan, and concludes that the works are in accordance with these plans and policies.

1.1. Sector Policies

Chapter 13 of the Scottish NMP outlines the sector specific objectives and policies for shipping, ports, harbours and ferries that are considered important for planning and decision making. The NMP emphasises the need to promote the development of Scottish ports and harbours as they are essential for the continuation and growth of economic prosperity. The key issues to consider when for marine planning include:

1. Supporting economically productive activities.
2. The interaction of ports, harbours, shipping and ferries with other users of the marine environment.
3. Living within environmental limits.
4. Climate change.

2. Policy Considerations

The policies considered relevant to this project have been identified from both the general and sector specific policies outlined in the Scottish NMP. These policies and how they have been considered as part of this project are summarised in Table 2.1. The full list of policies, along with their descriptions, can be found in the Scotland's NMP (Scottish Government, 2015).

Table 2.1 Scottish marine policies (transport and general) considered relevant to the Peterhead Smith Quay Extension project and how they have been taken into consideration during the design and planning phases.

General Policy Information	Project consideration
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 quay area extension will provide additional berthing capacity to serve a number of marine industries, facilitating construction and maintenance works. The Port of Peterhead has particular significance in supporting the marine renewable sector, which the Scottish Advisory Group on Economic Recovery (2020) regarded as the most critical area for strategic focus in the context of green recovery and climate change.

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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.	Smith Quay, and the resulting increase in capacity of the port, has the potential to increase employment directly and indirectly through its supply chain. Peterhead Port Authority and McLaughlin & Harvey, the construction partner for the project, have committed to employ locally and procure locally where practicable, with efforts to improve the skills and capacities of local subject matter experts (SMEs). The need for specialists in industries such as renewables, oil and gas decommissioning, and fisheries, will further boost retention of skilled workers in the area. McLaughlin & Harvey's supply chain selection process has been accredited via a third party (Gold Constructionline) due to their ability to provide SME and voluntary, community and social enterprise (VCSE) opportunities. Subcontractors are also required to make all opportunities available to local SMEs and social enterprises.
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 increased capacity of the quay and potential to support marine renewables and oil and gas decommissioning will provide new job opportunities for the local community. Support from the project in addressing local issues includes targeted volunteering, upskilling, education, and community engagement initiatives which aim to reconnect people with the environment and raise awareness. Key focus areas include: • Community-based projects like litter picks and school initiatives, with an emphasis on creating a lasting impact. • Green Skills Training: Upskilling local workers through sustainability-focused programs, including a dedicated learning pathway via the Supply Chain Sustainability School. • Educational Outreach: Engaging local schools on sustainability topics to foster long-term environmental awareness.
GEN 4 Co-existence: Proposals which enable coexistence with other development sectors and activities within the Scottish marine area are encouraged in planning and decision making processes, when consistent with policies and objectives of this Plan.	The quay area extension will provide additional berthing capacity to serve a number of marine industries, facilitating construction and maintenance works. The Port of Peterhead has particular significance in supporting the marine renewable sector, which the Scottish Advisory Group on Economic Recovery (2020) regarded as the most critical area for strategic focus in the context of green recovery

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	and climate change. The project construction methods have taken account of other possible developments occurring at the same time as the construction of the quay. Once operational Smith Quay will co-exist with other users of Peterhead Port.
GEN 5 Climate change: Marine planners and decision makers must act in the way best calculated to mitigate, and adapt to, climate change.	The port design has berths fitted with a high-capacity electrical connection point which allows vessels can plug into and switch off their main engines. This benefits the ships financially and reduces greenhouse gas emissions whilst in the port.
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.	There are no known heritage sites in the immediate area surrounding the planned works. The Construction Environmental Management Plan (CEMP) will also include a protocol for archaeological discoveries in case anything is found during the works.
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.	Minimal impact on the landscape, seascape, or visual aspects during construction is expected due to the small-scale and limited geographical extent of the works.
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.	Hydraulic modelling was inherent withing the project design to ensure project is resilient to coastal processes and flooding. The project planning phase incorporated an initial wave study to understand the interactions between the project and coastal processes. The initial modelling of the quay construction options was undertaken using 1 in 0.2 year return period conditions. This allowed the worst-case storm directions to be identified for the 1 in 0.2 year return period events. The quay was then subjected to 1 in 10 year return period storms from these directions, to check the performance of the quay and its impact on the hydrodynamic regime of the port under significant storm conditions. The quay was finally subjected to the 1 in 100 year return period storms to provide data for the engineering design of the elements of the structure. The increase in the wave heights was noticeably less with the open piled structure compared with the solid walled quay extension. Rock revetment and drainage also provides resilience against these coastal processes.

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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. (c) Protect and, where appropriate, enhance the health of the marine area.	Ecological features of interest have been considered within Environmental Appraisal (EA), concluding in no significant residual impacts on any Priority Marine Features from the proposed development. A Habitats Regulations Appraisal (HRA) is required for Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) and an Appropriate Assessment (AA) will be conducted. Protected sites and species that fall under Scottish Conservation Regulations are considered in the Report to Inform Appropriate Assessment and Marine Protected Area Assessment (hereafter referred to as RIAA). This process covers both terrestrial and marine habitats, species and biodiversity.
GEN 10 Invasive non-native species: 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.	The possible sources of invasive non-native species were investigated during the EA process. No such species were identified. Mitigation measures have been embedded into the design and construction process to minimise any chance of their introduction.
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.	Materials and wastes are considered in accordance with The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017. The waste hierarchy will be employed throughout the construction works and will aim to avoid, or minimise waste production where possible, re-use material where it can be, segregate waste which cannot be reused for recycling where available, and implement the correct methods of disposal should none of the aforementioned methods be feasible. Compliance with all waste legislation will be ensured, and appropriate arrangements will be in place for managing cement washings and ensuring that litter is minimised. Please see the EA for more details.
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.	Bathing waters have been considered in the water quality EIA process. Best practise measures within the CEMP will limit the exposure of the public to construction noise. Considering the proximity of the receptor, potential presence of contaminants in the area, sediment size and presence of breakwaters around the lido; there is temporary, low risk of minor magnitude human health impacts during the dredging activities. Please see EA for more details.

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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.	Underwater noise modelling was undertaken to understand, assess and mitigate potential impact. The Annex 1 Noise Modelling Report discussed the modelling undertaken and impacts on the specific hearing groups of cetaceans and fish with a swim bladder. Please see the EA for more details.
GEN 14 Air quality: 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.	It is not expected for the project to result in the deterioration of air quality and should not breach any statutory air quality limits. Embedded Mitigation: good industry practice along with dust and emissions management measures will be put into practise to reduce impact during works.
GEN 15 Planning alignment A: Marine and terrestrial plans should align to support marine and land-based components required by development and seek to facilitate appropriate access to the shore and sea.	The quay area extension will provide additional berthing capacity to serve a number of marine industries, facilitating construction and maintenance works. The Port of Peterhead has particular significance in supporting the marine renewable sector, which the Scottish Advisory Group on Economic Recovery (2020) regarded as the most critical area for strategic focus in the context of green recovery and climate change.
GEN 16 Planning alignment B: Marine plans should align and comply where possible with other statutory plans and should consider objectives and policies of relevant non-statutory plans where appropriate to do so. <applies to inshore waters only>	The quay area extension will provide additional berthing capacity to serve a number of marine industries, facilitating construction and maintenance works. The Port of Peterhead has particular significance in supporting the marine renewable sector, which the Scottish Advisory Group on Economic Recovery (2020) regarded as the most critical area for strategic focus in the context of green recovery and climate change.
GEN 17 Fairness: All marine interests will be treated with fairness and in a transparent manner when decisions are being made in the marine environment.	The marine licence application will be publicly consulted to allow input from all stakeholders with marine interests. This should allow all interests to participate on an equal basis in the decision making process and that decisions to be taken in a transparent manner.
GEN 18 Engagement: Early and effective engagement should be undertaken with the general public and all interested stakeholders to facilitate planning and consenting processes.	NIRAS has consulted relevant stakeholders during the development of the Marine Licence application documentation. A Pre-application Consultation event was also organised. Consultation with the public is a requirement of the application process and documents are available for review.

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GEN 19 Sound evidence: Decision making in the marine environment will be based on sound scientific and socio-economic evidence.	Information in the RIAA and EA is based on current scientific evidence to inform the decision-making process, including the scientific community, stakeholders and users of the marine area.
GEN 20 Adaptive management: Adaptive management practices should take account of new data and information in decision making, informing future decisions and future iterations of policy.	Latest data (such as the Benthic Survey) and information has been used to inform the assessment and future decision-making.
GEN 21 Cumulative impacts: Cumulative impacts affecting the ecosystem of the marine plan area should be addressed in decision making and plan implementation. TRANSPORT 1 Navigational safety in relevant areas used by shipping now and in the future will be protected, adhering to the rights of innocent passage and freedom of navigation contained in UN Convention on the Law of the Sea (UNCLOS). The following factors will be taken into account when reaching decisions regarding development and use: - The extent to which the locational decision interferes with existing or planned routes used by shipping, access to ports and harbours and navigational safety. - Where interference is likely, whether reasonable alternatives can be identified. - Where there are no reasonable alternatives, whether mitigation through measures adopted in accordance with the principles and procedures established by the International Maritime Organization can be achieved at no significant cost to the shipping or ports sector.	Port Henry and Bay Marina capital dredging might coincide with Smith Quay works. The short duration of the dredging operations and the relatively small dredge volumes (approx. 8,500 m³ at Marina and 500 m³ at Port Henry), along with the relatively enclosed nature of both these locations, significantly limit the scale of potential cumulative effects on water quality and benthic habitats. When combined with Smith Quay dredging, the residual cumulative effect is assessed as minor and not significant, and scoped out from further assessment. Cumulative impacts have been assessed throughout the assessment and application processes for this project. Navigational factors and impacts have been considered and presented in the EA. The marine licence application will be publicly consulted to allow input from all stakeholders with marine interests. This should allow all interests to participate on an equal basis in the decision making process and that decisions to be taken in a transparent manner.

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TRANSPORT 2 Marine development and use should not be permitted where it will restrict access to, or future expansion of, major commercial ports or existing or proposed ports and harbours which are identified as National Developments in the current National Planning Framework or as priorities in the National Renewables Infrastructure Plans. TRANSPORT 3 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. TRANSPORT 4 Maintenance, repair and sustainable development of port and harbour facilities in support of other sectors should be supported in marine planning and decision making. TRANSPORT 5 Port and harbour operators should take into account future climate change and sea level projections, and where appropriate take the necessary steps to ensure their ports and harbours remain viable and resilient to a changing climate. Climate and sea level projections should also be taken into the account in the design of any new ports and harbours, or of improvements to existing facilities.	The project itself is an expansion of an existing port to provide additional berthing capacity and deck space. There are currently no anticipated permitted developments within the proposed area. There are no ferry routes or tourism boats utilising Smith quay. The quay is and will be primarily used for renewable energy, subsea, oil and gas decommissioning and pelagic fishing industries. The existing quay serves a range of terminal and quayside services relating to the renewable energy, subsea, oil and gas decommissioning and pelagic fishing industries as it can accommodate the new generation of larger vessels. Hydraulic modelling was inherent withing the project design to ensure project is resilient to coastal processes and flooding. The project planning phase incorporated an initial wave study to understand the interactions between the project and coastal processes. The initial modelling of the quay construction options was undertaken using 1 in 0.2 year return period conditions. This allowed the worst-case storm directions to be identified for the 1 in 0.2 year return period events. The quay was then subjected to 1 in 10 year return period storms from these directions, to check the performance of the quay and its impact on the hydrodynamic regime of the port under significant storm conditions. The quay was finally subjected to the 1 in 100 year return period storms to provide data for the engineering design of the elements of the structure. The increase in the wave heights was noticeably less with the open piled structure compared with the solid walled quay extension. Rock revetment and drainage also provides resilience against these coastal processes.

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TRANSPORT 6 Marine planners and decision makers and developers should ensure displacement of shipping is avoided where possible to mitigate against potential increased journey lengths (and associated fuel costs, emissions and impact on journey frequency) and potential impacts on other users and ecologically sensitive areas. TRANSPORT 7 Marine and terrestrial planning processes should co-ordinate to: -Provide co-ordinated support to ports, harbours and ferry terminals to ensure they can respond to market influences and provide support to other sectors with necessary facilities and transport links. -Consider spatial co-ordination of ferries and other modes of transport to promote integrated and sustainable travel options.	The extension of an existing port is expected to have a positive, material impact on marine traffic and access as it prevents the need to create additional, longer routes. In turn, this prevents increased fuel usage and therefore reduction on greenhouse gas emissions. The quay area extension will provide additional berthing capacity to serve a number of marine industries, facilitating construction and maintenance works. The Port of Peterhead has particular significance in supporting the marine renewable sector, which the Scottish Advisory Group on Economic Recovery (2020) regarded as the most critical area for strategic focus in the context of green recovery and climate change.