

Marine Licence Application – Scotland’s National Marine Plan Considerations

NMP Policy Reference	Policy Commitment	Uig Harbour Redevelopment Response	EIA Reference
Gen 2	Economic benefit: Sustainable development and use which provides economic benefit to Scottish communities encouraged when consistent with the objectives and policies of this Plan.	Uig Harbour forms part of the ‘Skye Triangle’ (along with harbours at Tarbert and Lochmaddy), providing lifeline ferry services for communities in the Western Isles.	Section 1.2
Gen 3	Social Benefit: Sustainable development and use which provides social benefits is encouraged when consistent with the objectives and policies of this Plan.	Uig Harbour forms part of the ‘Skye Triangle’ (along with harbours at Tarbert and Lochmaddy), providing lifeline ferry services for communities in the Western Isles.	Section 1.2
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 project design and high level construction scheduling seeks to minimise disruption to other development sectors and activities where ever possible and particularly seeks to ensure the continued operation of the ferry service where at all possible during construction.	Chapter 3
Gen 5	Climate Change: Marine planners and decision makers must act in the way best calculated to mitigate, and adapt to, climate change.	<p>Current GHG emissions are dominated by the ferry and local vehicle traffic. The existing ferry timetable will be maintained. Extra vehicles may be expected to use the ferry, with its increase capacity, however this is not expected to result in significant adverse effect.</p> <p>In addition, the new vessel will have the capacity to operate using either LNG or Marine diesel fuel sources. Where the vessel operates using LNG fuel emissions of GHGs including CO₂, NO_x, SO_x and particulates are expected to be substantially lower than comparable emissions from the vessel it replaces.</p> <p>No significant adverse effect is expected, indeed, it is expected that the LNG fuel use will result in an overall beneficial effect on GHG emissions and climate change contributions.</p>	Table 1-2; and Chapter 9: Flood Risk and Climate Change
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	Potential project interactions with the historic environment of Uig Bay and the surrounding area have been considered within the EIA R. No significant effects on the historic environment are anticipated.	Chapter 20

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.	Works are not considered likely to result in significant effect as the Project Description is of similar scale to the existing facilities and would be seen as an extension of the existing harbour infrastructure at Uig.	Indicative Visualisations have been included within the EIA at Figures 3.4 a, b and c.
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.	Flood risk modelling was undertaken, particularly in relation to the potential flood risk from wave overtopping through MIKE21 Spectral Wave Modelling to assess the wind-generated waves in front of jetty and defence structures, using extreme water levels, wind statistics, and joint probability analysis.	Chapter 9
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.	Potential project interactions with the natural heritage of Uig Bay and the surrounding area are considered through the EIA R. Assessments have been completed with full cognisance of applicable legislation and appropriate mitigation measures. The location, nature and extent of protected nature conservation habitats and species have been identified and fully considered. Appropriate mitigation measures have been identified, agreed and committed to, and will be implemented through the Construction Environmental Management Plan (CEMP) and associated documents. No significant residual effects are anticipated.	Chapters 10, 11, 12, 13, 14 and 15.
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.	Potential for movement of non-native species as a result of shipping construction materials to site was considered. The majority of construction materials and construction plant is expected to be delivered to the Proposed Development site by road. It is currently anticipated that significantly sized, single construction pieces, most notably the new linkspan infrastructure may be brought to the Proposed Development site by barge. The CEMP will include appropriate measures to control and limit the risk of marine invasive non-native species following best practice (e.g. (Payne, Cook, & Macleod, 2014)), if considered necessary.	Chapter 12
Gen 11	Marine Litter: Developers, users and those accessing the marine environment must take measures to address marine litter where appropriate.	Marine Litter has been considered as part of the waste management strategy. The Project's approach to Natural Resource and Waste Management is set out in Chapter 3: Project Description.	Chapter 3
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	A WFD assessment was undertaken by the Applicant in accordance with 'Clearing the Waters for All' guidance for estuarine and coastal waters to accompany the marine licence applications	Chapter 8

	Framework Directive or other related Directives apply.	(Environment Agency, 2017).	
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 sound propagation modelling was completed based on indicative parameters considered representative of construction activities likely to generate underwater noise, specifically piling activities associated with construction of the Proposed Development. The outputs from this modelling exercise have been used to assess the potential significance of construction noise on sensitive marine receptors specifically including fish and shellfish and also on marine mammals. Detailed mitigation measures to control underwater sound during construction are identified and committed to.	Chapter 13, 14 Appendix 13.1
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.	Dust and emissions during construction will be mitigated and controlled through the Construction Environmental Management Plan (CEMP) commitments. No significant effects are anticipated.	Appendix 1.1
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.	A detailed process of stakeholder engagement has been undertaken in support of the preparation of the Marine Licence Application submission and support EIA R.	Appendix 1.4: PAC Report Appendix 5.1: Summary of Consultation Responses
Gen 18	Engagement: Early and effective engagement should be undertaken with the general public and all interested stakeholders to facilitate planning and consenting processes.	A detailed process of stakeholder engagement has been undertaken in support of the preparation of the Marine Licence Application submission and support EIA R.	Appendix 1.4: PAC Report Appendix 5.1: Summary of Consultation Responses
Gen 19	Sound Evidence: Decision making in the marine environment will be based on sound scientific and socio-economic evidence.	All assessments set out within the EIA R are based on a combination of primary survey data and analysis by appropriate qualified and experience professionals, published data sources, including NMPi, and up to date third part peer reviewed scientific publications.	Throughout, and Chapter 22: References
Gen 21	Cumulative Impacts: Cumulative impacts affecting the ecosystem of the marine plan area should be addressed in decision making and plan implementation.	Cumulative and in-combination effects on specific resources or receptors are described, where relevant, in the technical chapters of this EIA Report.	Throughout, and Chapter 6

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