

## CONSULTATION QUESTIONS

Please identify the main area of interest you identify with :

- |                               |                                     |
|-------------------------------|-------------------------------------|
| Nature Conservation           | <input type="checkbox"/>            |
| Fisheries                     | <input type="checkbox"/>            |
| Industry/Transport            | <input checked="" type="checkbox"/> |
| Energy                        | <input type="checkbox"/>            |
| Aquaculture                   | <input type="checkbox"/>            |
| Recreation/tourism            | <input type="checkbox"/>            |
| Academic/scientific           | <input type="checkbox"/>            |
| Local authority               | <input type="checkbox"/>            |
| Community group               | <input type="checkbox"/>            |
| Public sector/Regulatory body | <input type="checkbox"/>            |
| Local Coastal Partnership     | <input type="checkbox"/>            |

Other (Please state)

Comments

**Q1. Does the NMP appr opriately guide management of Scotla nd's marine resources?**

Comments

**Q2. Does the NMP appropriately set out the requ irement for integration between marine planning and land use planning systems?**

The linkage with terrestrial aggregate facilities (such as coastal super quarries or smaller facilities with wharf frontages) is an obvious link given the importance of these facilities to local communities and the wider strategic role they can play, both economically and in the import/export of essential construction aggregate materials. While the wharves are generally governed through the terrestrial planning regime, there is an obvious

linkage here which needs to be acknowledged – not least in terms of the secondary activities that may be needed to maintain the operational viability of these sites (navigation marks, maintenance dredging, quayside maintenance & development).

**Q3. Does the NMP appropriately guide development of regional marine planning? What, if any, further guidance is required for regional marine planners in terms of implementation and how to interpret the NMP?**

Comments

**Q4. The Marine Regional Boundaries Consultation proposed that in addition to regional marine planning, further integrated management of key marine areas would be achieved by designating the Pentland Firth; the Minches and the mouth of the Clyde as Strategic Sea Areas.**

**Should the NMP set out specific marine planning policies for Strategic Sea Areas?**

Comments

**Q5. Are the objectives and policies in the NMP appropriate to ensure they further the achievement of sustainable development, including protection and, where appropriate, enhancement of the health of the sea?**

Comments

**Q6. Chapter 3 sets out strategic objectives for the National Marine Plan and Chapters 6 – 16 sets out sector specific marine objectives.**

**Is this the best approach to setting economic, social and marine ecosystem objectives and objectives relating to the mitigation of and, adaptation to climate change?**

Comments

**Q7. Do you have any other comments on Chapters 1 – 3?**

Comments

### **General Planning Policies**

**Q8. Are the general policies in Chapter 4 appropriate to ensure an approach of sustainable development and use of the marine area? Are there alternative policies that you think should be included? Are the policies on integration with other planning systems appropriate? A draft circular on the integration with**

**terrestrial planning has also been published - would further guidance be useful?**

Yes – see comments above in relation to Q.2

**Q9. Is the marine planning policy for landscape and seascape an appropriate approach?**

Comments

**Q10. Are there alternative general policies that you think should be included in Chapter 4?**

Comments

### **Guide to Sector Chapters**

**Q11. Do you have any comments on Chapter 5?**

**Are there other sectors which you think should be covered by the National Marine Plan?**

Comments

### **Sea Fisheries**

**Q12. Do you have any comments on Sea Fisheries, Chapter 6?**

Comments

**Q13. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

### **Aquaculture**

**Q14. Does Chapter 7 appropriately set out the relationship between terrestrial and marine planning for Aquaculture? Are there any planning changes which might be included to optimise the future sustainable development of aquaculture?**

Comments

**Q15. Do you have any comments on Aquaculture, Chapter 7?**

Comments

**Q16. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

### **Wild Salmon and Migratory Fish**

**Q17. Do you have any comments on Wild Salmon and Migratory Fish, Chapter 8?**

Comments

**Q18. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

### **Oil & Gas**

**Q19. Do you have any comments on Oil and Gas, Chapter 9?**

Comments

**Q20. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

### **Carbon Capture & Storage (CCS)**

**Q21. Do you have any comments on Carbon Capture and Storage, Chapter 10?**

Comments

**Q22. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

### **Offshore Renewable Energy**

**Q23. Should the NMP incorporate spatial information for Sectoral Marine Plans?**

Comments

**Q24. Do you have any comments on Offshore Renewable Energy, Chapter 11?**

Comments

**Q25. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

### **Recreation and Tourism**

**Q26. Do you have any comments on Recreation and Tourism, Chapter 12?**

Comments

**Q27. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

### **Transport (Shipping, Ports, Harbours & Ferries)**

**Q28. Should the NMP specifically designate national significant ports/harbours as described in Chapter 13: Marine Planning Policy Transport 2?**

Comments

**Q29. Do you have any comments on Transport, Chapter 13?**

Comments

**Q30. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

### **Telecommunication Cables**

**Q31. Do you have any comments on telecommunications, Chapter 14?**

Comments

**Q32. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

### **Defence**

**Q33. Do you have any comments on Defence, Chapter 15?**

Comments

**Q34. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

### **Aggregates**

**Q35. Do you have any comments on Aggregates, Chapter 16?**

1. While the chapter is correct that there is currently little interest in marine aggregate extraction in Scottish waters, it is important not to generalise the importance and relevance of the aggregate industry as a whole. As an example, under the section 'Supporting economically productive activities', the current text states that *'Being inactive, the aggregates industry in Scotland is currently not contributing to the Scottish economy. However it could do so in the future.'* Equally, under the section entitled 'Interactions with other sectors' the current text states *'A synergistic relationship is expected between this sector and transport and ports. Extraction vessels will require port facilities to land product and ports will benefit economically from this. Ports are likely to benefit economically from an aggregate industry, although none currently exists in Scotland.'* We would suggest that this is a little misleading.

2. The image on the front page of the chapter shows a coastal super quarry, which by virtue of its location is directly linked to the marine environment thanks to the wharf frontage, the port facility that serves it and the vessels that use it. Given the importance of these facilities to both the local and national economy, it may be sensible to widen the consideration of 'aggregates' to include such sites, so their relevance and importance is not

dismissed. Also for the text to clearly differentiate between ‘aggregates’ and ‘marine aggregates’.

3. In terms of marine aggregates, reference should be made to the recent study undertaken by the British Geological Survey under contract to The Crown Estate which has mapped areas of potential marine aggregate resource across the UK continental shelf. As on land, marine mineral resources can only be worked where they geologically occur. They are also a finite resource, and therefore while there may not be a market or need for them currently, there may be in the future – certainly within the horizon of the marine plan period. It is therefore essential that due consideration is given to the potential for these limited resources to become sterilised by other forms of marine development which may be incompatible with the resources use in the future.

4. Section 3.5.6 of the UK Marine Policy Statement 2011 (MPS) makes reference to marine planners and decision makers should take into account ‘...*the need to safeguard reserves for future extraction*’. While it is recognised that this section of the MPS does not immediately apply to Scottish waters, given the finite nature and limited spatial extent of marine mineral resources, consideration should be given to establishing suitable marine policy provisions to allow marine mineral safeguarding to be considered under the marine planning process. We would suggest that the current wording of the draft policy ‘Aggregates 1’ doesn’t really achieve this at present.

5. In terms of the section entitled ‘Climate change’, while any dredging activity (not just mineral extraction) in inappropriate locations has the potential to lead to coastal erosion, well regulated and managed dredging will not. We note that equivalently strongly worded statements are not made with respect to other dredging activities in the draft report. Furthermore, marine mineral extraction offers the potential to help protect eroding coasts and any vulnerable infrastructure or environmental features that may be at risk through beach replenishment. Again, while this is not common practice at present the growing challenges of climate change, with sea level rise and increased storminess mean that it cannot be discounted in the future – and certainly within the horizon of the marine plan period.

6. The ‘Future’ section of the chapter acknowledges the potential future need and value of marine mineral resources, but to have any meaningful value in a planning sense, this needs to be linked to a marine minerals safeguarding policy provision, and also to the spatial extent of potential marine mineral resources. It is as important to know and understand where marine mineral extraction will not take place, as it is to understand where it potentially could.

7. Finally, given the issues set out under the section ‘Living within environmental limits’, it is not clear why the draft policy ‘Aggregates 2’ chooses to focus on coastal impact issues when this is but one of a range of environmental considerations that have to be taken into account. There is

no evidence of modern marine aggregate extraction (over the last 30 years plus) resulting in any adverse coastal impacts in UK waters, and indeed there is very clear evidence (both in terms of the geological origins of the deposits and the physical processes acting upon them) as to why this is the case. There is undoubtedly a wider public/media perception over this issue, but given the evidence to date is quite clear having a policy directly reference coastal impact issues over and above any of the other environmental issues that have to be considered only serves to further reinforce these perceptions – rather than allowing decisions to be based on sound evidence.

8. In this respect, we feel the wording of the MPS is helpful. Section 3.5.1 states '*The extraction of marine dredged sand and gravel should continue to the extent that this remains consistent with the principles of sustainable development, recognising that marine aggregates are a finite resource and in line with the relevant guidance and legislation.*' While Section 3.5.6 states that '*Marine plan authorities and decision makers should base decisions on sustainability criteria...*' before going on to state that '*A marine licence or other regulatory approval to dredge should only be issued if the decision maker is content that the proposed dredging is environmentally acceptable.*'

9. On this basis, we consider that the policy should focus on decision making under the wider remit of sustainable development, with marine licences only being issued if the proposed dredging is environmentally acceptable.

**Q36. Are there alternative planning policies that you think should be included in this Chapter?**

Proposed changes to the draft policies are suggested below, based on the issues flagged above:

**AGGREGATES 1** : Consenting and licensing authorities should consider the impacts of other development or activity on areas defined as being of potential marine aggregate resource, including whether the development/activity would inhibit future aggregate or mineral exploitation. Where there is an interaction, consideration should be given to appropriate steps to safeguard marine mineral resources.

**AGGREGATES 2** : Consenting and licensing authorities should ensure all the necessary environmental issues are considered and safeguards are in place when determining whether any proposed dredging is in accordance with the principles of sustainable development and considered to be environmentally acceptable.

**Business and Regulatory**



**Q37. Please tell us about any potential economic or regulatory impacts, either positive or negative, that you think any or all of the proposals in this consultation may have.**

Comments

### **Equality**

**Q38. Do you believe that the creation of a Scottish National Marine Plan discriminates disproportionately between persons defined by age, disability, sexual orientation, gender, race and religion and belief?**

Yes  No

**Q39. If you answered yes to question 23 in what way do you believe that the creation of a Scottish National Marine Plan is discriminatory?**

Comments

### **Sustainability Appraisal**

**Q40. Do have any views/comments on the Sustainability Appraisal carried out for the NMP?**

Comments