

## **Item: 11**

**Harbour Authority Sub-committee: 25 January 2022.**

**National Planning Framework 4.**

**Report by Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.**

### **1. Purpose of Report**

To consider a response to the Scottish Government regarding a consultation exercise in respect of National Planning Framework 4.

### **2. Recommendations**

The Sub-committee is invited to note:

#### **2.1.**

That, on 10 November 2021, the Scottish Government issued a consultation on the National Planning Framework 4, with a closing date of 31 March 2022.

#### **2.2.**

That, as a Statutory Harbour Authority, the Harbour Authority can respond as a developer and operator to the consultation on the National Planning Framework 4.

#### **2.3.**

That Orkney Islands Council, as a Local Authority, will be responding to the consultation document, after due consideration by the Development and Infrastructure Committee.

#### **2.4.**

The proposed response by the Harbour Authority, attached as Appendix 1 to this report.

**It is recommended:**

#### **2.5.**

That the response by the Harbour Authority to the consultation by the Scottish Government in respect of the National Planning Framework 4, attached as Appendix 1 to this report, be approved.

## **2.6.**

That the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should submit the Harbour Authority's response in relation to the consultation in respect of the National Planning Framework 4, to the Scottish Government by the deadline of 31 March 2022.

## **3. Background**

### **3.1.**

As part of national planning strategy in Scotland, the Scottish Government has started a review of the National Planning Framework, this being the fourth iteration and shorten to NPF4.

### **3.2.**

The review process commenced in April 2020 with a call for ideas, to which the Deputy Harbour Master – Strategy and Support supplied relevant information, including full details of the approved Orkney Harbours Masterplan Phase 1, with an update sent in 2021.

### **3.3.**

On 10 November 2021, the Scottish Government issued a consultation document "Our Fourth National Planning Framework Draft" with the consultation period closing on 31 March 2022.

### **3.4.**

As a Statutory Harbour Authority, developer and operator, the Harbour Authority can respond to this consultation document.

## **4. Proposed Consultation Response**

### **4.1.**

The consultation document referred to above contains some detail which, as a developer and operator, the Harbour Authority may not be able to comment on. With this in mind there are a large number of sections of the consultation document that are not relevant to the development and operations of ports and harbours.

### **4.2.**

It should be noted that, as a Statutory Consultee, Orkney Islands Council will be responding to the consultation document as a whole. With this in mind officers from Marine Services and Development and Marine Planning have worked on that response, which will be submitted to the Development and Infrastructure Committee for its consideration.

#### **4.4.**

The proposed response from the Harbour Authority is attached as Appendix 1 to this report, summarised as follows:

##### **4.4.1.**

Marine strategic connections to/from Orkney, in particular the missing marine strategic links between Orkney and Shetland and Aberdeen and inaccuracies caused in the consultation document.

##### **4.4.2.**

Projects and details contained within the approved Orkney Harbour Masterplan Phase 1, in particular the proposed developments at Scapa Deep Water Quay, Lyness, Stromness and Hatston and how they already meet the criteria to be of national importance and therefore included as separate projects with the National Planning Framework document and system.

##### **4.4.3.**

The vital role that ports and harbours play in the economy of Orkney, Scotland and the UK, in particular the role which Orkney Harbours will play in ensuring that the Scottish and UK targets regarding net and zero carbon emissions referring to ScotWind and the diversification of Flotta Terminal, which includes the projects stated in the Orkney Harbours Masterplan Phase 1.

##### **4.4.4.**

Splitting Scotland into the proposed areas does not reflect the way in which ports and harbours carry out their business, in particular this being local, Scottish, UK, EU and international in nature. Therefore, as the consultative document does not take note of this, it fails to show true strategic planning for the future for Scotland as a whole.

## **5. Corporate Governance**

This report relates to the Council complying with governance and procedural issues and therefore does not directly support and contribute to improved outcomes for communities as outlined in the Council Plan and the Local Outcomes Improvement Plan.

## **6. Financial Implications**

There are no financial implications as a result of the recommendation contained within this report.

## **7. Legal Aspects**

There are no legal implications arising directly from the recommendation contained within this report.

## **8. Contact Officers**

Gareth Waterson, Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, Email [gareth.waterson@orkney.gov.uk](mailto:gareth.waterson@orkney.gov.uk)

James Buck, Head of Marine Services, Transportation and Harbour Master, Email [james.buck@orkney.gov.uk](mailto:james.buck@orkney.gov.uk)

David Sawkins, Deputy Harbour Master: Strategy and Support, Email [david.sawkins@orkney.gov.uk](mailto:david.sawkins@orkney.gov.uk)

## **9. Appendix**

Appendix 1: Consultative Document National Planning Framework 4 – Response by the Harbour Authority.

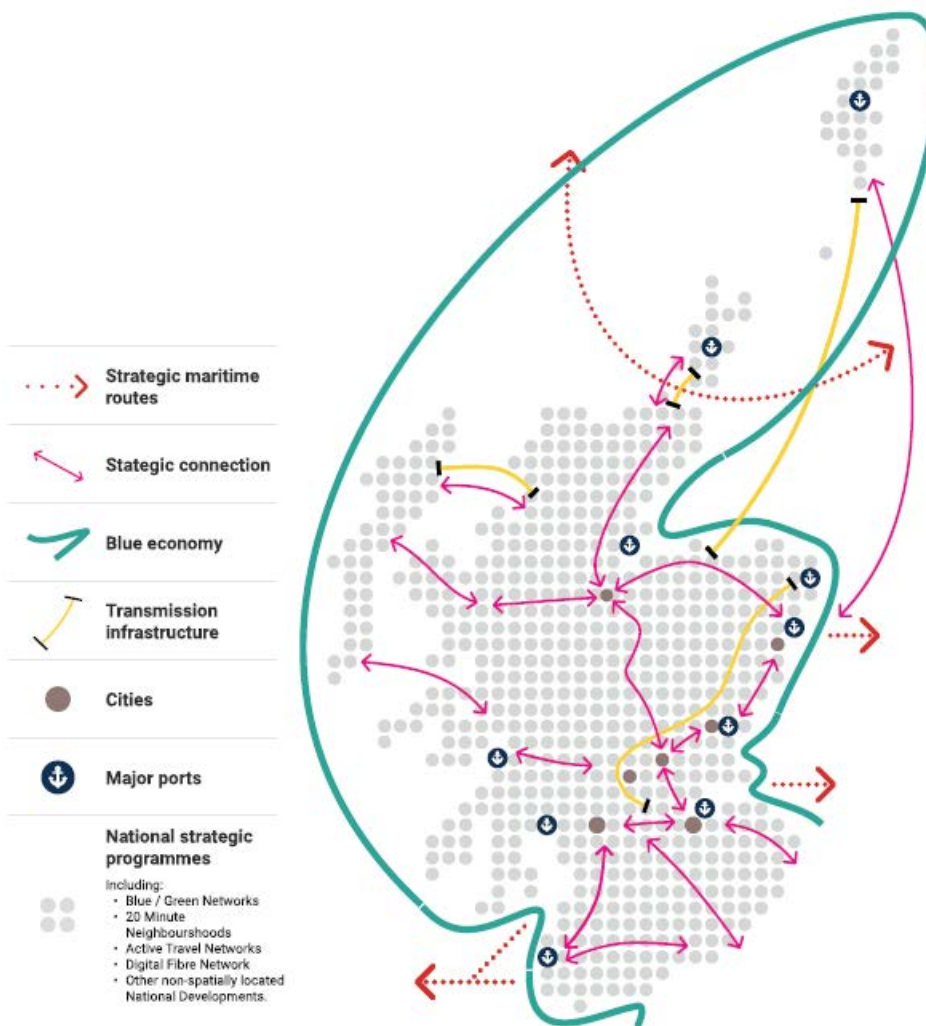
Appendix 1:

**Consultative Document National Planning Framework 4 – Response by Orkney Harbour Authority**

- Response to Scottish Government regarding consultation draft document “Our Fourth National Planning Framework” issued on 10 November 2021, with consultation closing on 31 March 2022.
- Response by Orkney Harbour Authority, Orkney Islands Council as a Statutory Harbour Authority, developer and operator.
- With reference to specific page numbers and questions in the document issued on 10 November 2021, as follows:-

**Page 5 “National Planning Strategy”**

**National Spatial Strategy**



This initial map indicates strategic maritime routes, but this does not include the important strategic maritime route between Orkney (Kirkwall) and Aberdeen and Shetland (Lerwick) operated on behalf of the Scottish Government under a PSO by Serco NorthLink. We feel that this is a major omission and should be corrected.

In order to provide evidence of the reason for this we attach to this response the Marine Service's Annual Reports for the last two years which clearly show the amount and importance of the maritime connections to Aberdeen and Shetland (Lerwick). Noting that these annual reports include the statistics from Orkney Harbour authority.

It is noted that this map does indicate "major ports" in Orkney, which do not appear as major or important infrastructure elsewhere in the consultation document.

### **Pages 8 & 9 "Productive Places & Distinctive Places"**

Q1: Do you agree that this approach will deliver our future net zero places which will be more resilient to the impacts of climate change and support recovery of our natural environment?

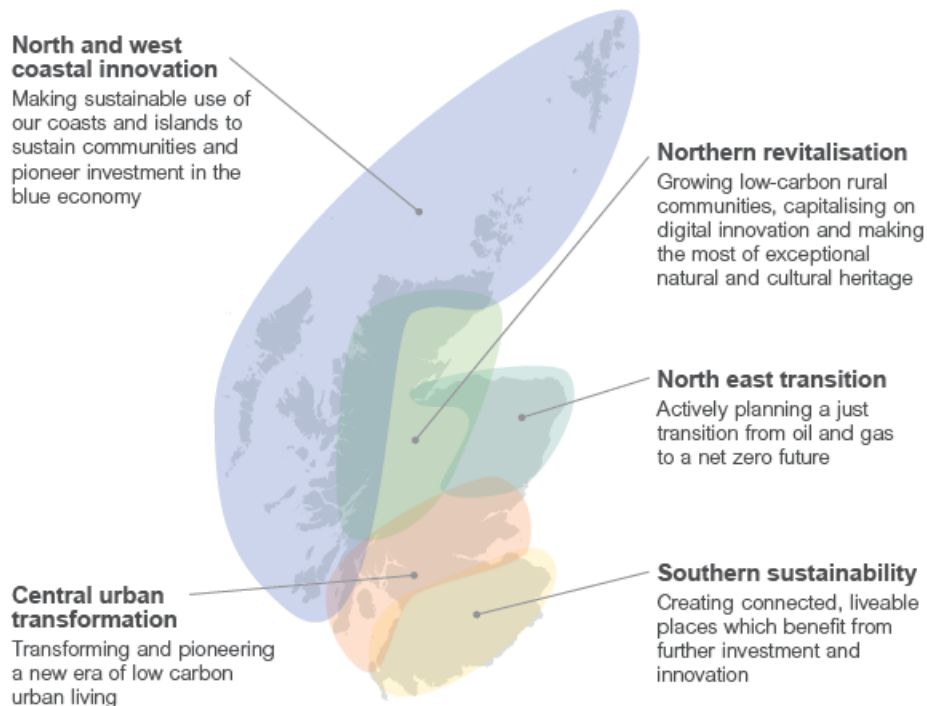
Q4: Do you agree that this approach will deliver our future places which will be distinctive, safe and pleasant, easy to move around, welcoming, nature-positive and resource efficient?

Q5: Do you agree that the spatial strategy will deliver future places that overall are sustainable, liveable, productive and distinctive?

As will be indicated later in this response we fully support the aim to attract new business and investment at the same time as maintaining the environment. But due to the way in which the consultation document has been laid out and set it would appear that the vast majority of the investment, new business etc will be in the Central Belt and NE Scotland. This would appear to be in the main due to the lack of detailed information as to what is happening in the north of Scotland – although this was supplied and updated by the Harbour Authority during the call for information stage in generating the consultation document. We strongly suggest that this is corrected.

### **Action areas for Scotland 2045**

Each part of Scotland can make a unique contribution to building a better future. Our shared spatial strategy will be taken forward in five action areas. Each area can support all spatial principles, and the following section sets out priorities for each of the action areas.



**Q7: Do you agree that these spatial strategy action areas provide a strong basis to take forward regional priority actions?**

We do not believe that the spatial action areas will provide a strong basis to move forward. As indicated in the response to pages 8 and 9 linking Orkney to “North and west coastal in innovation” area does not show the strategic importance of Orkney Harbours and the links with the NE of Scotland. Reference should be made back to the response to page 5 and associated documents and the lack of business importance placed on net or zero carbon based fuels, infrastructure and off-shore wind plans for the future. Orkney Harbours is more than innovation, it is “energy into the future” and reference should be made to the approved Orkney Harbours Masterplan Phase 1 on [www.orkneyharbours.com](http://www.orkneyharbours.com) for further details. It would appear that the consultation document has been generated using the Islands Growth Deal details alone and does not include any further details that exist or were supplied during the call for ideas stage. This should be corrected.

### North and west coastal innovation

**Innovate** Revitalise Transition Transform Sustain

*This area broadly comprises the island communities of Shetland, Orkney, the Western Isles, and parts of Highland and Argyll and Bute including the north and west mainland coastline.*

Scotland's north and west coast and islands will be at the forefront of our efforts to reach net zero emissions by 2045. This is a diverse area, from Shetland and Orkney in the north, to the Outer and Inner Hebrides and the coastal areas of Highland and Argyll and Bute. Coastal innovation is not unique to this area, but as one of the most renewable energy rich localities in Europe with significant natural resources, there is a real opportunity for this part of Scotland to support our shared national outcomes.

The area benefits from an exceptional environment with coastal and island landscapes that are an important part of Scotland's national identity. It is rich in biodiversity, sustaining many internationally significant ecological sites and species including some of the best remaining temperate rainforest sites in Europe. The islands vary in character. Each has a rich history and distinctive cultural heritage including the St Kilda and the Heart of Neolithic Orkney UNESCO World Heritage Sites. These assets require careful and sustainable management. The relatively high levels of community land ownership and strong ties with the land and sea reflect this area's strong sense of place and local resilience. Scotland's National Islands Plan<sup>1</sup> aims to grow the population and economy, improve transport and housing, and ensure island communities are served by the facilities, jobs, education and services they need to flourish. Environmental wellbeing, clean and affordable energy, strong communities, culture and identity are also priorities.

Key centres where lifeline links provide access to the islands include Lerwick, Kirkwall, Stromness, Stornoway, Wick and Thurso, Ullapool, Mallaig and Oban, whilst Tarbert, Lochgilphead and Campbeltown are important hubs towards the south of the area. These centres provide important services to their wider hinterlands. Local projects are ongoing, including the

regeneration of Stromness, the Stornoway Deep Water Port development, the linked Islands Growth Deal Outer Hebrides Energy Hub project in Stornoway, and the Islands Growth Deal Knab Redevelopment project in Shetland.

There will be significant climate challenges for this part of Scotland. Island and coastal ecosystems, and the communities they support, are naturally more vulnerable to the effects of climate change, sea level rise and extreme events. Of particular concern are the impacts on vulnerable low-lying coastal zones and infrastructure, with potentially wide-ranging effects from biodiversity loss to sea level rise, coastal erosion, flooding and landslips. If we do not take action to plan and build their resilience, including investment in nature-based solutions, island and coastal communities could suffer disproportionately from the impacts of climate change.

A climate and nature conscious approach to development of this area can help to tackle wider challenges. Around 94 of our 900 islands are permanently inhabited, and the size and composition of each population has changed over the years. An ageing population will mean that we need to do more to reverse past patterns of population decline and sustain local facilities and services that support rural and dispersed communities.

<sup>1</sup> Introduced as a result of the Islands (Scotland) Act 2018

Housing and public service provision, transport, energy consumption and fuel poverty will continue to be significant challenges. Employment varies across the area, and can tend to rely on the public sector, tourism and lower wage sectors, limiting the scope and choice of skilled jobs in some locations. Where skilled jobs exist it can be difficult to attract and retain a local workforce, underlining the importance of building skills to support future investment. There are challenges arising from the end of free movement and changing markets, and the agriculture and fishing industries will need support to ensure the long term sustainability of communities.

Alongside Scotland's marine planning authorities, we can work with the area's exceptional assets and natural resources to build a more resilient future for Scotland's island and coastal communities. In this area we will:

- create carbon-neutral coastal and island communities;
- support the blue and wellbeing economies;
- protect and enhance blue and green infrastructure; and
- strengthen resilience and decarbonise connectivity.

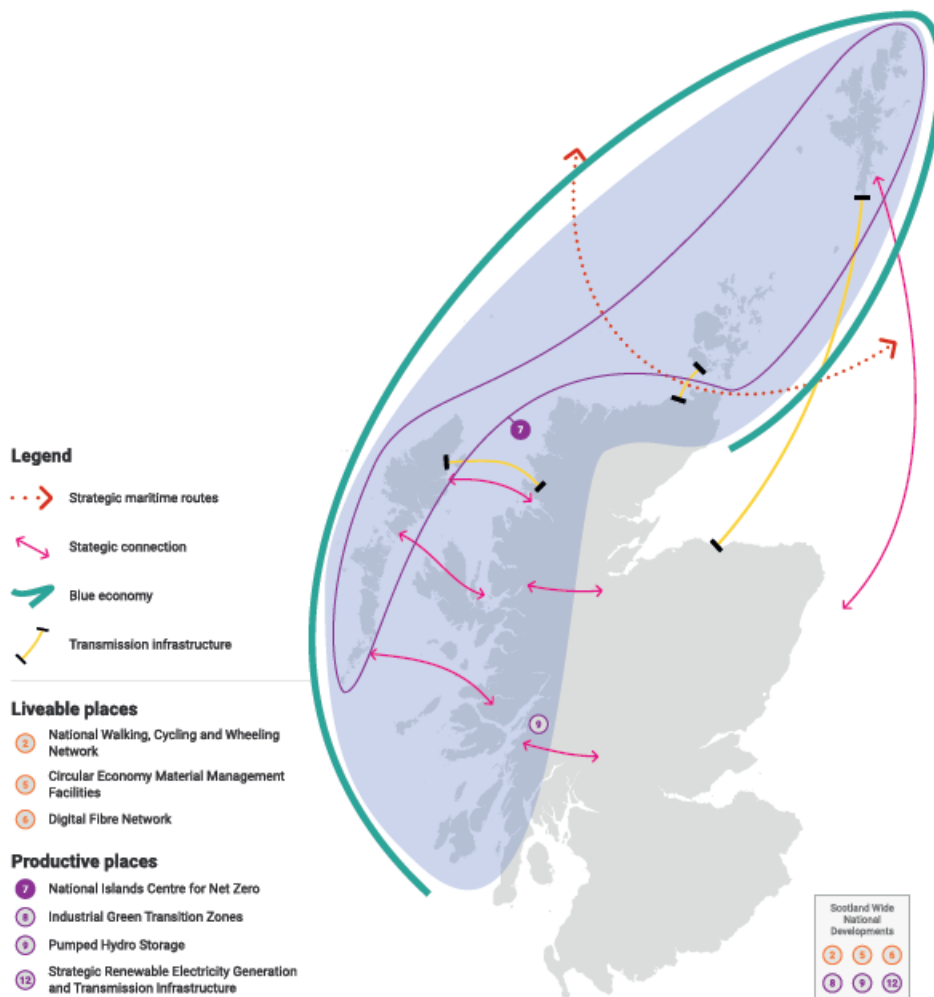




The title for this section indicates “innovate” only when it is clear from the information supplied during the call for ideas stage that Orkney should also be highlighted as “Transition”, “Transform” and “Sustain” as well. Scapa Flow is mentioned with reference to future fuels which is part of the Islands Growth Deal, but in turn is part of the approved Orkney Harbours Masterplan Phase 1. This detail and omission of the additional information supplied adds to our believe that the Islands Growth Deal alone has been used for the information for this section – which is clearly inaccurate when all details are considered. This should be corrected.

**Pages 14 – 18 “North and west coastal innovation”**

**North and west coastal innovation**



(note only page 14 is shown above)

Q8: Do you agree with this summary of challenges and opportunities for this action area?

Q9: What are your views on these strategic actions for this action area?

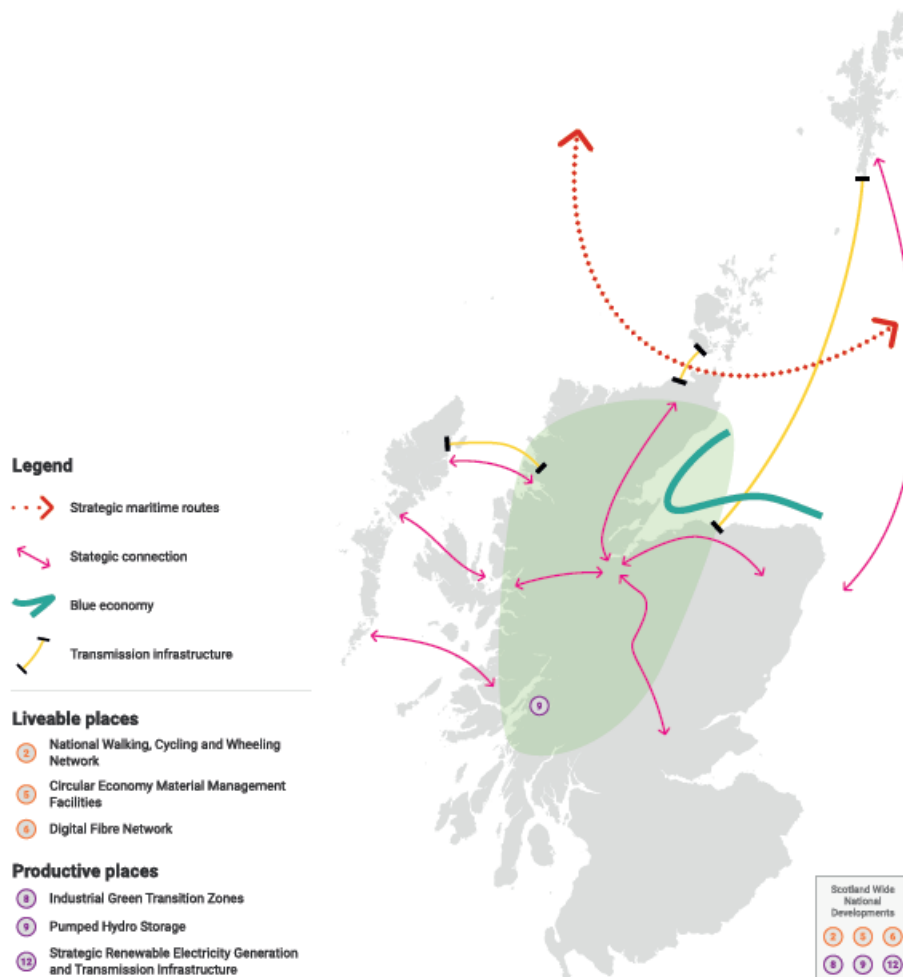
We do not agree that the summary of challenges or strategic actions set out in this section reflect the opportunities for Orkney. Again, there is a mention of Scapa Flow as part of the Islands Growth Deal but does not include the details supplied and contained within the Orkney Harbours Masterplan Phase 1. The title only contains the word “innovation” which is not correct, as per the response to pages 11 and 12 there is “transition”, “transform” and “sustain” all included in the Orkney Harbours plans for the future.

Although “major ports” were indicated on page 5 these do not exist in this section or on page 25 (see comment in the relevant part of this response). This is a major omission and should be corrected – there are strategic links to Aberdeen and Shetland, through existing business and in the Orkney Harbours Masterplan Phase 1 all as shown in the attached supporting documentation.

## Page 20 “Northern Revitalisation”

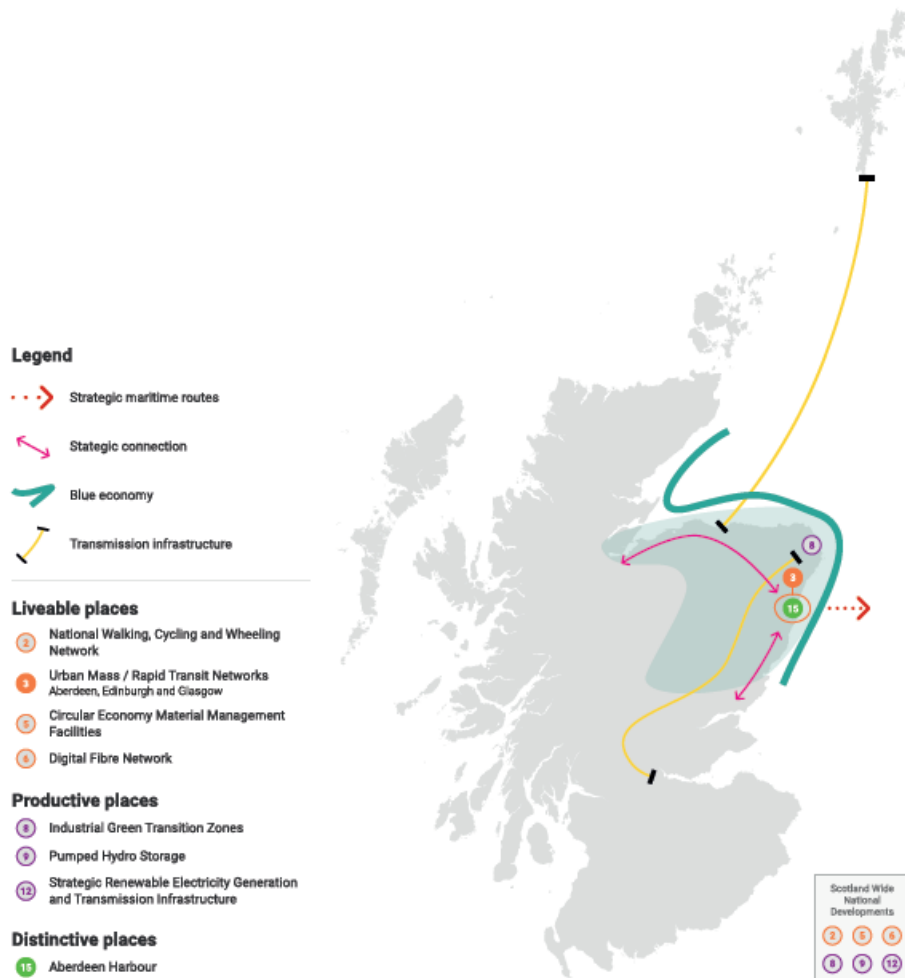
This being titled “Revitalise” in the title contained on page 19

### Northern revitalisation



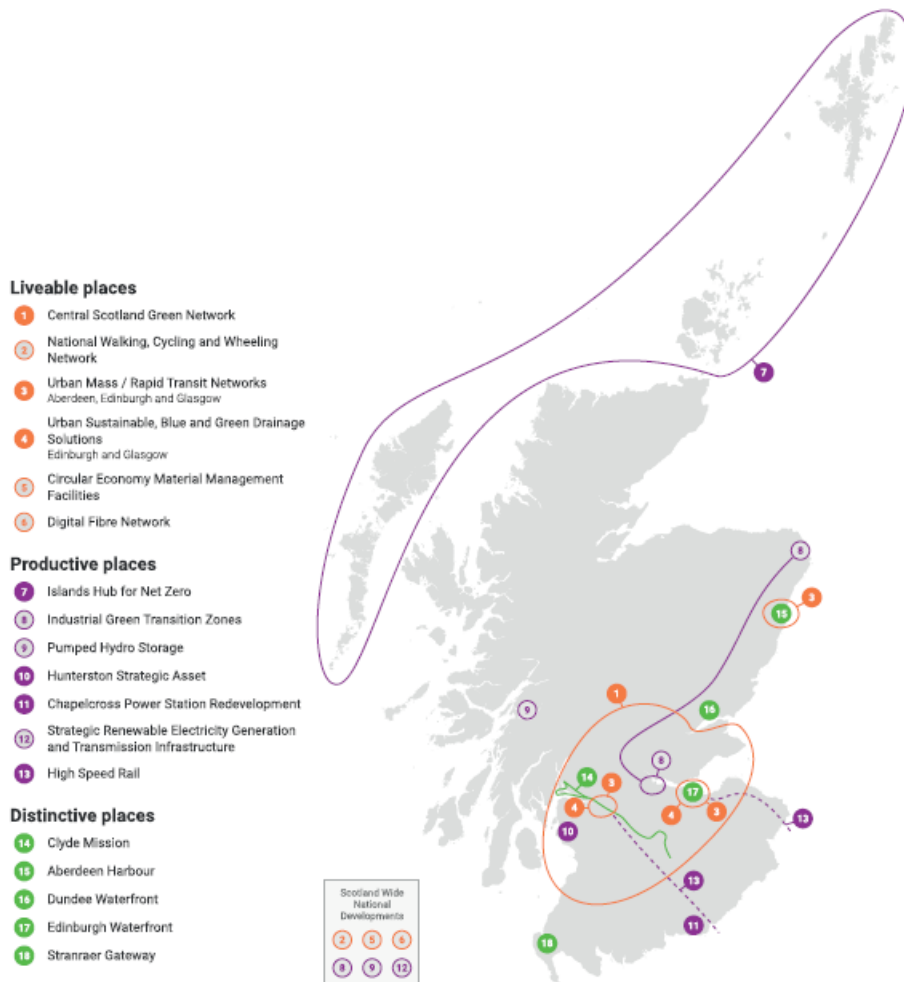
In compartmentalising large areas of Scotland as shown in the consultation document there is the real possibility of setting up one part of Scotland almost against another. As shown in page 5 there is a strategic link between Orkney and Scrabster – this in turn leads to business connections between the north of Scotland and Orkney, which in turn could be part of the “revitalisation” of the northern area. This is not indicated due to the apparent compartmentalisation of Scotland in the consultation document. Initial inspection of the map on page 20 would indicate that there are no ports in the northern area – which is not the case and should be corrected, with any positive effects added to the overall NPF document.

**North east transition**



On inspection of this map and others for the areas contained within the draft document it would appear that the only harbour outside of the central belt of Scotland is “Aberdeen Harbour” as this is the only one indicated as a “distinctive place” on this page. This is despite the indication on page 5 of “major ports” being in Orkney, this is a serious omission and should be corrected – taking into consideration that including the information supplied that there are and will be strategic, business and economic links between the areas. In addition, the North east area also has the word transition attached as a label – to anyone reading this consultation document this would be very mis-leading as Orkney Harbours are involved in many ways in the transition from a carbon based economy to a net and zero based carbon economy.

## National Developments



The only “Distinctive Place” harbour that is listed is Aberdeen Harbour which is apparently due to no other Harbours in the relative areas being listed – this cannot be correct as Ports and Harbours in Scotland play a vital role in all aspects of business, employment and the economy. Throughout the consultation document the role of Ports and Harbours is not mentioned and should be corrected – the information supplied by Orkney Harbours clearly shows this.

As previously stated in this response it is considered that the only document used for inclusion/information used is the Islands Growth Deal. This appears to be confirmed in this map where the area including Orkney has one item listed as “Islands Hub for Net Zero” which is one and only one of many projects within the Islands Growth Deal. We strongly suggest that this section is re-written to include the information

and details supplied with reference to Orkney Harbours which shows more than just innovation. Further to this on page 5 Orkney is listed as having “major ports”, where are the major ports indicated in this consultation document? The Annual Reports provided show that they should be shown and be considered the same as any other port in Scotland and the UK.

**Pages 52 and 53 “National Developments to deliver sustainable, productive places, 7. Islands Hub for Net Zero”**

**National developments to deliver sustainable, productive places**

**7. Islands Hub for Net Zero**

**Description**

This national development supports proposed developments in the Western Isles, Shetland and Orkney island groups, for renewable energy generation, renewable hydrogen production, infrastructure and shipping, and associated opportunities in the supply chain for fabrication, research and development, in particular at the proposed Orkney Research and Innovation Campus. Any strategy for deployment of these technologies must enable decarbonisation at pace and cannot be used to justify unsustainable levels of fossil fuel extraction or impede Scotland’s just transition to net zero.

This is aligned with low carbon energy projects within the Islands Growth Deal and encompasses other projects that can facilitate net zero aims.

The use of low and zero emission fuels will play a crucial role in decarbonising island and mainland energy use, shipping, strengthening energy security overall and creating a low carbon energy economy for the islands and the islanders. The developments will add value where they link into national and international energy, learning and research and development networks. There may also be opportunity for ports in the islands to establish themselves as near-Arctic marine transport and logistics hubs, including for transshipment operations.



**Location**

Western Isles, Shetland, Orkney and surrounding waters.

**Need**

These classes of development support the potential of the three island authorities to exemplify a transition to a net zero society. This will support delivery of our spatial strategy by helping to sustain communities in rural and island areas by stimulating employment and innovation.

**Designation and classes of development**

A development in the location within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as ‘major’ by [‘The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009’](#), is designated a national development:

- a) Buildings, land and structures for development providing employment related to delivering the Islands Hub for net-zero;
- b) New or updated on and/or offshore infrastructure for energy generation from renewables of or exceeding 50 megawatts capacity;
- c) Electricity transmission cables and converter stations on and offshore of or exceeding 132kv;
- d) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport and storage infrastructure;

(note only page 52 shown)

It would appear that this section confirms that only information contained within the Islands Growth Deal has been used to generate this consultation document. The Islands Hub for Net Zero is only one of many projects within the Islands Growth Deal which in turn contains, as a separate project, the Future Fuels Hub facility in Scapa Flow. The Islands Hub for Net Zero is an all Islands project, ie the three Island groups as indicated in this area. This would appear to provide further confirmation that this is why this area has been formed – but without taking into consideration any of the information provided by Orkney Harbours during the call for ideas stage in generating this consultation document. The information supplied and updated clearly shows that Orkney Harbours is involved and is developing more than “innovation”; it is providing facilities and the ability to move from a carbon based economy to a net zero and then a zero based carbon economy taking into account the Scottish Government’s deadlines. This appears to have been totally ignored. We suggest that this is properly considered and that all necessary additions and alterations are made to the NPF4 document before it is laid before the Scottish Parliament for approval and adopted by Scottish Ministers. There is no mention of the Scapa Deep Water Quay development, the extension of Hatston Pier, Kirkwall, the link with off-shore wind and ScotWind – all of which are a vital part in meeting relevant deadlines and improving the overall worldwide environment.

## **Pages 62 and 63 “Aberdeen Harbour”**

### **15. Aberdeen Harbour**

This national development supports the continued and repurposing of Aberdeen Harbour. The harbour is a strategically important asset supporting the economy of the north east of Scotland.

The south harbour can act as a cluster of port accessible offshore renewable energy research, manufacturing and support services. The facilities are also important for international connections.

At the south harbour the focus should be on regenerating existing industrial land and reorganising land use around the harbour in line with the spatial strategy of the local development plan. By focusing future port activity here, parts of the existing harbour in the city centre will become available for mixed use development, opening up development land to help reinvigorate in Aberdeen city centre.

This can help provide significant economic opportunities, in line with the objectives of the Aberdeen City Region Deal. Environmental benefits, for example to enhance access and improve the quality of green space and active travel options should be designed in to help offset any potential impacts on the amenity of local communities with relevant projects addressing environmental sensitivities through careful planning, assessment and implementation. As part of the consenting process, consideration through all relevant statutory assessment regimes such as Environmental Impact Assessment (EIA) and Habitats Regulations Appraisal (HRA) will be required, where applicable at project level.

The extent to which this should include additional business and industrial development outwith the existing north and south harbours is a matter to be determined in the relevant local development plan, and is outwith the scope of this national development.

#### **Location**

Aberdeen Harbour, Aberdeen South Harbour.

#### **Need**

This national development supports the optimisation of Aberdeen Harbour to support net zero and stimulate economic investment. It is also a significant opportunity to support better placemaking including city centre transformation, and regeneration of existing land by optimising the use of new and existing assets. This will deliver our spatial strategy by helping the north east of Scotland to achieve a just transition from a high-carbon economy whilst improving quality of place.

- d) Buildings and facilities for commercial, manufacturing and industrial uses;
- e) Infrastructure for renewable hydrogen production and hydrogen production related chemicals including ammonia; and
- f) Transport infrastructure, including for sustainable and active travel, for the South Harbour as supported by the Aberdeen City Region Deal.



#### **Designation and classes of development**

A development in the location within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#) is designated a national development:

- a) Mixed use development reusing land at the existing (north) Aberdeen Harbour;
- b) Upgraded port facilities at Aberdeen Harbour and completion of South Harbour;
- c) New and/or upgraded green infrastructure;

#### **Lifecycle greenhouse gas emissions assessment**

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

It would appear that this is the only harbour detail within the consultation document. This is a serious error, as indicated ports and harbours are an important part of the Scottish and UK economy in all respects. With the information supplied we strongly



suggest that the attached “Orkney Harbours” document is included in the final version of NPF4. This shows, along with supplied information, the vital economic, employment and business role that Orkney Harbours provides – details being contained within the Annual Reports.

## **Page 75 “Infrastructure first”**

### **Infrastructure first**

**We want an infrastructure-first approach to be embedded in Scotland’s planning system.**

An infrastructure-first approach to planning means putting infrastructure considerations at the heart of place making. It is based on:

- early engagement and collaboration between relevant stakeholders to better inform land use and investment decisions;
- having an evidence based understanding of potential impacts on infrastructure and infrastructure needs from early in the development planning process;
- providing clarity over infrastructure requirements and their planned delivery to meet the needs of communities; and
- ensuring infrastructure considerations are integral to planning decision making.

Taking an infrastructure first approach will support the provision of the infrastructure, services and facilities that are necessary to create liveable and sustainable places. It can also support our drive towards a more sustainable use of infrastructure, making better use of existing assets and prioritising low-carbon infrastructure, supporting Scotland’s transition to net zero.

### **Policy 8: Infrastructure First**

- a) Local Development Plans and delivery programmes should be based on an **infrastructure-first approach**. They should:
- align with relevant infrastructure plans and policies; including the Infrastructure Investment Plan (investment hierarchy) and National Transport Strategy (sustainable travel and investment hierarchies), the Strategic Transport Projects Review, and the National Marine Plan;
  - be informed by evidence on infrastructure capacity, condition, needs and deliverability;
  - set out the infrastructure requirements of the spatial strategy, informed by the evidence base, and how and by whom this will be delivered; and

- indicate the type, level and location of the contributions (financial or in kind) that development will be required to make.

- b) Where a development proposal **creates an infrastructure need**, it should demonstrate how account has been taken of the Scottish Government Investment Hierarchy, including the utilisation of existing infrastructure.
- c) Development proposals which **provide (or contribute to) infrastructure that is identified as necessary in Local Development Plans and their delivery programmes** should be supported.
- d) Development proposals should **mitigate their impacts on infrastructure**. Development proposals should not be supported unless provision is made to mitigate those impacts. Where planning conditions, planning obligations or other legal agreements are to be used, the relevant tests should be met.

### **Policy 8: Infrastructure First**

**Q30: Do you agree that this policy ensures that we make best use of existing infrastructure and take an infrastructure-first approach to planning?**

We agree that a policy of infrastructure first approach is needed providing that this is fair and equal across the whole of Scotland and all aspects of business, including ports and harbours. There may be occasions where new infrastructure is required to supplement and work with existing infrastructure – this must be considered in the long term as physical port infrastructure (Piers etc) usually has a design life of 60 –

100 years and therefore any short term considerations may not be suitable for ports and harbours developments. We would suggest that this particular point should be included in this section.

## **Page 94 “Sustainable aquaculture”**

### **Sustainable aquaculture**

**We want to support investment in aquaculture and minimise its potential impacts on the environment.**

Aquaculture is an increasingly important industry for Scotland, helping to sustain economic success in the rural and coastal communities of the north and west. The planning and licensing system should support the prosperity of the finfish, shellfish and seaweed sectors, including by guiding new development to locations that reflect industry needs and take into account wider marine planning.

### **Policy 21: Aquaculture**

- a) Local development plans should guide new aquaculture development to locations that **reflect industry needs and take account of environmental impact, including cumulative impacts that arise from other existing and planned aquaculture developments in the area, and wider marine planning.**
- b) In order to **safeguard migratory fish species** further salmon and trout open pen fish farm developments on the north and east coasts of mainland Scotland should not be supported.
- c) Development proposals for aquaculture should be supported where they **comply with the local development plan, the National Marine Plan and, where relevant, the appropriate Regional Marine Plan.**
- d) Development **proposals for fish farm developments** should demonstrate that:
  - operational impacts (including from noise, acoustic deterrent devices (where applicable) light, access, containment, deposition, waste emissions and sea lice, aquaculture litter and odour) are acceptable and comply with the relevant regulatory framework; and that significant cumulative impacts are appropriately managed;
  - the siting and design of cages, lines and associated facilities are appropriate for the location; and,
  - the siting and design of any land based facilities are appropriate for the location.

### **Policy 21: Aquaculture**

**Q42: Do you agree that this policy will support investment in aquaculture and minimise its potential impacts on the environment?**

We agree that there must be a policy on this matter. As one of the very few Statutory Harbour Areas with aquaculture within the Harbour Area we have experience of the planning requirements for this matter. Although the consultative document mentions the National Marine Plan and “relevant regulatory framework” we would suggest that the role in regard to the safety of navigation of the Statutory Harbour Authority and/or the Maritime and Coastguard Agency is specifically mentioned. The role of the Statutory Harbour Authority in this particular area has not always been considered in the past, this has been attended to in Orkney but in general may not always be considered.

Orkney Harbour Authority

## Orkney Harbours

The transformation of Orkney's port and harbour infrastructure is a nationally significant project that will not only enhance the local social and economic fabric of Orkney but enable Scotland to fully realise its potential for green energy.

Several commercially focussed harbour developments come together to form a cluster of strategic assets that will play a pivotal role in enabling Scotland to harness offshore wind from its northern waters, as well as facilitating and supporting transition from oil and gas to net zero.

As well as the assembly, installation, marshalling, operations and maintenance activities associated with offshore wind, a future fuels hub will be leading the way in storage and distribution of transition and green fuels, supporting decarbonisation in our shipping sector. Scapa Flow will continue to support the oil industry through its diversification and transition, as it has done since 1977.

Following the publication and approval of the Orkney Harbours Masterplan Phase 1, a strategic framework to guide the development of harbour infrastructure in Orkney, several key projects are being developed.

**A new deep water port facility – Scapa Deep Water Quay – is being developed in Scapa Flow and is the core strategic asset.** This asset comprises 15 - 20 metres depth of water at all tides, is 575 metres long and more than 20 hectares of quayside and hinterland area. It offers Scotland a competitive advantage over its European neighbours in terms of ability to accommodate large vessels and structures alongside and is regarded as the optimal hub and base for offshore wind construction and assembly for those ScotWind sites located in the north. The future fuels hub will be located here, with the potential to act as an important fuel source not only for Scotland and the UK but Northern Europe.



Work on Scapa Deep Water Quay is underway with exemplar design completed and site investigations and environmental assessments in hand.

The **Orkney Logistics Hub** located at Hatston, Kirkwall and plays an important role alongside Scapa Deep Water Quay, as the optimal location for operations and maintenance activities associated with offshore wind – as well as other industry activities. The transformation of Hatston into Orkney’s logistics hub is already underway – a 300m quay extension (with water depth of 10 metres at all tides) and an additional 7 hectares of operational land adjacent to the quayside and existing substantial hinterland available for a range of activities across multiple sectors: renewable energy, oil and gas, aquaculture, logistics, cruise and boat repair.



These developments will foster port activity and industrial development through offshore wind and other activities, which will provide significant economic opportunity for Orkney and Scotland, promoting inclusive growth, transition and growth in skills both locally and nationally and community resilience, supply chain bolstering and population retention locally.

The projects will be subject to the necessary consenting requirements and processes.

### **Location**

Scapa Deep Water Quay (Scapa Flow) and Orkney Logistics Base (Hatston).

### **Need**

This national development supports the transformation of harbour infrastructure in Orkney that will foster and support transition to net zero / zero carbon for Scotland, whilst enabling economic and inclusive growth locally and nationally.

### **Designation and classes of development**

A development in the location within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as ‘major’ by ‘The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009’ is designated a national development:

- a) New quay to service renewable development, green fuels, energy transportation and other marine economic sectors including new or enhanced associated laydown or operational area at Scapa Flow and Hatston (Kirkwall);

Or should the proposed Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 mechanism for identifying national developments not be taken forward in the final NPF4 it is recommended that the following developments should be specifically identified as national developments:

- a) Scapa Deep Water Quay (Scapa Flow)
- b) Orkney Logistics Base (Hatston).