FORTH PORTS LTD NPF4 CALL FOR IDEAS

Date: 30 APRIL 2020

HolderPlanning

CONTENTS

1.0 INTRODUCTION

1.1 Forth Ports welcome the opportunity to respond to the Scottish Government's National Planning Framework Call for Ideas. The submission has been prepared at a time when the world has had to respond quickly to address the Covid-19 pandemic. The impacts of the pandemic will be far reaching and long-term.

1.2 As a port operator, Forth Ports are focussed on ensuring the essential movement of goods to and from Scotland, as well as responding quickly to the needs of the offshore and shipping industries during this period of lockdown. The prevailing situation underlines that port infrastructure is essential infrastructure with those who work in ports identified as key workers.

1.3 Forth Ports are already aware that they will require a planning framework which allow them to respond quickly to business enquiries and develop facilities larger than 10,000 sq m and this matter is addressed in the submission.

1.4 The key matters raised in this response are:

- Sea transport is less carbon intensive than other forms of transport, on a CO2 per tonne-km basis which requires good road and rail links. The planning policy framework must positively support the maintenance and development of sea transport infrastructure, including port infrastructure, clarifying the essential role it plays in climate change.
- Policy which supports development for employment uses (Classes 4, 5 and 6) within operational ports and recognises that development of a scale of 15,000 sq m / 3 ha is required to support greater supply chain efficiency and support reduced emissions.
- National Development proposals for LNG Power Plant with associated hydrogen and carbon capture capabilities, the Port of Dundee and Deep Water Cruise Facility on the Forth will contribute to the Scotland's climate change target, support employment and training opportunities in the long term at locations where established port infrastructure is already available.
- Early engagement by regulatory authorities is essential with port operators and authorities from the outset where policies and proposals will impact on port operations.

1.5 For ease of reference, Forth Ports' submission has been structured in a manner which addresses the 5 key questions and relevant supplementary questions posed by the Call of Ideas.

1.6 A plan highlighting the capabilities of Forth Ports Scottish Ports and infrastructure connections will be issued to the Scottish Government in due course. The preparation of this plan has been delayed as Forth Ports have had to priorities the operation of their ports at this time.

2.0 OVERVIEW OF FORTH PORTS LTD

2.1 Forth Ports Forth Ports Ltd is a port infrastructure company which operates across 8 ports in the UK. It handles 41 million tonnes of cargo contributing £950 million economic value, it owns London's largest port (Port of Tilbury) and Scotland's largest port at Grangemouth and is investing over £1billion in infrastructure and facilities. The Company has over 1,100 employees across the UK, has strong supply chain expertise and strong maritime global connectivity. It is the Statutory Harbour Authority and the Competent Harbour Authority for the Firth of Forth and Firth of Tay.1

2.2 Forth Ports is the largest port group in Scotland, operating 7 strategically located ports, Forth Ports Scotland provides fast and efficient access to major industry hubs and 70% of the Scottish population.2

2.3 Forth Ports Grangemouth is the largest port within the Scottish group, home to Scotland's largest container terminal, as well as crucial oil and gas terminals. Its cargo flow represents as much as 30% of Scotland's gross domestic product (GDP).3

2.4 Forth Ports Leith is Scotland's capital port, situated 3 miles from the centre of Edinburgh. It is the largest enclosed deep-water port in Scotland capable of handling vessels up to 50,000 DWT and is an important mobilisation and demobilisation facility for the offshore industry.4

2.5 Forth Ports Dundee is a significant economic driver for the city and through investment has positioned itself as a market leader within emerging markets such as offshore renewables and decommissioning of oil & gas industry platforms.5

2.6 Forth Ports Rosyth is Scotland's best-connected port. With unrivalled logistics links and excellent marine capability, Rosyth is the port of choice for a wide range of customers and is Scotland's premier agricultural hub.6

2.7 Forth Ports Burntisland, Kirkcaldy and Methil make up our Fife satellite ports. Each offering their unique strengths, all of our Fife ports can deliver port centric solutions for a range of sectors.7

2.8 In Scotland, following strategic investment in each port, driven by customer and industry needs, Forth Ports Scotland has grown to employ and support over 10,000 direct, indirect and induced jobs within the economy, and directly generates over £550million of economic value. 8

2.9 Forth Ports is the Statutory Harbour Authority and the Competent Harbour Authority for the Firths of Forth and Tay and perform a number of functions as prescribed by legislation (Forth Ports Authority Order Confirmation Act 1969 and Dundee Harbour Order Confirmation Act 1952 including overseeing of safety of navigation and licencing of all works below MHWS between the tidal limits inland and the mouth of the Firth. They operate the Forth and Tay Navigation Service which controls vessel movements on the Firths of Forth and Tay. In accordance with the Confirmation Act, Forth Ports also put in place bye-laws to protect the health, safety and security

[1] https://www.forthports.co.uk/forth-ports-group/, accessed 29/4/20

[2] https://www.forthports.co.uk/forth-ports-group/, accessed 29/4/20

[3] https://www.forthports.co.uk/our-ports/grangemouth/

[4] https://www.forthports.co.uk/our-ports/leith-edinburgh/

[5] https://www.forthports.co.uk/our-ports/dundee/

[6] https://www.forthports.co.uk/our-ports/rosyth/

[7] https://www.forthports.co.uk/our-ports/fife-ports/

[8] https://www.forthports.co.uk/forth-ports-group/

of both operators and members of the public within its operational estates. They also have a duty to ensure port facilities are securely protected in accordance with International Ship and Port Facility Security (ISPS) code.

3.0 QUESTION 1 - CLIMATE CHANGE

WHAT DEVELOPMENT WILL WE NEED TO ADDRESS CLIMATE CHANGE?

Low Emission Transport

3.1 Sea transport is less carbon intensive than other forms of transport, on a CO2 per tonne-km basis[9] and sea transport replaces many vehicles miles and resultant vehicle emissions from road networks, reducing road congestion and improving road safety. The shipping industry is committed to reducing its carbon emissions by at least 50% by 2050, recognising that this is a steppingstone towards decarbonisation in the long term[10].

3.2 All of Forth Ports' operational ports, are located in inshore waters and as such can only be accessed via the North Sea, which is an emissions control area, designated under international law. This means all vessels have to be using low sulphur fuels or operate scrubbers to clean exhaust gasses on the approach to Forth Ports' facilities and whilst operating within them[11].

3.3 The country's imports and exports flow through the country's ports. The protection, maintenance and development of sea transport infrastructure, including port infrastructure is therefore essential to supporting the net zero emissions target by 2045.

Rail Connections

3.4 Much of Scotland's established port infrastructure benefits from existing or potential connectivity to the rail network. The existing and potential connections provide for the opportunity to reduce the carbon footprint of transporting goods.

3.5 The Port of Grangemouth is centrally located with access to both the East Coast and West Coast Main Lines. Current activity is 1 train per week and there is capacity to increase this further with potential to accommodate in excess of 20 freight trains per week through an expanded rail facility and assist with providing low-carbon alternatives to existing supply chains The port has potential to develop rail sidings to 770m which will allow for extended length trains and enhance low carbon modes of transport available at the Port and aims to fully utilise the recent developments to electrify rail network outside the port estate.

[9] https://www.irena.org/publications/2019/Sep/Navigating-the-way-to-a-renewable-future accessed 17/3/2020

[10] https://www.ukchamberofshipping.com/latest/imo-agrees-least-50-reduction-carbon-emissions-shipping-2050/ accessed 17/03/2020

[11] Forth Ports prohibit the use of scrubbers in port as a precautionary measure to reduce the potential for pollutants to enter sea bed sediments, see: https://www.forthports.co.uk/wp-content/uploads/2019/12/Notice-to-Mariners-No-45-of-2019-Use-of-Scubbers.pdf

3.6 The Port of Leith is rail linked with two rail heads situated within the Port. These rail heads are live although are not in use at present but we have the potential to offer an alternative supply chain solution to road. The rail heads are 550 and 320 meters in length and offer a full range of import and export potential and are linked to the national rail network. Cargoes routinely handled in Leith using the rail facility included; steel aggregates, coal and finished pipes from the North East Steel Mills.

3.7 The Port of Dundee lies adjacent to the East Coast rail line. Should market demand exist to support an economically viable rail hub then its potential could be considered however, land at the Port of Dundee to support such a development is extremely limited and the development of such a hub is likely to negatively impact on other strategic development options at the port .

3.8 The Port of Rosyth is rail linked and has the potential to offer an alternative supply chain solution to road. There are currently no rail freight services calling at present but the infrastructure is available to provide a low carbon solution to road haulage thus alleviating pressure on congested road networks.

3.9 The Port of Burntisland has a live rail line running adjacent to the Port which is used for passenger services which could be developed for future increased passenger activity linked to cruise vessels and potential developments including deepwater cruise terminal at Burntisland.

3.10 The Port of Methil is not presently connected to the rail network, however with proposals for the Levenmouth Rail Link progressing[12], the potential for a future connection to the Port of Methil can be considered.

Geographical Location and Proximity to Market

3.11 Existing ports have developed based on their natural assets including access to deep water, geographical location and proximity to their market and customers. Proximity to their markets reduces the distance which goods must be transported by more carbon intensive forms of transport. In the most part they have capability to expand at a cost substantially lower than the cost of a new development and often with reduced implications in relation to the environmental and planning considerations including carbon reduction.

Shortening of Global Supply Chain

3.12 The global trend towards increased processing of commodities within Ports is a result of the shortening of manufacturing supply chains aligned with the competitive nature of economic activity and the need to reduce carbon emissions. Forth Ports are firmly of the view that many of these processes can be undertaken in accordance with Class 35 of The Town and Country Planning

[12] https://www.transport.gov.scot/news/levenmouth-on-track-for-rail-investment/, accessed 29/4/20

(General Permitted Development) (Scotland) Order 1992, as amended, however Permitted Development rights at this time, may not apply in all circumstances.

3.13 To ensure that port infrastructure keeps pace with global trends, supporting the national economy, it is necessary for the planning policy framework to recognise the industrialised nature of port infrastructure and to support employment uses within their boundaries. This will provide greater certainty for companies seeking to develop their operations and create employment within port locations. Regrettably, the lack of a positive policy framework supporting employment related uses has led to the loss of economic development opportunities.

3.14 Port-related uses, general industrial, storage and business operations commonly take place in proximity to other uses including residential use. The Reporter's findings as set out in the Edinburgh Local Development Plan Examination Report 2016 recognise that residential use can sit happily along port related uses (page 712). The Ports of Grangemouth, Burntisland and Dundee for example are identified for employment uses and they lie adjacent to residential use. Edinburgh's Choices 2030 MIR sets a preferred approach to extend the general employment designation to all areas of the Port of Leith. An appropriate policy framework can therefore balance the amenity of residential use with port related and employment use.

Scale of Development

3.15 Delays in the development of port related employment buildings and facilities and decisions to develop buildings and facilities of a sub-optimal scale have occurred as a direct result of the parameters set out in the Hierarchy of Development which sets a threshold of 2ha/10,000 sq m for major development for Business and General Industry, Storage and Distribution. Port related employment buildings and facilities require to be developed quickly in response to customer demand and the demands of Covid 19 have emphasised this need. The 3 month pre-application consultation period can significantly prolong the determination period and deter investment. As the development is taking place in a port setting which is industrial in nature and not open to the public, such proposals are unlikely to impact on the interests of the general public.

3.16 The size of facility which is at the lower end of the norm compared to the position around 5 to 10 years ago and the existing parameters need to be revised as markets have adjusted and changed, becoming more efficient and less carbon intensive. Whilst the National Planning Framework cannot amend the Hierarchy, it can provide policy support for buildings and facilities of a larger scale 3ha/15,000 sq m.

Major Low Carbon and Renewable Energy Projects and Proposals

3.17 Ports provide infrastructure and land that is essential for projects designed to reduce our emissions. It is notable that the Ports of Dundee and Leith are both identified as Low Carbon /

Renewables East Enterprise Areas (NPF3 fold out maps p3 'A successful, sustainable place'), the Ports of Leith, Methil, Dundee and Rosyth are all identified as sites within the National Renewable Infrastructure Plan whilst Grangemouth is identified as an Energy Hub – Area for coordinated action and a location for the Carbon Capture and Storage (CCS) Network and Thermal Generation National Development (NPF3 fold out map p29 'A low carbon place)

3.18 Within Forth Ports' operational estate, projects and proposals which support the necessary reduction in emission and support related employment include, for example:

- The development of port facilities to accommodate decommissioning and off-shore wind energy development. At Dundee Forth Ports have invested £10 million pounds to create a new quayside, positioning Dundee as a strong option for the decommissioning and offshore wind farm industry. The project has provided 300m of new quayside with the capacity of 80tonne/m2 loading and a minimum water depth of 9m at LW (LAT). With the development of the offshore wind market Forth Ports will invest up to an additional £40m in further enhancing the port infrastructure at Dundee to meet the growing demands of this emerging market and these proposals are outlined in Forth Ports submission for the Port of Dundee National Development proposal;
- The potential to support decommissioning and off-shore wind energy development at Leith which is the largest enclosed deep water port in Scotland;
- Proposals for an LNG Power Plant (2.4 gigawatts) with associated hydrogen and carbon capture capabilities at the Port of Grangemouth which will in turn support Falkirk Council's commitment to achieving net zero carbon in an area which aspires to maintain and grow the chemicals and manufacturing industry (and which contributes to 25% of the area's GVA) but contributes heavily to Scotland's national emissions. Falkirk Council's initiative is being supported through the Falkirk and Grangemouth Investment Zone Growth Deal, an economic investment zone package currently being developed with both Scottish and UK Governments[13];
- Opportunities to support the development of low carbon hydrogen initiatives centred around Methil, including the potential for the Port to play a role in facilitating this fuel source.

Contribution to net zero emission jobs and the economy

3.19 The maintenance and development of port infrastructure is expensive and is essential to the facilitation of low carbon transport infrastructure and low carbon economy. To put Forth Ports contribution in context, in Scotland, it employs and supports over 10,000 direct, indirect and

[13] Falkirk Council, 2019, Falkirk Grangemouth Investment Zone Deal Submission, https://www.falkirk.gov.uk/coins/calendar.asp, Executive Committee, 10 October 2019 agenda item 9

induced jobs within the economy, and directly generates over £550million of economic value. It can also support major infrastructure projects aligned with Government policies and strategies including off-shore decommissioning, LNG power generation, hydrogen initiatives, carbon capture and off-shore wind generation that will support a reduction in carbon emissions and related employment opportunities[14].

Planning Policy Framework

3.20 Forth Ports can play its role in helping Scotland reach the target of net zero emissions by 2045 and help to provide employment and economic opportunities with a supportive planning policy framework. **The national planning framework must put in place policy which supports development for employment uses (Classes 4, 5 and 6) within operational ports and recognises that development of a scale of 15,000 sq m / 3 ha is required to support greater supply chain efficiency and support reduced emissions. It must positively support the maintenance and development of sea transport infrastructure, including port infrastructure, clarifying the essential role it plays in climate change**. This will provide Forth Ports, other port operators and related major infrastructure investors developers, with the certainty they require to take forward major projects and maintain Scotland's port estate. Without this certainty, infrastructure and major development investment cannot be guaranteed.

[14] HM Government, 2018, Industrial Strategy, Offshore Wind Sector Deal, Scottish Government; Climate Change Plan: third report on proposals and policies 2018-2032; Scottish Government, 2017, Scottish Energy Strategy; Scottish Enterprise and Highlands and Islands Enterprise, 2016 Oil and Gas Decommissioning Action Plan

4.0 QUESTION 2 - QUALITY OF LIFE, HEALTH AND WELLBEING

WHAT HOW CAN PLANNING BEST SUPPORT OUR QUALITY OF LIFE, HEALTH AND WELLBEING IN THE FUTURE?

Ports Central to Settlement Development, Economy and Employment

4.1 Historically, many settlements have developed around their proximity to ports and harbours. Existing ports have developed based on their natural assets including access to deep and/or sheltered water, geographical location and proximity to their market and customers. In the most part they have capability to develop at a cost substantially lower than the cost of a new development and often with reduced implications in relation to the environmental and planning considerations including carbon reduction.

4.2 The Port of Leith for example is integral to the fabric of Leith and the City of Edinburgh and for centuries, its operations and land holdings have responded to changing economic requirements, all the time sitting beside a mix of land uses including housing. This adaptability is repeated across Forth Port's Scottish portfolio.

4.3 Modern operational Ports are essential to our economy and our urban fabric. They generate local economic activity and provide a range of employment opportunities that can be easily accessed. Forth Ports Scotland alone has grown to **employ and support over 10,000 direct, indirect and induced jobs** within the economy, and **directly generates over £550million of economic value.**

Opportunities for Regeneration

4.4 Forth Ports is a port infrastructure company and will utilise its port operational estate for port related and compatible uses. Only where land is identified as surplus to requirement will it be released for alternative forms of development.

4.5 Forth Ports are continuing to support the regeneration of Leith Waterfront and are committed to the further development of Western Harbour. Together with completing the remaining residential led development consented in 2001, Forth Ports have confirmed to City of Edinburgh Council their wish to progress with development proposals for around a further 1,100 new homes.

4.6 Where opportunities arise, uses compatible with port related use can take place within operational ports supporting a range of industries including: logistics i.e. freight transportation and distribution activities; facilities for 'last mile distribution'; and industrial development on sites with good proximity to the local urban area and where limited sites exist with the same locational advantage.

Planning Policy Framework

4.7 A supportive policy framework is necessary, one which recognises that Ports function as part of our established urban framework supporting employment and economic activity, which is

essential to our quality of life, health and wellbeing. **The national planning framework must put in place a policy which supports development for employment uses (Classes 4, 5 and 6) within operational ports and recognises that development of a scale of 15,000 sq m / 3 ha is required to support greater supply chain efficiency and support reduced emissions. It must positively support the maintenance and development of sea transport infrastructure, including port infrastructure, clarifying the essential role it plays in our lives now and in the future.**

5.0 QUESTION 3 - DEVELOPMENT AND INVESTMENT IN OUR ECONOMY

WHAT DOES PLANNING NEED TO DO TO ENABLE DEVELOPMENT & INVESTMENT IN OUR ECONOMY TO BENEFIT EVERYONE?

5.1 In 2050, Scotland will continue to trade and compete with the rest of the world, as it has done for centuries. Forth Ports have identified economic trends that it expects to develop and which land use planning requires to support as Scotland progresses towards net carbon emissions by 2045.

Shortening of Global Supply Chain

5.2 The global trend towards increased processing of commodities within Ports is a result of the shortening of manufacturing supply chains aligned with the competitive nature of economic activity and the need to reduce carbon emissions. Forth Ports are firmly of the view that many of these processes can be undertaken in accordance with Class 35 of The Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended however, Permitted Development rights at this time, may not apply in all circumstances.

5.3 To ensure that port infrastructure keeps pace with global trends, and equipped to support national economy, it is necessary for the national planning framework to recognise the industrialised nature of port infrastructure and support employment uses within their boundaries. This will provide greater certainty for companies seeking to develop their operations and create employment within port locations. Regrettably, the lack of a positive policy framework supporting employment related uses has led to the loss of economic development opportunities.

Scale of Development

5.4 There is a need for the National Planning Framework to provide a supportive policy framework for buildings and facilities of a larger scale of 3ha/15,000 sq m within a port setting. The justification for doing so is set out in response to question 1 under the heading scale of development and is therefore not replicated here.

Portcentric Logistics

5.5 Aligned with the shortening of global supply chains, Forth Ports expect demand to continue for 'portcentric' logistics i.e. freight transportation and distribution activities that are directly related to port terminals. At the Port of Leith potential exists to develop hubs centred around creative industries and proposals for a film studio[15]; and for construction goods which can support Edinburgh's continued growth and in particular, Edinburgh's Waterfront. The Port of Rosyth presents the opportunity to develop an agriculture hub, where specialism is developing in the

[15] https://www.edinburghlive.co.uk/news/edinburgh-news/sir-sean-connerys-son-gets-17894716, accessed 28/4/20

handling of agricultural products and the is an opportunity to develop this further. Again, the National Planning Framework can provide a positive policy framework supporting employment related uses within operational ports to support this continued development.

Increase in transhipment movements

5.6 Whilst road transport will continue to form an essential component of transport infrastructure, the low carbon economy is expected to support an increased demand for rail freight. As outlined in response to question one above, the ports within Forth Ports' operational estate have varying levels of connectivity to the rail network. There is potential for this to be developed and this is addressed further in response to question 5 below.

5.7 Over time, it is expected that there will be increased sustainability in the Scottish logistics chain and potential for peripheral communities to be served by new short sea shipping routes travelling from Scotland's primary ports, calling at a number of ports around the Scottish coast for low emission distribution. This could include moving stored energy from areas of energy surplus to energy deficit.

Supporting movement towards net zero emissions

5.8 Scotland will increasingly utilise its off-shore resources to achieve net zero emissions by 2045. Port infrastructure plays and will continue to play an essential role in supporting off-shore energy projects and the decommissioning activities of the North Sea oil and gas industry. Opportunities, which will bring economic benefit are identified within this context are identified above in response to question 1 under the heading 'Major Low Carbon and Renewable Energy Projects and Proposals.'

General industrial, storage and distribution

5.9 Shorter supply chains, increased demand for storage and distribution (including last mile distribution) all require land for general industrial, storage and distribution and business use to be available within our existing urban fabric. They form part of the mix of uses across all urban areas. Employment use should not be pushed out of towns and cities, where they are less accessible and more remote from their market but also their workforce. Accessible employment opportunities play a role in the improvement of deprived areas.

Tourism and the Cruise Industry

5.10 Scotland is an increasingly popular destination for the cruise tourism industry. Cruise tourism generates a spend of around £93,252,800. (source - 2019 cruise) into Scotland's economy. The scale and nature of a vessel will determine where a cruise vessel can berth. Presently the Ports of Rosyth, leith and Dundee can accommodate a wide range of cruise ships alongside

however Larger vessels are restricted due to air drafts under the forth bridges, lock entrances or tidal constraints. Larger vessels therefore require to anchor in the Forth and tender passengers into Newhaven harbour Or Hawes pier south Queensferry).

5.11 The cruise industry is expected to continue to develop, bringing tourists and associated economic benefits to Scotland. The further development of the cruise industry will require infrastructure to accommodate its requirements, including a deep water alongside quay capable of berthing vessel of up to 400m in length. Forth Ports' national development proposal for a 'Deep Water Cruise Facility on the Forth' has been submitted in meet this infrastructure requirement.

Liquified Natural Gas (LNG)

5.12 The Firth of Forth has the potential to accommodate large shipments of LNG and provide land based solutions for gasification plants and fuel bunkering facilities for vessels and haulage vehicles. This is complementary to the objective of a low carbon economy and alternative to hydrocarbons as a low carbon energy solution. It has the potential to link to development supported by the 'Freight Handling Capacity on the Forth' and 'Grangemouth Investment Zone' National Developments. Forth Ports' National Development proposal at the Port of Grangemouth for LNG Power Plant with associated hydrogen and carbon capture capabilities exploits the emissions reductions which can be achieved through the utilisation of LNG.

Further Economic Trends and Requirements

5.13 As the trends outlined above continue to develop, the economy must continue to support the port infrastructure demands from a wide range of established sectors that will continue to contribute to the economy. These sectors include:

- North Sea oil and gas including the handling of project materials;
- Agriculture e.g. animal feed;
- Construction e.g. aggregate;
- General bulk commodities e.g. road salt;
- Engineering e.g. supporting off-shore activities;
- Food processing e.g. Chancellot Mill at Leith and Carrs Mill at Kirkcaldy
- Vehicle e.g. import of new cars;
- Naval vessels.

Areas for investment

5.14 Supporting economic growth will require continued investment in transport infrastructure. For ports, private investment will only come if there is clear Government support for their continued operation and the national planning framework has a key role to play.

5.15 Continued investment in the road and rail network is required around Ports, as Ports act as a receiving/distribution point for both goods and passengers. Ports cannot operate in isolation. The matter is considered below in response to question 5.

Planning Policy

5.16 To support Scotland's economy and remain competitive in the global market place, the national planning framework must ensure that a clear policy framework is put in place which gives Planning Authorities, government agencies and the public confidence to support economic development within operational ports. **The national planning framework must put in place a policy which supports development for employment uses (Classes 4, 5 and 6) within operational ports and recognises that development of a scale of 15,000 sq m / 3 ha is required to support greater supply chain efficiency and support reduced emissions. It must positively support the maintenance and development of sea transport infrastructure, including port infrastructure, clarifying the essential role it plays in our economy.** This will give port operators and business investors confidence to invest in the continued development of Scotland's port infrastructure, ensuring that it remains fit for purpose and allows Scotland to remain competitive in the global market place.

5.17 Opportunities have been lost as a result of the uncertainty, length and costly nature of the planning process. Environmental Impact Assessment should take place only where necessary. For proposals covered by Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, EIA is often sought where an application for planning permission supported by relevant studies and assessments can provide the necessary level of information required to allow development to progress at an earlier stage and at a lower cost, giving the ability to react more promptly to customer needs, with less chance of loss of the opportunity due to consenting timescales.

5.18 In some instances, operational port works may extend beyond a planning authority's jurisdiction and into Marine Scotland's jurisdiction. The lack of joint working arrangements between these parties can cause delays and unnecessarily prejudice development proposals necessary to support our economy and in particular our low carbon economy. The national planning framework should put in place a robust framework to address such circumstances, requiring planning authorities to work together with government agencies and consenting bodies in situations where there are

related consenting regimes. Such collaborative working will allow matters to be addressed in a consistent and more cost and time effective manner. Forth Ports would welcome the opportunity to discuss appropriate mechanisms to address this matter.

6.0 QUESTION 4 - PLACES

HOW CAN PLANNING IMPROVE, PROTECT AND STRENGTHEN THE SPECIAL CHARACTER OF OUR SPECIAL PLACES?

6.1 Ports and harbours straddle our land and sea and often lie adjacent to or can include Designated Areas (SPA, SSSI, RAMSAR) and protected species. Operational ports are broadly industrial in nature, and operations can and do, take place on a 24-hour basis, 7 days per week whilst Designated Areas and protected species continuing to thrive. Forth Ports works within the regulatory framework which protects the interests of these Designated Areas and species. It is important that the regulatory framework and consenting processes for port operations and development take into account both the long term integrity of Designated Areas and protected species and also the essential nature of port infrastructure which support our lives in the ways outlined in this representation.

The Future of our Communities

6.2 Ports and harbours have a role to play in protecting communities from flooding and Forth Ports works with local authorities, where appropriate, in addressing flood prevention measures. The Grangemouth Flood Protection Scheme, which is identified as part of the Grangemouth Investment Zone National Development, will see flood protection measures put in place within the Port of Grangemouth will benefit over 3,000 properties with estimated flood damages avoided in the region of 6 billion pounds.16

6.3 In exercising their flood protection duties, local authorities must enter into early and active discussion with port operators and Port Authorities to ensure that flood protection requirements can be addressed in a manner which provides the necessary protection whilst ensuring the interest of port operations are fully addressed.

Port Operational Land

6.4 Whilst land within Port's can be perceived as under used/surplus, the fluid nature of port operations requires flexibility for berthing of vessels and movement of passengers and goods. Land which appears to be vacant cannot be assumed to be underused. A good example of this is the land take required to lay-out cables, which are then 'spooled' onto vessels and subsequently laid in the North Sea. Such land is therefore not vacant and must be regarded as port operational land by the planning system.

Interface with Planning Authorities and Marine Scotland

[16] http://www.grangemouthfloodscheme.com/, accessed 29/4/20

6.5 As set out in response to question 3, operational port works may extend beyond a planning authority's jurisdiction and into Marine Scotland's jurisdiction. The lack of joint working arrangements between these parties can cause delays and unnecessarily prejudice development proposals necessary to support our economy and in particular our low carbon economy. The national planning framework should put in place a robust framework to address such circumstances, requiring planning authorities to work together with government agencies and consenting bodies in situations where there are related consenting regimes. Such collaborative working will allow matters to be addressed in a consistent and more cost and time effective manner. Forth Ports would welcome the opportunity to discuss appropriate mechanisms to address this matter.

Planning Policy Framework

6.6 The regulatory and policy framework which protects our natural environment is essential and Forth Ports work in accordance with its requirements and have positive and productive relationships with the regulatory authorities. In practice a lack of engagement, disjointed engagement and understanding of port operations has delayed decision making and deterred and frustrated proposals which support the development of port infrastructure and economic development**. The national planning framework can direct regulatory authorities to engage with port operators and authorities fully from the outset on policies and proposals which will impact on port operations**. In addition, the national planning framework can set out clear policy and context which supports on the importance of ports as part of our essential national infrastructure.

7.0 QUESTION 5 - INFRASTRUCTURE

WHAT INFRASTRUCTURE DO WE NEED TO PLAN AND BUILD TO REALISE OUR LONG TERM ASPIRATIONS?

Ports – Part of Scotland's Infrastructure and International Gateway

7.1 Ports play a key role in Scotland's economy. For Forth Ports, with strategic investment in each if its 7 Scottish Ports, driven by customer and industry needs, it has grown to employ and support over 10,000 direct, indirect and induced jobs within the economy, and directly generates over £550million of economic value.

7.2 Existing ports have developed based on their geographical location and proximity to their market and customers. Proximity to their markets reduces the distance which goods must be transported by more carbon intensive forms of transport. In the most part they have capability to expand at a cost substantially lower than the cost of a new development and often with reduced implications in relation to the environmental and planning considerations including carbon reduction.

7.3 New ports are not a form of development that can be easily provided given the qualities required within the marine environment e.g. deep water and access to shipping channels, as well as the substantial land side infrastructure including good road and rail access which is necessary for operation.

7.4 It is appropriate that the National Planning Framework continues to support Freight Handling Capacity on the Forth and support proposed National Developments at the Port of Dundee, referred to in question 1, and for Deep Water Cruise Facility on the Forth, referred to in question 3.

Ports and Innovation

7.5 Technology offers many opportunities which are evolving rapidly and are difficult to predict. Forth Ports have recently introduced a real-time tracking app for container cargo at their Ports in Tilbury and Grangemouth. The app allows customers to track the location of their cargo and is designed to provide accurate updates to support customers' supply chain processes. This investment by Forth Ports supports Scotland's business and industry. Continued investment can only take place where the role of Ports is fully supported by the Scottish Government, including a supportive planning policy framework.

Port Connections

7.6 Ports are a transit point for goods and passengers. Therefore, good road and rail access is necessary for them to perform their function.

7.7 Port of Grangemouth - Grangemouth's central location and proximity to major road network (M9) ensures freight can be delivered to/from the Port with minimum impact to local road network.

This is a key driver for decision making in the logistics sector and supports Grangemouth's position as Scotland's largest Port. Good rail links can remove the need for longer haulage solutions reducing these to short haul or last mile leg of journeys and provide alternative low carbon solution when compared with road.

7.8 There is potential for the development of rail facilities within the Port of Grangemouth with the aim of creating a distribution hub through low carbon supply chain solutions. This should support the extension of rail sidings to 770m, improvements to road connections and future warehouse development. The plans are consistent with recent submissions as contained in the, Falkirk Grangemouth Investment Zone Deal Submission17.

7.9 Port of Rosyth - Rosyth has good road connections due to its location next to Queensferry Crossing and major road network (M90) which allows ease of access for passenger and freight activity and a key driver for an agriculture hub as it allows product quick route to market. Consideration needs to be given to improving rail connectivity to offer an alternative to road transport. Potential for the Port of Rosyth as well as the Port of Methil, to link in to the Levenmouth rail development must be considered further.

7.10 Port of Dundee – The Port remains well connected with regards to road connectivity with close links to the main road network connecting Dundee with the rest of Scotland and also in relation to connectivity with the industrial areas of the City of Dundee as well as the city centre. The Port of Dundee's key focus will be improving the overall port infrastructure, including the potential of further reclamation of land, to ensure that it can significantly contribute to Scotland's net zero carbon emissions targets by supporting the development of the offshore wind market.

7.11 Port of Leith - Whilst the Port of Leith does not been benefit from good inland road connectivity the nature of activity within Leith is weighted towards commodities that are imported, processed and re-exported by ship. Specific concerns and options with regards to the road network in and around the Port of Leith are being addressed with City of Edinburgh Council, and representation has been made to the Council's Mobility Plan and Choices 2030 Main Issues Report.

7.12 Regional Ports (Burntisland, Methil, Kirkcaldy) do not benefit from the same good links and this can be a barrier to their further development. Transport infrastructure plans and proposals need to address the need for future linkages to ensure the potential of Ports can be exploited. The national development designation of 'Freight Handling on the Forth' which supports necessary road and rail infrastructure is therefore important.

[17] Falkirk Council, 2019, Falkirk Grangemouth Investment Zone Deal Submission, https://www.falkirk.gov.uk/coins/calendar.asp, Executive Committee, 10 October 2019 agenda item 9

7.13 The Go Forth Freight Study commissioned by SEStran and funded by the Transport Scotland Local Rail Development Fund1 and in conjunction with Forth Ports, will investigate existing freight movements on the Forth, the barriers faced by multimodal freight terminals when trying to target and encourage customers to make the switch and evaluate the potential environmental benefits of sustainable approaches to freight movements. The study will also assess the feasibility of reinstating/introducing rail freight facilities where appropriate. Whilst the findings of the Study are unknown, the National Planning Framework, must support development of infrastructure which encourages movement of freight in a manner which reduces emissions.18

The Best Use of Ports

7.14 Ports must be allowed to develop in a manner aligned with the global economy. They must be able to respond to global requirements to help Scotland to remain competitive. Planning policy must support industrial, storage or distribution and business uses within operational ports which are all compatible with port operational use. This will enable ports to support the economic requirements of shortened supply chains, low carbon and renewable energy development, portcentric logistics and specialist hubs, whilst allow ports to support general port operational requirements. There is a need for policy to support development of a scale of 15,000 sq m / 3 ha in port locations which is required to meet the needs of greater supply chain efficiency and support reduced emissions (see responses to questions 1 and 3).

7.15 Aligned with appropriate planning policy support, and as referred to in response to question 3, appropriate consideration needs to be given by planning authorities for any requirement for EIA (where Schedule 2 applies). Where applications for planning permission can be supported by appropriate studies this will allow development to take place at an earlier stage and at a lower cost. In addition, and as referred to in response to question 3, consenting processes including land use and marine planning need to be aligned to support port infrastructure development. A 'gateway' portal which can co-ordinate the detail would provide an appropriate mechanism to address the matter.

Low Carbon / Renewable Energy

7.16 As noted in response to question 2, Ports provide infrastructure and land that is essential for projects designed to reduce our emissions and it is notable that the Ports of Dundee and Leith are both identified as Low Carbon / Renewables East Enterprise Areas. Within Forth Ports' operational

[18] https://www.publiccontractsscotland.gov.uk/search/show/search_view.aspx?ID=JAN377399, accessed 29/4/20

estate, projects and proposals which support the necessary reduction in emission and support related employment include:

- Decommissioning services for North Sea oil and gas at the Ports of Dundee and Leith;
- Infrastructure to support off-shore wind energy development at the Ports of Dundee and Leith.
- Potential to support LNG Power Plant with associated hydrogen and carbon capture capabilities at the Port of Grangemouth
- Opportunities to support the development of low carbon hydrogen initiatives centred around Methil, including the potential for the Port to play a role in facilitating this fuel source.

7.17 The above projects and proposals all have a strong marine element and require a supportive planning policy framework to provide support of the relevant land use elements.

Planning Policy Framework

7.18 Ports are an essential element of our country's infrastructure and a supportive planning framework is necessary to allow them to develop and respond to modern requirements. Efficient movement of goods to and from Ports is and will remain important. Technological innovations are taking place which will increase efficient movement of goods. **Support for and investment into improved road connections, where appropriate, and rail connects needs to be further considered and addressed within the national planning framework. It must also put in place a policy which supports development for employment uses (Classes 4, 5 and 6) within operational ports and recognises that development of a scale of 15,000 sq m / 3 ha is required to support greater supply chain efficiency and support reduced emissions.** This will enable ports to support the economic requirements of shortened supply chains, low carbon and renewable energy development, portcentric logistics and specialist hubs, whilst allow ports to support general port operational requirements.