

Agenda Item	6.10
Report No	PLN/074/19

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 10 September 2019

19/02777/FUL: Global Energy Nigg Ltd

Report Title: Land 230M West of Nigg Ferry Hotel, Nigg

Report By: Acting Head of Development Management – Highland

1. Purpose/Executive Summary

1.1 **Description:** Construction of new East Quay including dredging and piling, and the formation of laydown area for handling and temporary storage of North Sea Oil related and renewable energy components

1.2 **Ward:** 7 – Tain and Easter Ross

Development category: Major

Reason referred to Committee: Major Development as per Scheme of Delegation

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

2. Recommendations

2.1 Members are asked to agree the recommendation to Grant planning permission as set out in section 11 of the report.

3. PROPOSED DEVELOPMENT

3.1 The application seeks consent for the construction of a new east quay at the Global Energy Nigg facility which serves the offshore oil, gas and renewables industries. The new quay would measure 250m by 50m and a large onshore laydown area is also proposed on the lands of the former Dunskeath House. Consent is also sought for all preparatory and ancillary work including groundworks and dredging. Specifically the component parts of this application are:

- 0.88 hectare perimeter-piled quay wall to retain locally-dredged sediment. The quay will be finished with concrete coping and rock armour and equipped with high-level lighting, fendering and deck furniture;
- 165,000m³ of seabed sediment will be removed to attain a sea bed level of 12m below chart datum; this will be achieved by means of a suction dredger and barge mounted excavator;
- 15,000-30,000m³ of these dredge arisings will be re-instated as infill within the quay structure, depending on their suitability;
- Up to 150,000m³ will be disposed off at a licensed disposal site;
- A laydown area finished with crushed rock surfacing, landscaped where possible and equipped with security fencing;
- A 2m high bund along the eastern and northern extents comprised of reclaimed material and landscaped in keeping with native species planting and;
- Emergency vehicular access from the B9175;
- Demolition and removal of buildings on site associated with the former Dunskeath House.

3.2 The Nigg fabrication yard was established in 1972 and consists of around 70 hectares of land reclaimed from the eastern edge of Nigg Bay. Nigg Oil Terminal was subsequently established to support the Beatrice oilfield development in the mid 1970's. The yard was operational from 1972 until 2001 providing fabrication services to the North Sea oil and gas industry. Following a period of instability, Global Energy purchased the facility and have been operational since. The applicant is continuing to create an internationally competitive industrial multi-user facility providing fabrication and support service to the energy sector as outlined within the Nigg Development Masterplan adopted by the Council in March 2013. Work was undertaken in 2015 to upgrade and extend the south quay which enhanced Nigg's ability to attract work relating to a resurgence in the North Sea oil sector.

3.3 The new quay is required to address the current lack of suitable berths at Nigg to service both the applicant's North Sea oil sector clients, whilst the Energy Park would service their current and potential clients in the rapidly growing offshore renewables sector. The concept of a potential East Quay was identified within the Nigg Masterplan and is now a viable option following Global's purchase of additional land at Dunskeath House. The East Quay construction programme is expected to last around 245 days commencing around October/November 2019 once the necessary consents are in place.

- 3.4 Formal pre-application advice (ref 18/01459/PREAPP) was sought and provided through the Council's Pre-Application Advice Service in 2018 which outlined that the broad principle of the development is acceptable and provided advice on a number of key considerations as well as setting out the information that would be required as part of any future application.
- 3.5 The application is supported by an Environmental Impact Assessment Report (EIAR) which has been informed by the Scoping process. It contains a number of chapters outlining environmental considerations, noise and construction impacts. Photomontages from a range of viewpoints are also included to aid in the assessment of visual impact and a Planning and Design Statement and Report of Pre-Application Consultation are also included. In addition to this planning application, the developer has submitted an application to Marine Scotland for a Marine Licence. This runs parallel to, but separate from, this planning application.
- 3.6 No variations have been made to the application since it was lodged.

4. SITE DESCRIPTION

- 4.1 The site application boundary lies to the south east of the existing Energy Park and its existing quay encompassing both coastal waters and land. The land element is composed of the derelict buildings associated with the former Dunskeath House and surrounding scrub/grassland. The site in total comprises 11.27 hectares. The nearest houses lie east of the site where there is a small cluster of properties and the former Nigg hotel. There is further existing houses by the roadside of the B9175 immediately opposite the existing Yard. Cromarty lies 1.3km south of the site.
- 4.2 The site is bounded to the north by the B9175 which terminates at Nigg Beach, to the east by the Fearn Peninsula, to the south are 'The Sutors' of Cromarty and Nigg Bay lies to the immediate west. There are a number of environmental designations within a 5km radius of the site. The following designations all lie 0.59km west of the site:
- Cromarty Firth Site of Special Scientific Interest, designated for intertidal mudflats and sandflats
 - Cromarty Firth Special Protection Agency, designated for non-breeding bird species
 - Cromarty Firth Ramsar site, designated for intertidal mudflats and sandflats, waterfowl assemblages

In addition, the Rosemarkie to Shandwick Coast Site of Special Scientific Interest, designated for maritime cliffs, geology and breeding birds lies 0.76km east of the site. The Moray Firth Special Area of Conservation, designated for its bottlenose dolphin population also lies immediately east of the site.

5. PLANNING HISTORY

- | | | | |
|-----|--|-----------------------------|------------|
| 5.1 | 19/00930/PAN: Construction on new East Quay including dredging and filling, and the formation of laydown area for handling and temporary storage of North Sea oil related and renewable energy components (Proposal of Application Notice) | | April 2019 |
| 5.2 | 19/00632/SCRE: Construction of new east quay including dredging and piling, and the formation of laydown area for handling and temporary storage of north sea oil related and renewable energy components | EIA Required | 07.03.2019 |
| 5.3 | 19/00629/SCOP: Construction of new east quay including dredging and piling, and the formation of laydown area for handling and temporary storage of north sea oil related and renewable energy components | EIA Scoping Response Issued | 21.03.2019 |

Further related permissions:

- | | | | |
|-----|---|-----------------------|------------|
| 5.4 | 13/04695/FUL: Amended proposal for an extension to the south quayside and new berthing to accommodate vessels of dead weight of up to 35,000 tonnes, including areas of hard standing and temporary lay down areas, together with tower lighting facilities. Includes dredging to depths of -10m Chart Datum; smaller scale and altered geometry (to that granted under permission, ref No. 13/01825/ FUL); displaced 50m to the west and now 40m in width. | Application Permitted | 04.02.2014 |
| 5.5 | 13/01825/FUL: Extension to south quayside, new berthing facilities to accommodate vessels of dead weight of up to 10,000 tonnes, including new areas of hard standing & temporary lay down areas, together with tower lighting facilities, extension will be dredged to depths of approximately -10m to -16m below Chart Datum (CD) | Application Permitted | 14.08.2013 |

6. PUBLIC PARTICIPATION

- 6.1 Advertised: EIA Development
Date Advertised: 5 July 2019
Representation deadline: 4 August 2019
Timeous representations: 0

Late representations: 1

6.2 Material considerations raised are summarised as follows:

- a) The largest impact of this development will be on Cromarty and its inhabitants
- b) The company has a poor record of compliance with light and noise pollution 'laws'
- c) Existing noise pollution – use of generators and movement of vessels
- d) Existing light pollution which should be addressed before expansion
- e) Concerns about methodology used as part of noise assessment
- f) Factual errors regarding Cromarty Conservation Area

Non-material considerations raised are as follows:

- a) Cromarty Port Authority should also live to its duty of care

6.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam.

7. CONSULTATIONS

7.1 **Nigg and Shandwick Community Council:** No objections. The offshore wind farms in the Moray Firth are of national importance for further development of renewable energy to combat climate change. This has inevitably further industrialised the Cromarty Firth. There will obviously be some increase in noise with a New Quay particularly for properties near the development however the CC consider that the applicant has taken all reasonable steps to contain the impact on its community. The construction of a 2m bund along the quay at Dunskeath and the fact that the quay will be used for smaller vessels with the existing quay used for larger vessels and rigs will help considerably.

7.2 **Cromarty and District Community Council:** General comments (do not support nor oppose the above planning application) however would ask that Highland Council attach conditions to any consent to mitigate concerns:

- Noise levels particularly during the evening and at weekends
- Light pollution
- Environmental concerns (particularly during construction on the dolphin population in the firth)

7.3 **THC Transport Planning:** No objections subject to conditions to secure submission of a Construction Traffic Management Plan to include a Section 96 Agreement (bond). The main impacts on the Council maintained road network will be during the construction phase of the development, specifically on the B9175 and the public section of the minor access road serving Castle Craig Quarry. Access to the site during the construction phase will be from an existing access south of the main entrance to Nigg Energy Park. On completion of construction this access will be retained for emergency purposes only and operational access to the new development will be via the main entrance to Nigg Energy Park.

The construction phase of the project is anticipated to take approximately 10 months during which the following HGV loads and vehicle trips are estimated.

- Imported crushed rock from Castlecraig Quarry – 912 loads (1,824 two-way vehicle movements).
- Imported concrete from ready-mix plant in Alness – 155 loads (310 two-way vehicle movements)
- Construction staff – 20 at most, likely to be in two works mini buses.

Castlecraig Quarry is located approximately 1.6 km east of the application site. The access route to the quarry forms part of the Council's core path network and consideration has been given to the impact of construction traffic on use of the relevant paths. The Nigg-Cromarty Ferry Pier is located immediately to the east of the application site. The ferry operates between May/June and September and again consideration has been given to the impact of construction traffic on the service. Once the development is operational all large components will arrive and depart by sea without any impact on the road network. Vehicle movements associated with operational staff are expected to be minimal.

Mitigation and Monitoring

To mitigate and monitor the impact of development traffic during the construction phase of the project a framework Construction Traffic Management Plan (CTMP) is included in Volume 3, Technical Appendix 7.1 of the Environmental Impact Assessment Report. The framework CTMP describes the project, the characteristics of the construction works and the measures to reduce and mitigate the impacts of construction traffic. The main contractor (when appointed) will develop the framework CTMP into a working plan in consultation and agreement with THC, as local roads authority, and, as necessary, Transport Scotland as trunk roads authority. Implementation and monitoring of the CTMP will be the responsibility of the main contractor and a Liaison Officer will be appointed to consult and communicate with THC and the local community during the course of the construction works.

Section 96 Agreement

In addition to the above CTMP, to further protect the interests of the Council as roads authority I recommend that a registered legal agreement relating to Section 96 of the Roads (Scotland) Act be established. As required, the agreement should include provision of a suitable Road Bond or similar security.

The agreement shall provide for joint before and after road condition surveys (developer and Highland Council) and regular monitoring of traffic levels and road conditions during the construction phase of the development.

- 7.4 **THC Environmental Health:** No objection subject to condition requiring the submission of an Operational Noise Management Plan to cover cumulative noise to be agreed and approved prior to the development becoming operational.

Construction Noise:

Generally, people are more tolerant of construction noise during normal working hours however; the proposed development includes weekend, evening and night time working. I have concerns that such intensive construction activities may give rise to complaints particularly with regard to weekend piling and night time dredging.

This Service has powers to control all aspects of construction noise under the Control of Pollution Act 1974 (COPA). As such we would not usually impose controls through Planning conditions. The applicant has submitted a construction noise assessment which suggests that relevant noise criteria can be complied with. Therefore, if the work can be undertaken without complaints arising, I would not seek to impose restrictions for the sake of it.

It is expected that the best practicable measures will be employed at all times to reduce the impact of noise. Particular consideration should be given to reducing noise from piling and reversing alarms. I would also advise that the applicant ensures good communication with neighbouring residents.

However, for the avoidance of doubt, if this Service were to receive complaints about construction noise activities, we would be required to investigate in terms of COPA and if the levels were found to be unreasonable, there may have to be changes to working hours or practices.

Operational Noise:

The application includes a baseline noise survey which confirms the results of previous monitoring that suggests noise levels in this area are already elevated due to existing activities associated with this site and neighbouring industrial premises. Typically, new industrial development is usually assessed by comparing before and after noise levels however, in this case that could just lead to a self-perpetuating creeping background which would keep increasing with each new development.

I am of the opinion that a more reasonable approach is to consider the noise cumulatively. Historically, this Service has received several complaints about noise from rigs moored off Cromarty. However, very few, if any have been about noise from the on-shore site activities. That being the case, I would advise that the applicant's initial target should be to ensure that this development results in little or no increase in operational noise levels to minimise the likelihood of complaints in future.

The noise assessment has predicted increases of up to 1.3dB which should not be significant however, it is difficult to accurately predict future operational noise levels. These levels are also based on noise mitigation recommendations in the consultant's report and it is expected these will be implemented in full.

I also understand that it is the applicant's intention to prepare an operational noise management plan to identify measures to reduce cumulative noise levels from this development and from the existing site. I would agree that this is the best approach to minimise the impact of noise from this development and the site in general.

7.5 THC Development Plans: No objections. Summary of Developer Contributions:

- **Cumulative Transport Contributions:** Whilst these apply to all types of development, the site falls out with any identified contribution zone and the Nigg Development Masterplan (2013) does not specify any requirement for cumulative transport contributions.
- **Standard Transport Requirements:** Site specific requirements should be confirmed by Transport Planning.

- **Green Infrastructure:** All development proposals are required to protect and enhance the Green Network. Enhanced greenspace as part of the landscaping proposals should be provided to ensure the proposal does not result in any fragmentation or loss of connectivity within the green network.
- **Water and Waste:** Site specific flood risk and drainage requirements should be confirmed by SEPA and the Council's Flood Risk Management Team. All development proposals require to make provision for waste management, including bins and recycling points as set out in the Managing Waste in New Developments Supplementary Guidance.
- **Public Art:** The Council's Public Art Strategy Supplementary Guidance requires major developments to incorporate public art. Whilst the proposal is industrial in nature and unlikely to be accessible to the public there are still opportunities for public art to be integrated as part of the development. For example the feature entrance wall proposed as part of the development may satisfy the public art requirement.

7.6 **THC Historic Environment Team:** No response

7.7 **THC Landscape Officer:** No response

7.8 **Scottish Environmental Protection Agency (SEPA):** No objections. SEPA request that a Construction Environmental Management Plan is secured by condition.

7.9 **Scottish Natural Heritage (SNH):** No objections:

Moray Firth Special Area of Conservation (SAC): There are natural heritage interests of international importance on the site, but in our view, these will not be adversely affected by the proposal based on the further information and mitigation provided.

Dornoch Firth and Morrich More SAC: There are natural heritage interests of international importance on the site, but in our view, these will not be adversely affected by the proposal based on the further information and mitigation provided.

European Protected Species (EPS): Disturbance of cetaceans is not fully considered within the application. Further detail will be required for the EPS licence application.

7.10 **Marine Scotland :** views awaited

8. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

8.1 Highland Wide Local Development Plan 2012

- 23 - Nigg
- 28 - Sustainable Design
- 29 - Design Quality and Place-making
- 30 - Physical Constraints
- 31 - Developer Contributions
- 41 - Business and Industrial Land

- 42 - Previously Used Land
- 49 - Coastal Development
- 50 - Aquaculture
- 56 - Travel
- 57 - Natural, Built and Cultural Heritage
- 58 - Protected Species
- 59 - Other important Species
- 60 - Other Importance Habitats
- 61 - Landscape
- 63 - Water Environment
- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage

8.2 **Inner Moray Firth Local Development Plan 2015**

Within Ross-shire Growth Corridor and partially allocated within allocation NG1 (Nigg)

8.5 **Highland Council Supplementary Planning Policy Guidance**

Construction Environmental Management Process for Large Scale Projects (August 2010)

Developer Contributions (March 2013)

Flood Risk and Drainage Impact Assessment (Jan 2013)

Highland Historic Environment Strategy (Jan 2013)

Highland's Statutorily Protected Species (March 2013)

Managing Waste in New Developments (March 2013)

Physical Constraints (March 2013)

Public Art Strategy (March 2013)

Special Landscape Area Citations (June 2011)

9. **OTHER MATERIAL POLICY CONSIDERATIONS**

9.1 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy June 2014 including subject policies on:

- Economic Development
- Flooding and Drainage
- Renewable Energy
- Landscape and Natural Heritage
- Coastal Planning

9.2 **National Planning Framework 3**

NPF3 sets the context for development planning and provides a framework for the spatial development and a long term vision for development and investment across Scotland as a whole over the next 20 to 30 years. The Nigg Yard in particular is mentioned as:

- A diverse and distinctive opportunity to develop a successful sustainable place in the context of Inverness and the Inner Moray Firth City Region;

- A key port and industrial site well-placed to take advantage of investment in the energy sector, both renewables and oil and gas with *'its deep water is an asset of strategic importance'*; and
- Part of the Low Carbon and Renewables North Enterprise Area where the development will go hand and hand with continuing protection of the very special environment of the Firths.

10. PLANNING APPRAISAL

10.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

Determining Issues

10.2 This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

Planning Considerations

10.3 The key considerations in this case are:

- a) Development plan policy
- b) Siting and Design
- c) Visual Impact
- d) Amenity Impacts – Noise
- e) Roads Impact
- f) Impact on cultural heritage
- g) Natural heritage
- h) Impact on cultural heritage
- i) Socio-economic impact

Development plan

10.4 The Development Plan in this instance comprises the Highland-wide Local Development Plan, the Inner Moray Firth Local Development Plan and Supplementary Guidance contained in the Nigg Development Masterplan.

10.5 The HwLDP sets out the vision and strategy for the Inner Moray Firth to support the growth of jobs and population within the Easter Ross area with specific policy advice directly related to Nigg and in the Development Masterplan contained in Policy 23. The IMFLDP identifies the Ross-shire Growth Area is a key part of the strategy of this plan in terms of providing 900 hectares of employment land, a strengthened role as an industrial heart of the Inner Moray Firth and providing an effective and available land supply to support the significant employment growth at key sites including Nigg. The Nigg Yard, oil terminal to the north and proximal

lands to the east are allocated for industrial use. Some of the application site lies outwith this allocation as, at the time the LDP was prepared, these areas were owned by a third party.

- 10.6 The Nigg Development Masterplan was adopted by the Council in 2013 and outlines a vision and feasible options for the development of the site as a multi-user industrial facility to help unlock development potential at Nigg. It covers the Fabrication Yard, Oil Terminal to the north and proximal lands to the east. Most of the proposed site including the proposed laydown area lies within the Masterplan site boundary

Siting and Design

- 10.7 The development has been designed to allow the yard additional facilities to accommodate work relating to construction of offshore turbines whilst not comprising the yard's ability to retain its North Sea oil clients. To address this current shortfall in suitable berths, Global has considered the east quay expansion for some time however the potential was limited due to the lack of available land to the east of the present site. However with the purchase of Dunskeath House and associated land the proposed development is now a viable option. This area to the south east of the current operations is regarded as a practical and safe option for handling and storing renewables and North Sea oil components will would arrive, be assembled and ultimately leave by sea.
- 10.8 It is proposed to create an attractive feature entrance wall as part of the access to the site; this will be constructed of stone and incorporating Gaelic signage 'Dhun Sgath' which translates as 'Dunskeath' in recognition of the former Dunskeath House which was contained within the site. The main part of this building burnt down in 1960 leaving only the servants' quarters.

Visual Impact

- 10.9 Although a full Landscape and Visual Impact Assessment was scoped out of the EIA process, the EIAR includes consideration of the potential impacts arising from both the construction and operational phases and photomontages from 8 locations are provided in order to aid in the assessment of visual impact. In all viewpoints it is clear that the new development will be seen in the context of the existing yard and oil refinery, a number of oil rigs which are moored in the Cromarty Firth. Visibly this is an already industrialised setting. The quay itself, lying at a low coastal shelf, will not intrude significantly existing views and in general will have a very limited change on the wider landscape.
- 10.10 The largest impacts will arise through the addition of a further jack-up rig for a period of 10-18 weeks of the year. This will add a further characteristic to the seascape as a vertical feature however as noted above this would be in the context of the existing industrial environment at Nigg which already includes a number of tall features including storage of large turbine components and oil rigs.
- 10.11 During the construction phase significant impacts are predicted from two viewpoint locations at Nigg Ferry Terminal (0.18km from the site) and at Cromarty Beach (1.25km) – both of these impacts relate to visitors/recreational users rather than residential receptors. Whilst construction related visual impacts are not

demonstrated by means of photomontage it is likely that significant impacts will arise by virtue of the amount of nature of equipment and machinery required to construct the development. Such effects will however be relatively short lived and thereafter during operation significant visual effects will only be experience from the Nigg Ferry terminal due to its very close proximity to the site.

Amenity Impacts – Noise

- 10.12 As noted by both Nigg & Shandwick and Cromarty Community Council, noise is a key consideration in the determination of the application. This matter has been considered as part of the EIAR in accordance with a methodology agreed in advance with Highland Council which includes an assessment of ‘worst case scenario’ noise impact including specific consideration of the impacts arising from piling. Noise monitoring was undertaken from a range of locations and existing operational noise levels were also measured in order to inform the assessment.
- 10.13 The greatest noise generating activities are expected to be during a crossover of piling and dredging works; a phase which is anticipated to last around 2 weeks including weekend working. The assessment identifies that noise impact at the vast majority of receptors is neutral however a moderate adverse impact will be experienced at Balnapaling east of the site. Such impacts are considered significant in EIA terms however will be limited to day time only and will be temporary in nature. In this regard, the continuation of the Community Liaison Group, set up in association with previous construction projects at Nigg, will be beneficial in allowing residents to be aware of the specific timing of these works in advance.
- 10.14 Evening and night time noise through the construction phase will largely arise to the operation of onsite generators associated with works or lighting. However during the course of dredging it is expected that the suction dredger would operate for 24 hours a day. The impacts of this are considered in the assessment which concludes that noise levels arising will not be significantly adverse.
- 10.15 Operational noise is also considered in the assessment, with the findings indicating that the daytime noise levels from proposed operations associated with the East Quay and Laydown Area predicated to increase at sensitive receptors however such increases are judged to be neutral/slight and remain within acceptable noise limits.
- 10.16 The assessment acknowledges that although the findings conclude that the worst case increase in noise levels as a result of the development are likely to be mostly imperceptible, any small increase will contribute to existing noise immissions from the site. A series of mitigation measures are therefore detailed in order to offset this predicted increase in overall noise levels, in addition to the installation of a 2m bund around the southern and eastern boundaries of the site. These are series of practical measures such as avoiding plant movements or loading/unloading activities during evening periods and the switching off or vessel and rig generators when not required. Environmental Health are supportive of this approach to minimise the impact of noise from this development and the site in general. A condition is attached which requires the submission of a detailed operational noise management to be submitted and agreed prior to the operational phase commencing.

Roads Impact

- 10.17 Once the development is operational it is anticipated that only staff vehicle movements will be generated. It is intended that all large components will be transported to and from the development by sea and will generate additional HGV movements. As such the largest roads impact will arise as a result of the construction phase. specifically on the B9175 and the public section of the minor access road serving Castlecraig Quarry. Access to the site during the construction phase will be from an existing access south of the main entrance to Nigg Energy Park. The construction phase of the project is anticipated to take approximately 10 months during which the following HGV loads and vehicle trips are estimated.
- Imported crushed rock from Castlecraigs Quarry – 912 loads (1,824 two-way vehicle movements).
 - Imported concrete from ready-mix plant in Alness – 155 loads (310 two-way vehicle movements)
 - Construction staff – 20 at most, likely to be in two works mini buses.
- 10.18 To mitigate and monitor the impact of development traffic during the construction phase of the project a framework Construction Traffic Management Plan (CTMP) is included in the Environmental Impact Assessment Report. The framework CTMP describes the project, the characteristics of the construction works and the measures to reduce and mitigate the impacts of construction traffic. The main contractor (when appointed) will develop the framework CTMP into a working plan in consultation and agreement with THC, as local roads authority, and, as necessary, Transport Scotland as trunk roads authority. This will be secured by planning condition with implementation and monitoring of the CTMP to be the responsibility of the main contractor. The condition also requires a Liaison Officer to be appointed to consult and communicate with THC and the local community during the course of the construction works, as is currently proposed in the framework CTMP.
- 10.19 A further condition is also added to require secure a registered legal agreement relating to Section 96 of the Roads (Scotland) Act be established. As required, the agreement should include provision of a suitable Road Bond or similar security. The agreement shall provide for joint before and after road condition surveys (developer and Highland Council) and regular monitoring of traffic levels and road conditions during the construction phase of the development.

Impact on cultural heritage

- 10.20 The site contains buildings associated with Dunskeath House which was a locally significant building which burnt down some time ago. The buildings which remain are its outbuildings as well as its entrance gates/walls. There is also a small cottage within the site which is in a slightly dilapidated condition. None of the buildings are listed or of any historic architectural merit and would be removed as part of the land-based element of the proposed development to create a large laydown area. It is prudent however for a photographic record to be made of the building prior to site clearance and this is secured by condition.

Environmental considerations

- 10.21 As noted in site description the site adjoins a number of designated sites and in addition to planning consent, the applicant is also required to apply for a licence under the Marine Works (Environmental Impact Assessment (Scotland) Regulations 2017 ('the Marine EIA Regulations') for the marine elements of the proposed development.
- 10.22 The following natural heritage designations have been assessed as part of the EIAR:
- 10.23 **Moray Firth Special Area of Conservation (SAC):** This SAC is designated for its population of bottlenose dolphins. SNH have outlined that the proposal is likely to have a significant effect on this designation however that the integrity of the site is not likely to be adversely affected. This is due to the mitigation proposed in the EIAR which includes marine mammal observers and passive acoustic monitoring as well as a 'soft start' approach. SNH consider that these measures are appropriate for the proposal.
- 10.24 **Dornoch Firth and Morrich More Special Area of Conservation:** SNH outline that it considers the proposal will have a likely significant effect on harbour seal however that there will be no adverse effects on the integrity of the site due to the proposed mitigation measures which are compliant with the Joint Nature Conservation Committee (JNCC) protocol. This is the public body that advises on nature conservation. In addition to planning permission a European Protected Species licence will be required to cover potential disturbance to cetaceans (e.g. dolphins) and the licencing process in this instance will include assessment of specific impacts arising from construction activities such as vibro-piling.

Socio-economic Impact

- 10.25 The EIAR does not contain any specific assessment of socio-economic impact however the Planning and Design Statement outlines a number of benefits that are predicted to occur as a result of the development with a focus on economic benefits. In particular it is considered that the proposals will help:
- Significantly enhance the berthing and storage capacity of the Nigg Energy Park;
 - Maximise work opportunities for the Port;
 - Trigger investment on the site and into the wider economy;
 - Create new direct and indirect jobs;
 - Provide opportunities for the local supply chain;
 - Provide opportunities for both the offshore renewables and oil/gas sectors.
- 10.26 Such potential positive impacts are enshrined in development plan policy which acknowledges the significant and important role Nigg plays in the Ross-shire area but also within the wider context of the Highland area. This role would be further enhanced as part of this proposed development and as such it is considered that there it would result in a positive socio-economic impact.

Matters to be secured by Section 75 Agreement

10.27 None

11. CONCLUSION

11.1 The proposed development represents a significant opportunity for the existing operations at Nigg Yard to expand to allow Global Energy to increase its client base and facilitate the construction and offshore turbine component parts – this is an increasing sector in Highland. This in turn presents an economic boost for Ross-shire and indeed the wider Highland region. That said, a development of this magnitude will not be without its impacts which will largely arise during the construction phase and will mainly be concerned with noise impacts. Even with mitigation, noise levels at receptors close to the site will be significant however these will short-lived and limited to day time hours. This is acknowledged by Nigg Community Council who are supportive of the proposed development and recognise that the applicant has taken all necessary steps to ensure impacts are mitigate as far as practicable. It is considered that the Community Liaison Group will play an important role in ensuring residents are informed of activities likely to result in the largest impacts ahead of time.

11.2 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

12. IMPLICATIONS

12.1 Resource: Not applicable.

12.2 Legal: Not applicable.

12.3 Community (Equality, Poverty and Rural): Not applicable.

12.4 Climate Change/Carbon Clever: Not applicable.

12.5 Risk: Not applicable.

12.6 Gaelic: Not applicable.

13. RECOMMENDATION

Action required before decision issued	N
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Notification to Scottish Ministers	N
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Conclusion of Section 75 Obligation	N
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Revocation of previous permission	N
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Subject to the above, it is recommended that planning permission be **GRANTED**, subject to the following:

Conditions and Reasons

1. The development hereby approved must be carried out in accordance with the approved plans; as set out in the application's supporting information; the submitted schedule of mitigation unless otherwise agreed in writing with the planning authority and in compliance with the conditions attached to this planning permission.

Reason: To ensure that the construction of the development is carried out appropriately and in accordance with the supporting information, does not have an adverse effect on the environment and minimises impact on amenity.

2. No development or work (including site clearance) shall commence until a photographic record has been made of the remains of any buildings and/or other features affected by the development/work and the photographic record has been submitted to, and approved in writing by, the Planning Authority.

Reason: In order to assist the Council with maintaining an accurate and current record of the historic environment.

3. No development shall commence until a Construction Environmental Management Document (CEMD), in accordance with The Highland Council's Guidance Note on Construction Environmental Management Process for Large Scale Projects (August 2010) (as amended, revoked or re-enacted; with or without modification), has been submitted to, and approved in writing by, the Planning Authority (in consultation with SEPA). The CEMD shall be submitted at least two months prior to the intended start date on site and shall include the following:

- i. An updated Schedule of Mitigation (SM) drawing together all approved mitigation proposed in support of the application and other agreed mitigation (including that required by agencies and relevant planning conditions attached to this permission);

- ii. Change control procedures to manage/action changes from the approved SM, CEMD and Construction Environmental Management Plans;

- iii. Construction Environmental Management Plans (CEMPs) for the construction phase, covering:

- iv. Pollution Prevention and Control;

- v. Dust Management;

- vi. Noise and Vibration Mitigation;

- vii. Site Waste Management;

- viii. Surface and Ground Water Management;

Thereafter, development shall be carried out in accordance with the approved Schedule of Mitigation, Construction Environmental Management Document and any Construction Environmental Management Plans approved thereunder.

Reason: To ensure that the construction of the development is carried out appropriately and does not have an adverse effect on the environment.

4. No development shall commence until a construction phase Traffic Management Plan (CTMP) has been submitted to, and approved by, the Planning Authority in consultation with the relevant Roads Authority(s). The CTMP, which shall be implemented as approved, must include:

- Identification of quarries and haul routes of materials to be used as far as the site access, the types of HGV and the numbers of movements proposed together with a programme of the proposed movements.
- Proposed measures to mitigate the impact of general construction traffic and abnormal loads on the local road network following detailed assessment of the relevant roads.
- A pre commencement and monthly interim and a post construction (within one month of completion) joint condition surveys (or a revised interim period as agreed in writing) of the agreed construction traffic routes.
- Details of any traffic management measures including temporary signage required for the duration of the construction period.
- Identification of a named point of contact for the Council to deal with the Traffic Management Plan;
- Proposals for keeping the Community Council informed and dealing with queries and complaints regarding construction traffic related to the development (which should refer to the Liaison Group required by condition 5 below)
- Provision of a vacuum road sweeper (if considered necessary by the Roads Authority to keep the public road free of debris).
- A concluded agreement in accordance with Section 96 of the Roads (Scotland) Act 1984 under which the developer is responsible for the repair of any damage to the public road network that can reasonably be attributed to construction related traffic. As part of this agreement, pre-start and post-construction road condition surveys must be carried out by the developer, to the satisfaction of the Roads Authority(s).

Reason: In order to ensure the safety and free flow of traffic on the public road.

5. No development shall commence until a plan for the establishment of (or continuation of an existing) Community Liaison Group (CLG) has been submitted to and approved in writing by the Planning Authority. The purpose of the CLG shall be to discuss the progress of the construction of the development and in its initial years of operation. The CLG shall thereafter sustain an open invitation to representatives of Nigg and Cromarty Community Councils as well as residents within 1km of the site. The approved plan shall be implemented as agreed, including a general timetable to ensure meetings are held in advance of critical

periods of construction (particularly those that may result in increased noise levels or are to take place on evenings/weekends such as night time dredging) or on a reasonable regular basis to facilitate purposeful community engagement.

Reason: To provide for effective community consultation on the development and operation of the development in its early years.

6. Prior to the first use of the development hereby approved, an Operational Noise Management Plan which addresses noise impact of the approved development in combination with existing operations (drawing on the principals detailed in the approved EIAR) has been submitted to and approved in writing by the Planning Authority. Thereafter the development shall operate in accordance with the approved Plan.

Reason: To minimise the cumulative noise impact of the proposed development and existing operations.

7. The floodlighting system shall be positioned and controlled so as to prevent any direct illumination, glare or light spillage outwith the site boundary.

Reason: In order to ensure that any lighting installed within the application site does not spill beyond the intended target area, does not impact adversely upon the amenity of adjacent properties and does not result in 'sky glow'.

REASON FOR DECISION

The proposal accords with the provisions of the Development Plan and applicable supplementary guidance. There are no material considerations which would warrant refusal of the application.

TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION

In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

FOOTNOTE TO APPLICANT

Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.
2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

Accordance with Approved Plans and Conditions

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action

Environmental Impact Assessment

In accordance with Regulation 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, environmental information, in the form of an Environmental Impact Assessment Report, has been taken into consideration in the determination of this application and the granting of planning permission.

Flood Risk

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (paragraph 259), planning permission does not remove the liability position of developers or owners in relation to flood risk.

Local Roads Authority Consent

In addition to planning permission, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at: <http://www.highland.gov.uk/yourenvironment/roadsandtransport>

Application forms and guidance notes for access-related consents can be downloaded from:

http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2

Mud and Debris on Road

Please note that it is an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

Construction Hours and Noise-Generating Activities: You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

Protected Species – Halting of Work

You are advised that work on site must stop immediately, and Scottish Natural Heritage must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from SNH: www.snh.gov.uk/protecting-scotlands-nature/protected-species

Schedule 3 Development Site Notice

Prior to the commencement of this development, the attached Site Notice must be posted in a publicly accessible part of the site and remain in place until the development is complete. This is a statutory requirement of the Town and Country Planning (Scotland) Acts and associated regulations.

Designation: Acting Head of Development Management – Highland

Author: Gillian Pearson

Background Papers: Documents referred to in report and in case file.

Relevant Plans:

- Plan 1 - Location Plan
- Plan 2 - Existing Site Plan
- Plan 3 - Overall Existing Layout
- Plan 4 - Proposed Layout
- Plan 5 - Overall Layout
- Plan 6 - Site Plan Survey
- Plan 7 - Feature Wall Entrance
- Plan 8 - Quay Layout
- Plan 9 - Dredging Areas
- Plan 10 - General Arrangement (Dredging)
- Plan 11 - Cross Section
- Plan 12 - Longitudinal Section
- Plan 13 - Existing Piled Wall
- Plan 14 - Deck Furniture
- Plan 15 - External Lighting
- Plan 16 - Building Demolition
- Plan 17 - Detailed Layout (land element)
- Plan 18 - Storage Area (levels)
- Plan 19 - Laydown Area

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 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to
 G. H. JOHNSTON Building Consultants Ltd



site area : 11.258 ha

**Planning
 Submission**

REVISIONS

Rev.	Description	Drawn	Date

Client
Global Energy Nigg Ltd

Project
**Formation of East Quay,
 Nigg**

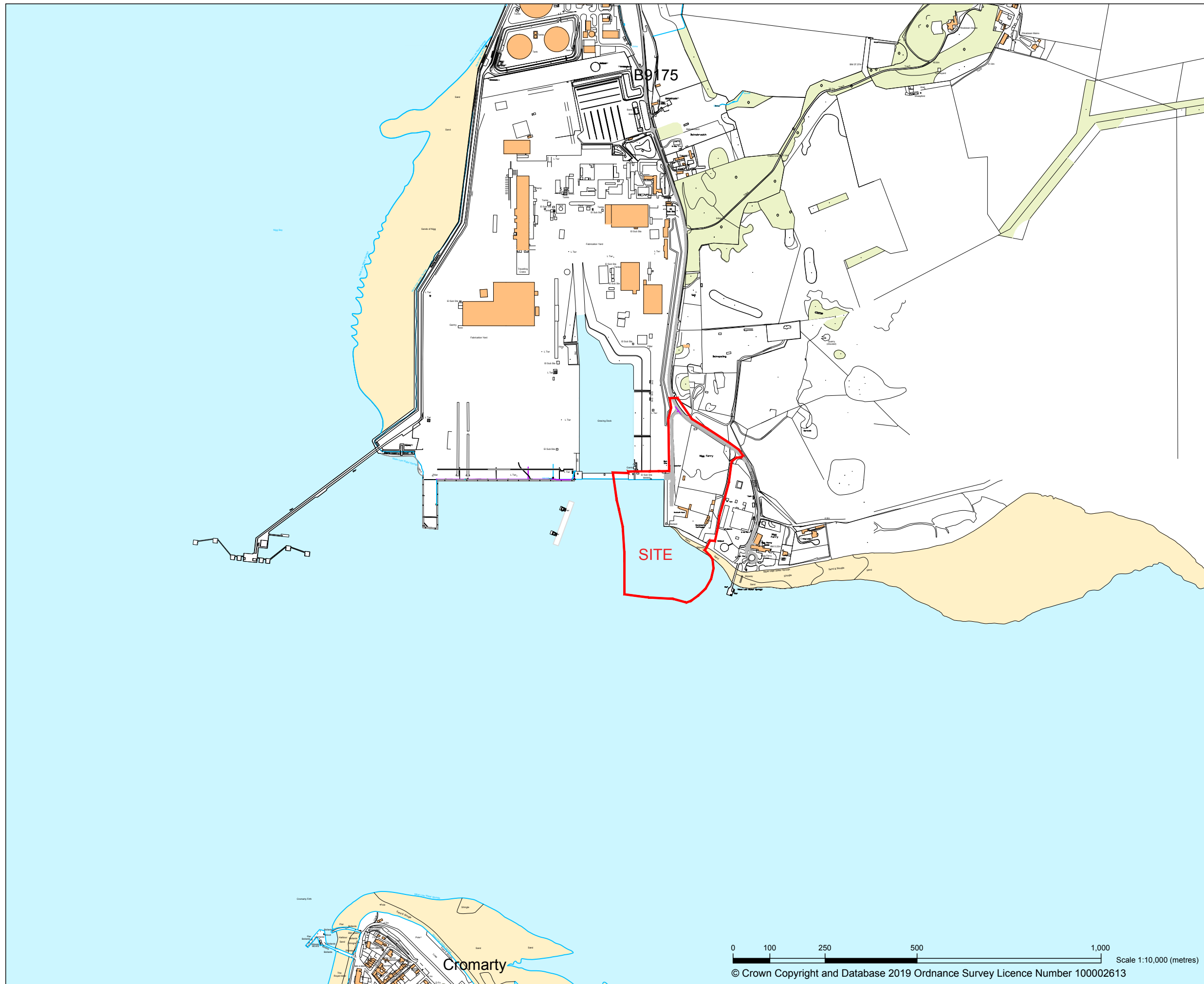
Drawing
Location Plan

Scale 1:10,000@A3	Date 06.2019	Drawn by ca
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Project no 2494	Dwg no PL001	Rev
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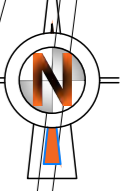
G.H.JOHNSTON
 BUILDING CONSULTANTS LTD

WILLOW HOUSE
 STONEYFIELD BUSINESS PARK TEL (01463) 237229
 INVERNESS IV2 7PA
 Email: technical@ghjohnston.co.uk



0 100 250 500 1,000
 Scale 1:10,000 (metres)
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L Twr



REVISIONS			
Rev.	Description	Drawn	Date

Notes	
	site
	existing road - adopted
	existing road - private
	existing buildings
	existing grass track
	existing scrub land

Client
Global Energy Nigg Ltd

Project
Formation of East Quay Nigg

Drawing
Existing Site Plan

Scale 1:500@A1	Date 06.2019	Drawn by ca
Project no 2494	Dwg no PL002	Rev

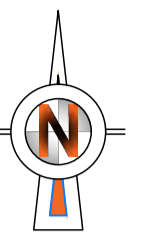
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Planning Application

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LEGEND

□ site

Planning Application

REVISIONS

Rev.	Description	Drawn	Date
A	site boundary adjustment	ca	13.02.19

Client
 Global Energy Nigg Ltd

Project
 Formation of East Quay Nigg

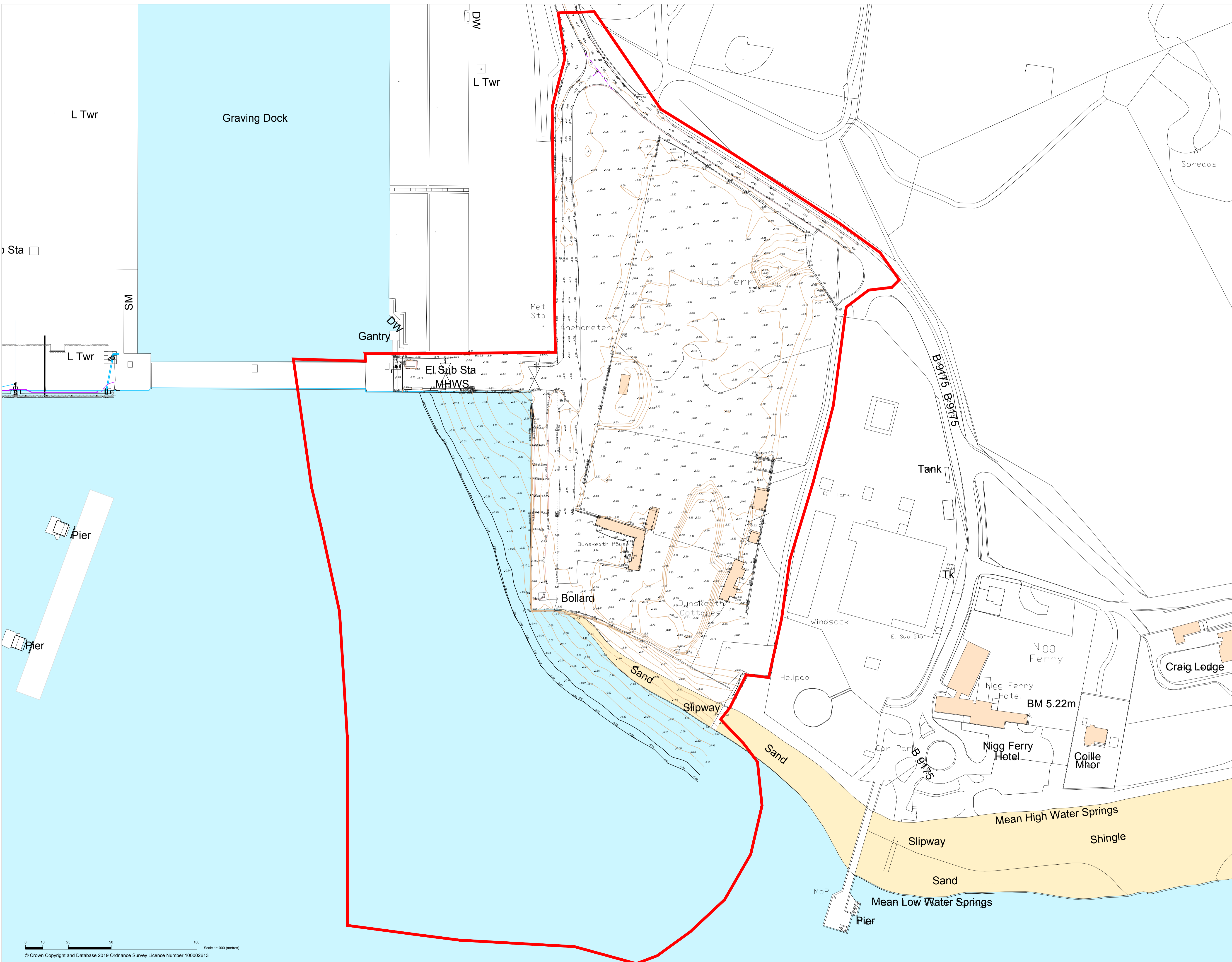
Drawing
 Overall Existing Site Plan

Scale 1:1000@A1	Date 06.2019	Drawn by ca
Project no 2494	Dwg no PL003	Rev

G.H. JOHNSTON
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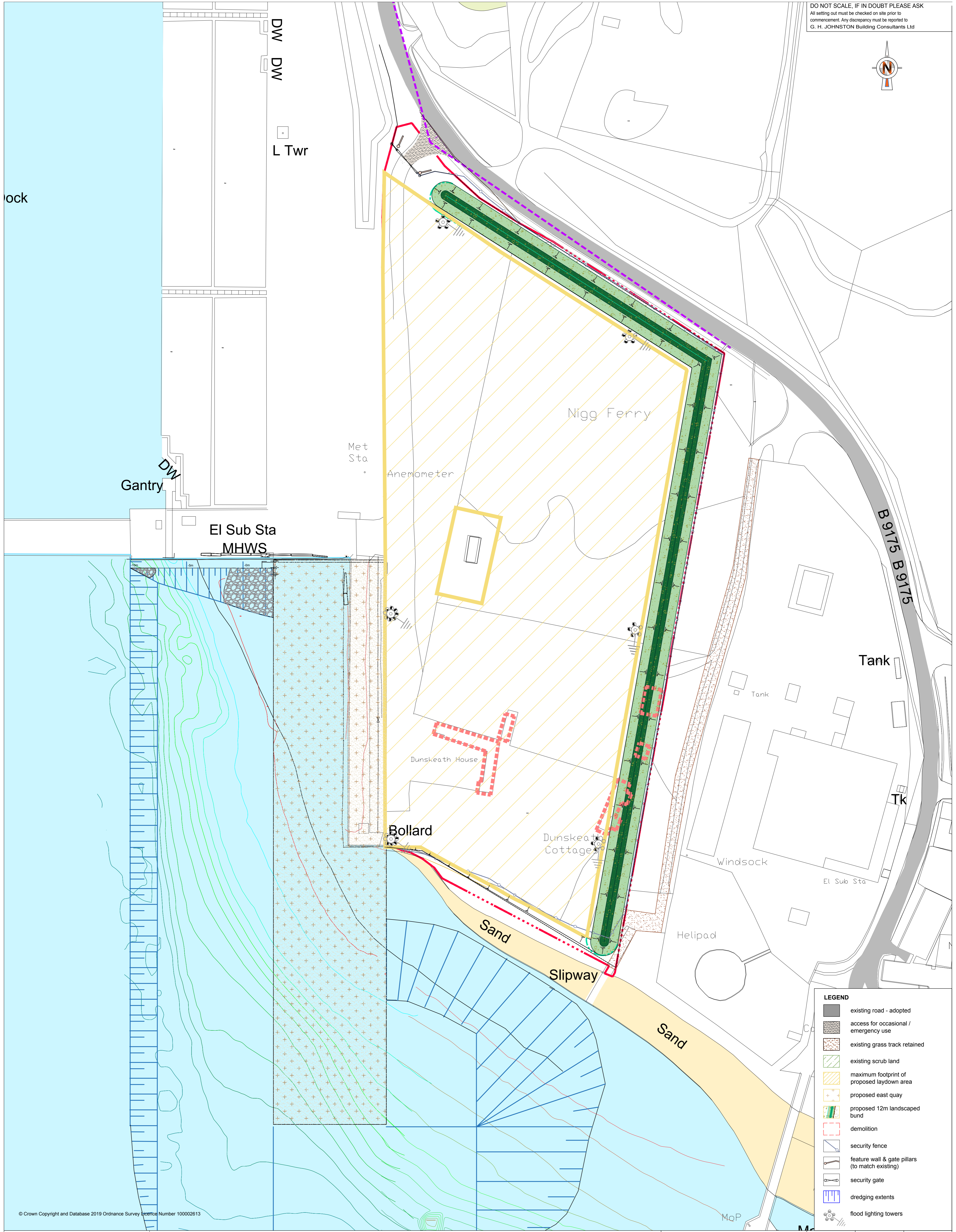
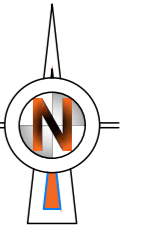
WILLOW HOUSE
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 Scale 1:1000 (metres)
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LEGEND

- existing road - adopted
- access for occasional / emergency use
- existing grass track retained
- existing scrub land
- maximum footprint of proposed laydown area
- proposed east quay
- proposed 12m landscaped bund
- demolition
- security fence
- feature wall & gate pillars (to match existing)
- security gate
- dredging extents
- flood lighting towers

REVISIONS			
Rev.	Description	Drawn	Date

Notes

Client: Global Energy Nigg Ltd

Project: Formation of East Quay Nigg

Drawing: Proposed Site Plan

Scale: 1:750@A1

Date: 06.2019

Drawn by: ca

Project no: 2494

Dwg no: PL004

Rev:

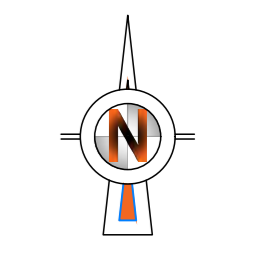
Planning Application

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- LEGEND**
- site
 - existing road - adopted
 - access for occasional / emergency use
 - existing buildings
 - existing grass track retained
 - existing scrub land
 - maximum footprint of proposed laydown area
 - proposed east quay
 - proposed 12m landscaped bund
 - demolition
 - security fence
 - feature wall & gate pillars (to match existing)
 - security gate
 - dredging extents
 - flood lighting towers



Planning Application

REVISIONS

Rev.	Description	Drawn	Date

Client
 Global Energy Nigg Ltd

Project
 Formation of East Quay Nigg

Drawing
 Overall Site plan

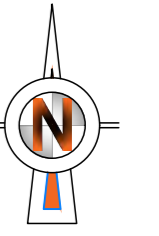
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Project no 2494	Dwg no PL006	Rev	

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 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to G. H. JOHNSTON Building Consultants Ltd



LEGEND

- existing road - adopted
- access for occasional / emergency use
- existing grass track retained
- existing scrub land
- maximum footprint of proposed laydown area
- proposed east quay
- proposed 12m landscaped bund
- demolition
- security fence
- feature wall & gate pillars (to match existing)
- security gate
- dredging extents
- flood lighting towers

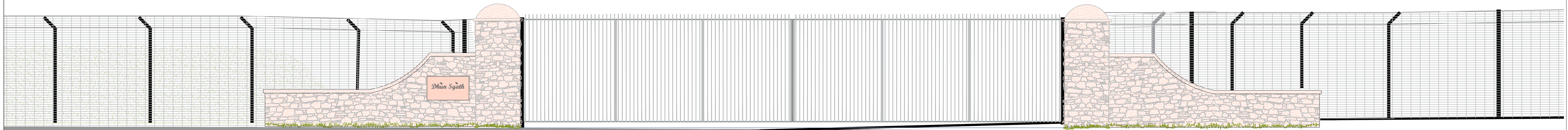
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REVISIONS			
Rev.	Description	Drawn	Date

Notes

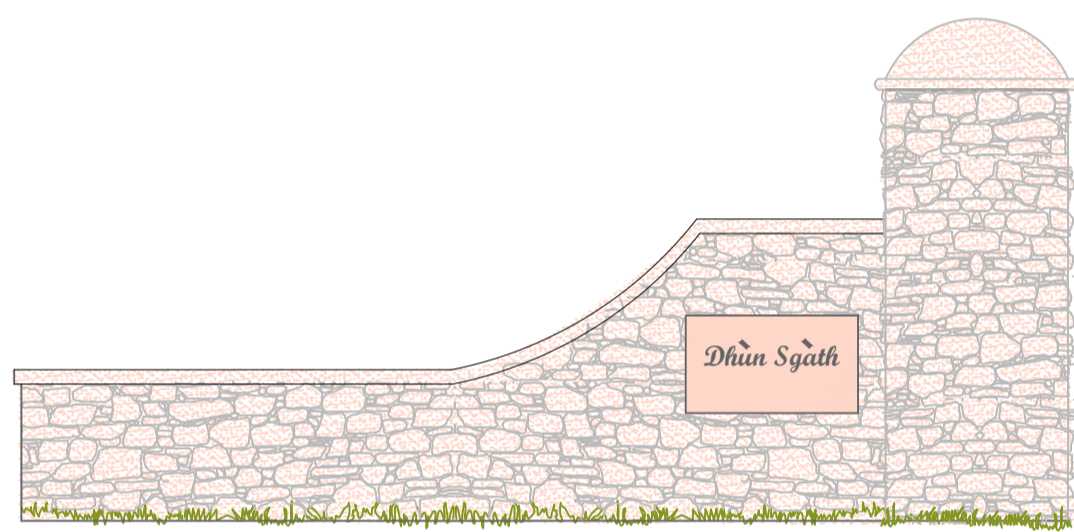
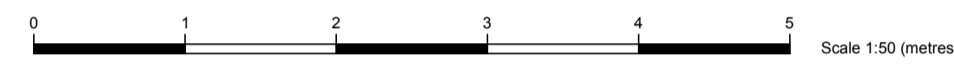
Planning Application

Client Global Energy Nigg Ltd	Scale 1:750@A1	Date 06.2019	Drawn by ca
Project Formation of East Quay Nigg	Project no 2494	Dwg no PL005	Rev
Drawing Proposed Site Plan with existing survey	G.H. JOHNSTON BUILDING CONSULTANTS LTD WILLOW HOUSE STONEYFIELD BUSINESS PARK INVERNESS IV2 7PA Email: technical@ghjohnston.co.uk TEL (01463) 237229		

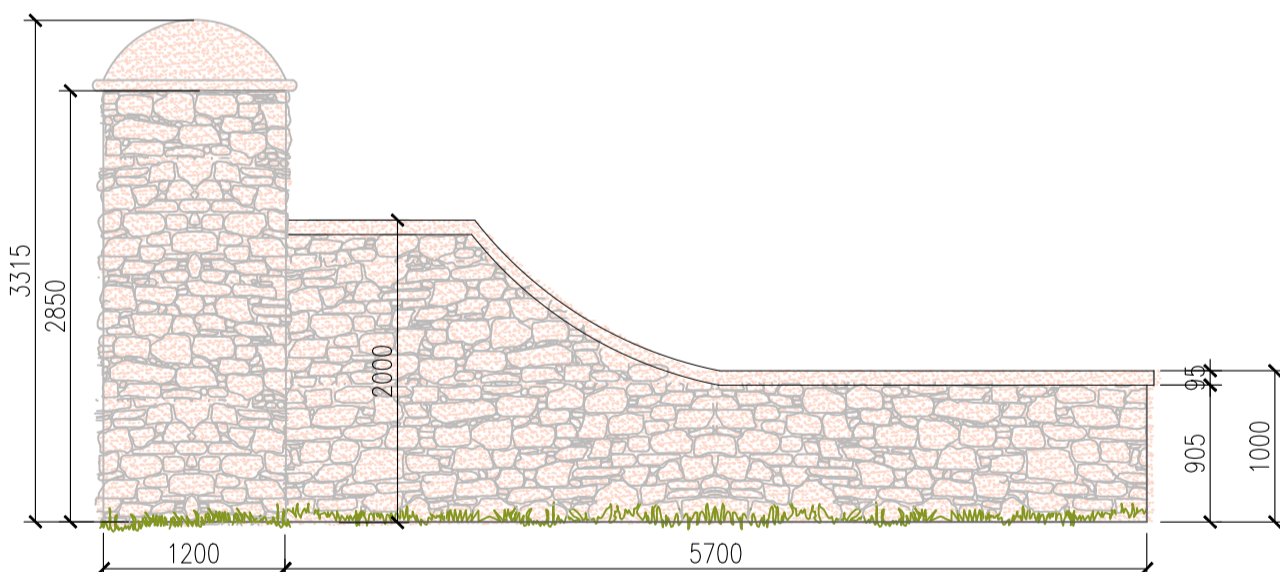


RIGHT HAND SIDE ENTRANCE WALL SECURITY GATES LEFT HAND SIDE ENTRANCE WALL

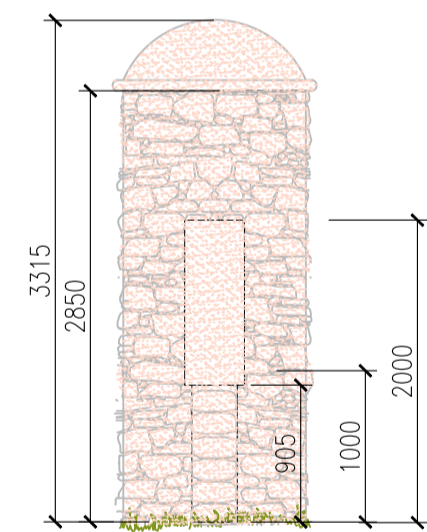
SITE ENTRANCE
 scale 1:50



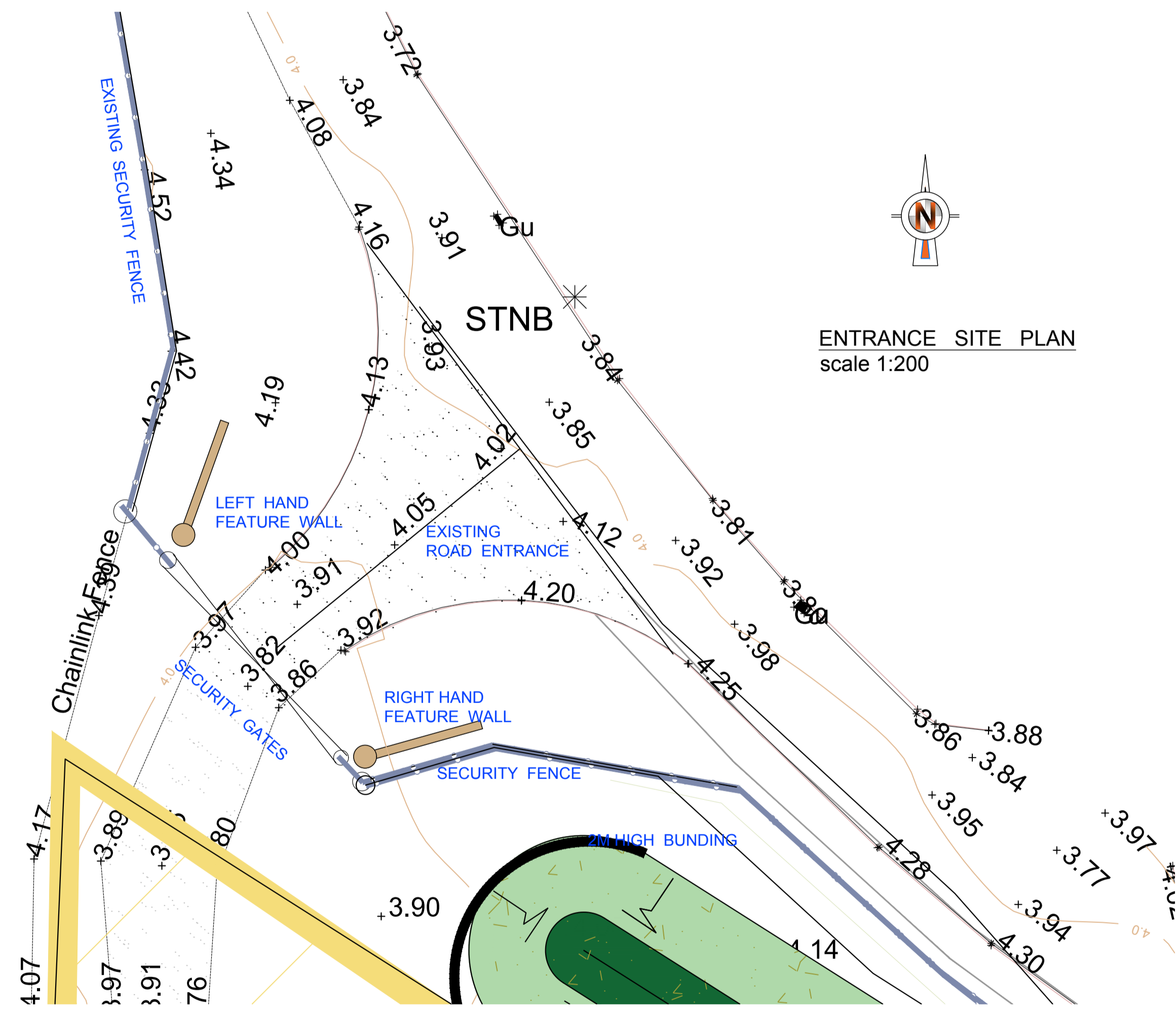
LEFT HAND SIDE ENTRANCE FEATURE WALL
 scale 1:50



RIGHT HAND SIDE ENTRANCE FEATURE WALL
 scale 1:50



SIDE ELEVATION
 scale 1:50



ENTRANCE SITE PLAN
 scale 1:200

Planning Application

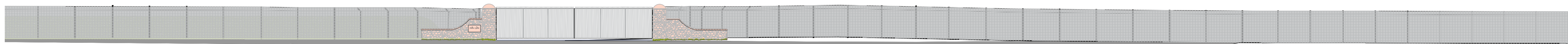
REVISIONS			
Rev.	Description	Drawn	Date

Client
 Global Energy Nigg Ltd

Project
 Formation of East Quay Nigg

Drawing
 Feature Entrance Wall

Scale various@A1	Date 06.2019	Drawn by ca
Project no 2494	Dwg no PL007	Rev

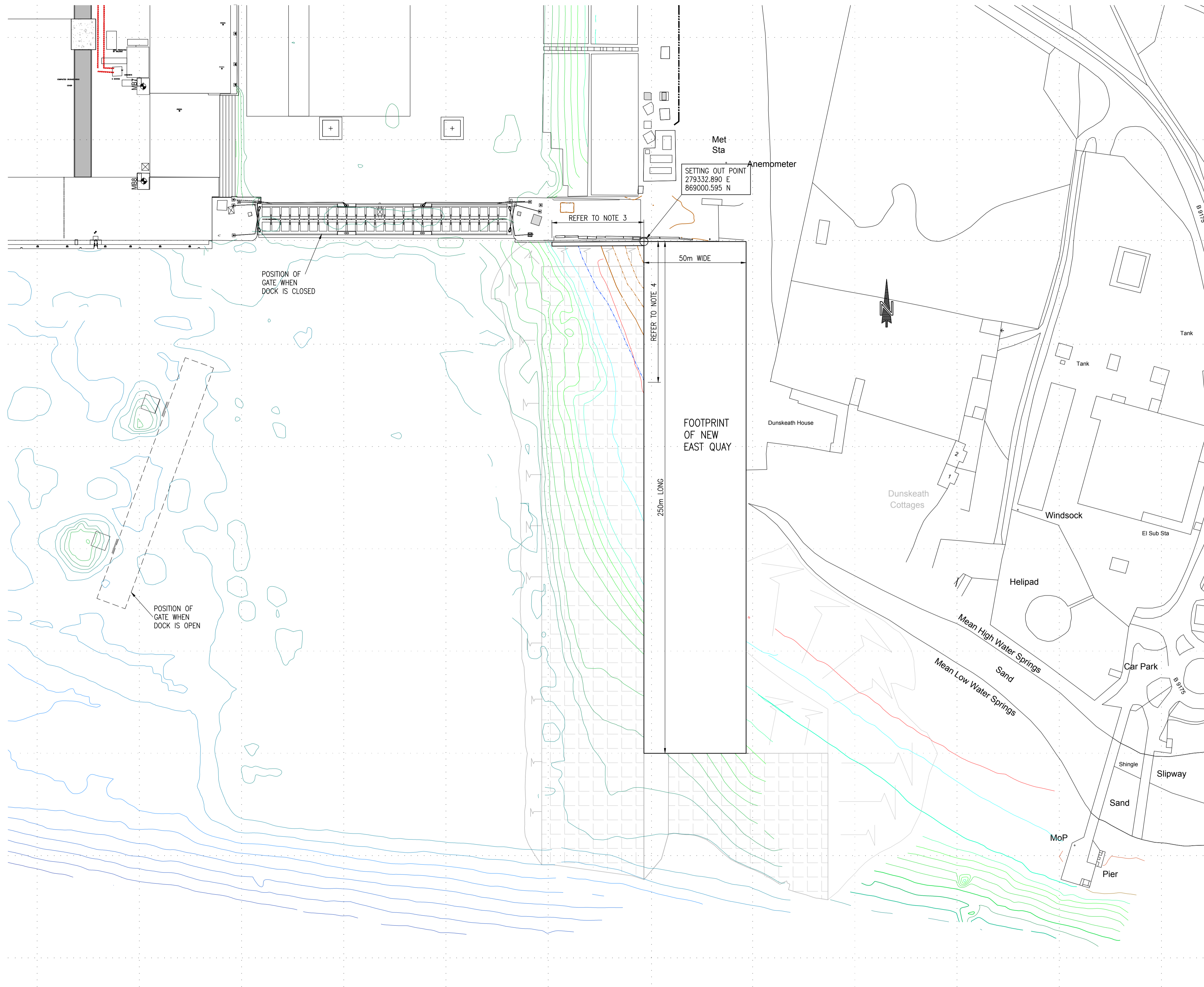


OVERALL VIEW
 scale 1:200



NOTES

1. ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.
3. DIMENSION TO BE DETERMINED BY THE CONTRACTOR'S DESIGN.
4. THE CONTRACTOR IS TO ALLOW FOR PRE-BORING OF ROCK WHERE BEDROCK IS ANTICIPATED TO BE ENCOUNTERED. APPROX. LENGTH = 69m.



REV	DATE	REVISION DESCRIPTION	DRN	VER
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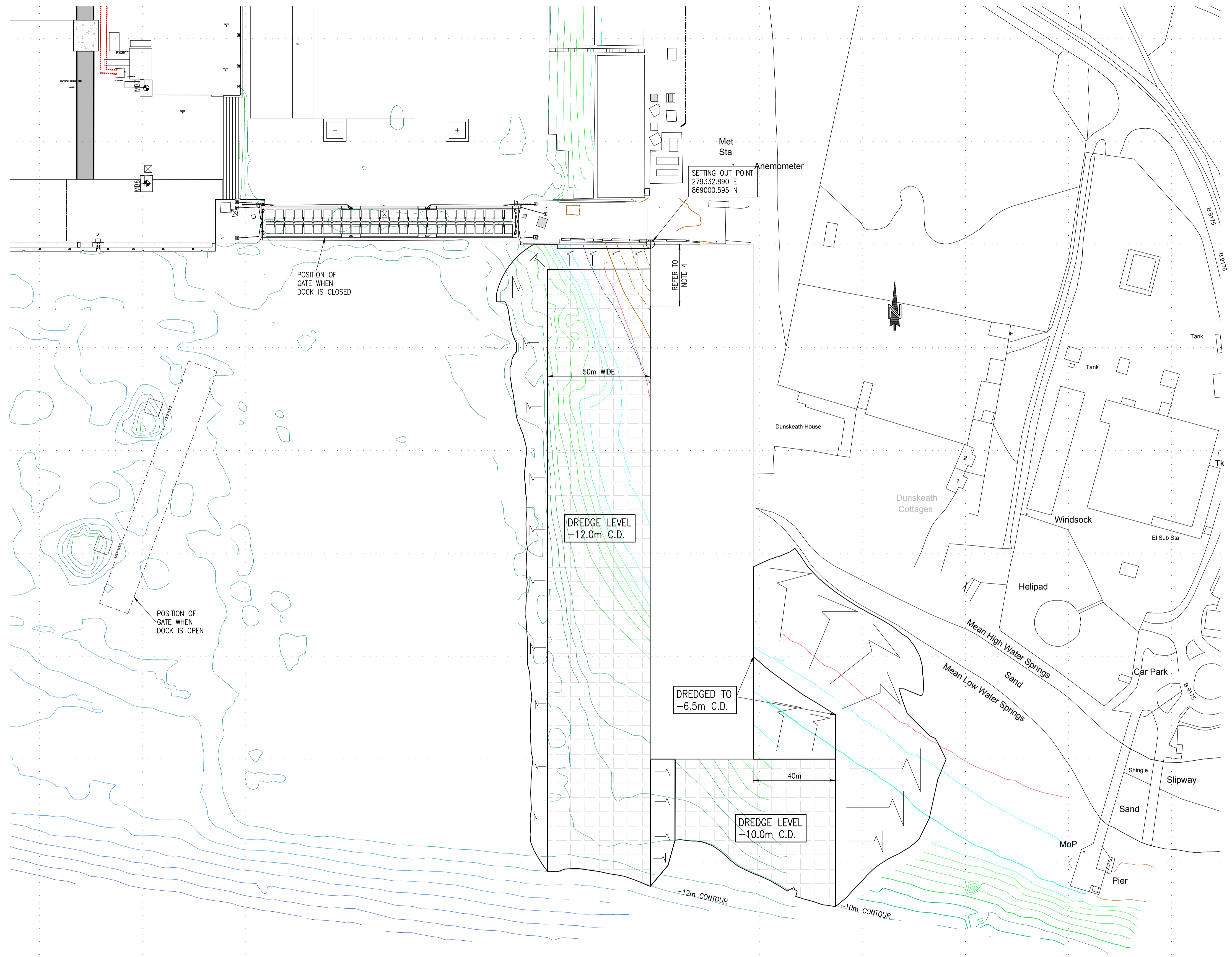
PROJECT : **NIGG** NIGG EAST QUAY DEVELOPMENT
ENERGY PARK

TITLE :
DEFINITION DRAWING
LAYOUT & DESCRIPTION OF QUAY

DRAWN : W.J.	DATE : 16.04.19	VERIFIED : M.S.	APPROVED : A.A.K.
SCALE : (A1) 1 : 1000		DRAWING STATUS : FOR TENDER	

DO NOT SCALE

DRAWING No : 185062/015	REV : /
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NOTES

1. ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.
3. FOR DETAILS OF DREDGING REQUIREMENTS REFER TO PART 2 OF THE WORKS INFORMATION.
4. THE EMPLOYER WILL ACCEPT UP TO 30m LENGTH LOSS OF BERTHING TO ALLOW THE CONTRACTOR THE OPTION OF PROVIDING OTHER SUITABLE DESIGNS TO PROTECT THE EXISTING SHEET PILED WALL AND SERVICES WHILST MAINTAINING A MINIMUM BERTH LENGTH OF 220m.

REV	DATE	REVISION DESCRIPTION	DRN	VER
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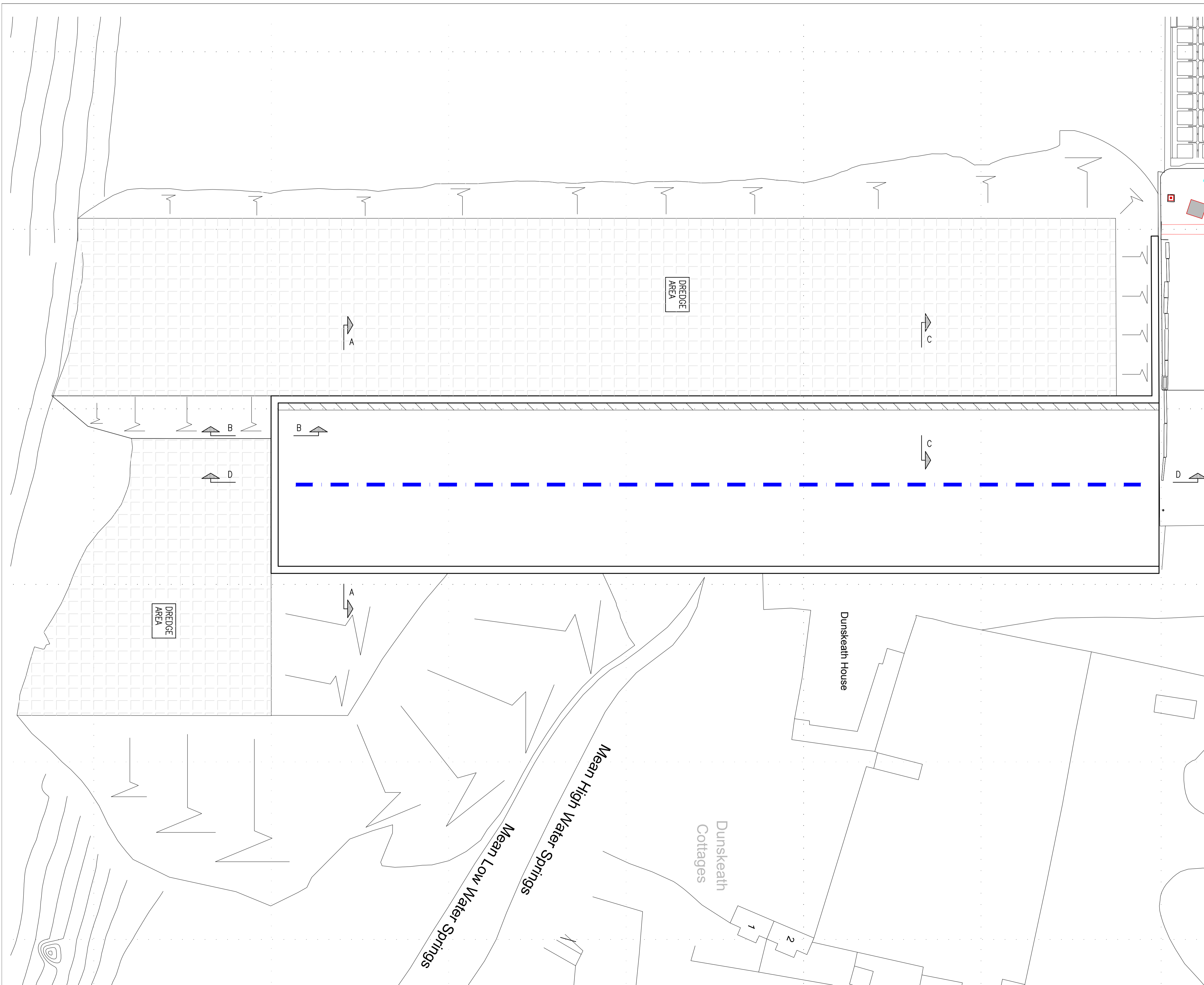
PROJECT : **NIGG** NIGG EAST QUAY DEVELOPMENT
ENERGY PARK

TITLE :
DEFINITION DRAWING
DREDGING AREAS

DRAWN : W.J.	DATE : 16.04.19	VERIFIED : M.S.	APPROVED : A.A.K.
SCALE : (A1) 1 : 1000		DRAWING STATUS : FOR TENDER	

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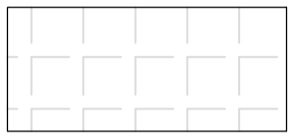
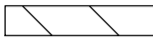

DRAWING No : 185062/016	REV : /
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NOTES

1. FOR ILLUSTRATIVE DETAILS OF SECTIONS A - A, B - B & C - C REFER TO DRAWING NUMBER 185062/021.
2. FOR ILLUSTRATIVE DETAILS OF SECTION D - D REFER TO DRAWING NUMBER 185062/022.
3. FOR ILLUSTRATIVE DETAILS OF PROTECTION OF EXISTING SHEET PILED WALL REFER TO DRAWING NUMBER 185062/023.
4. FOR ILLUSTRATIVE DETAILS OF DECK FURNITURE REFER TO DRAWING NUMBER 185062/024.

LEGEND

-  DENOTES DREDGING AREAS
-  DENOTES NOMINAL SERVICES STRIP
-  DENOTES LINE OF FRENCH DRAIN

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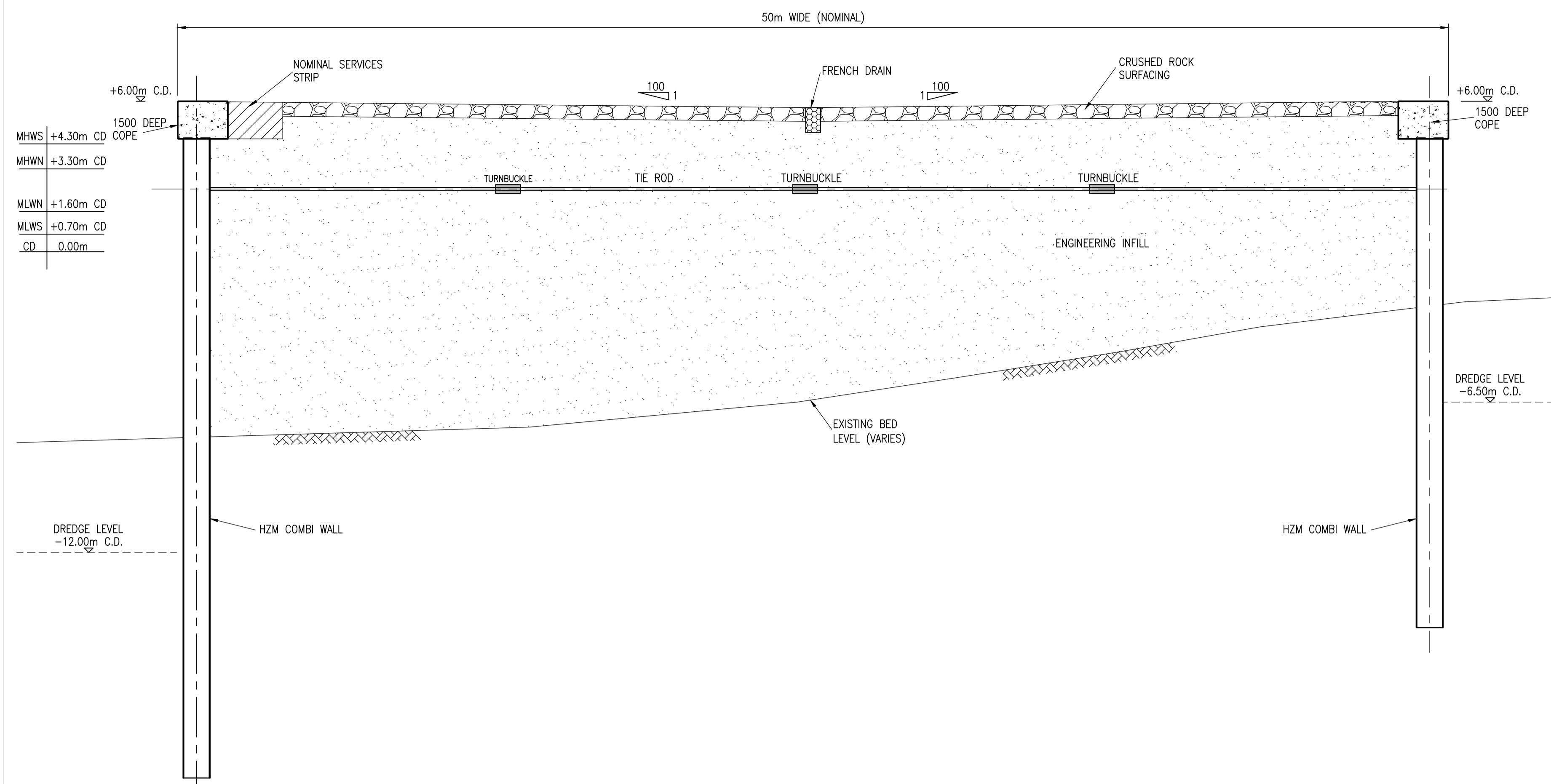
Offices in: Aberdeen, Dundee, Falkland Islands, Glasgow, Inverness, Lerwick, Southampton, Stranraer and Thurso

PROJECT : **NIGG** ENERGY PARK

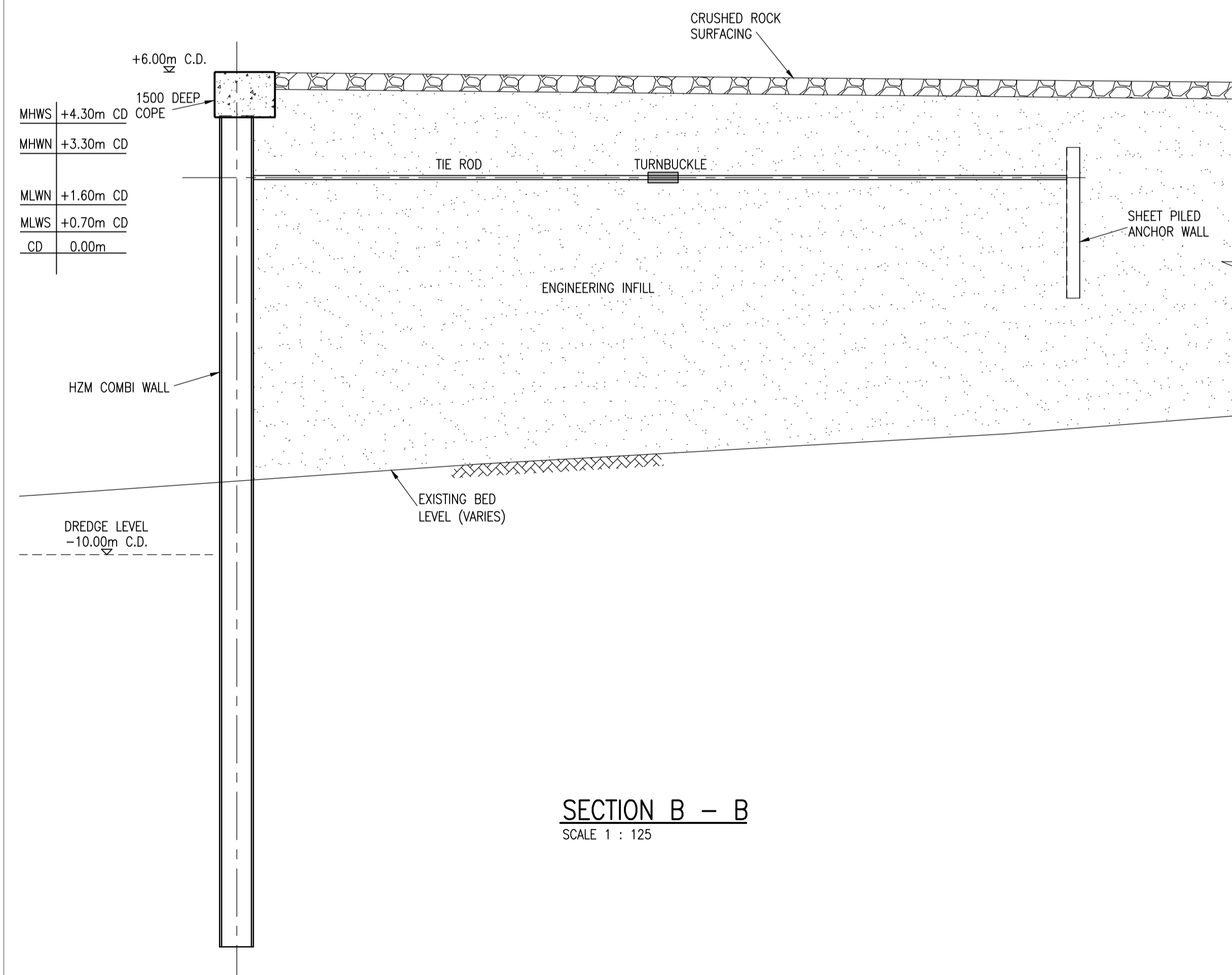
NIGG EAST QUAY DEVELOPMENT

TITLE :
**ILLUSTRATIVE DRAWING
GENERAL ARRANGEMENT**

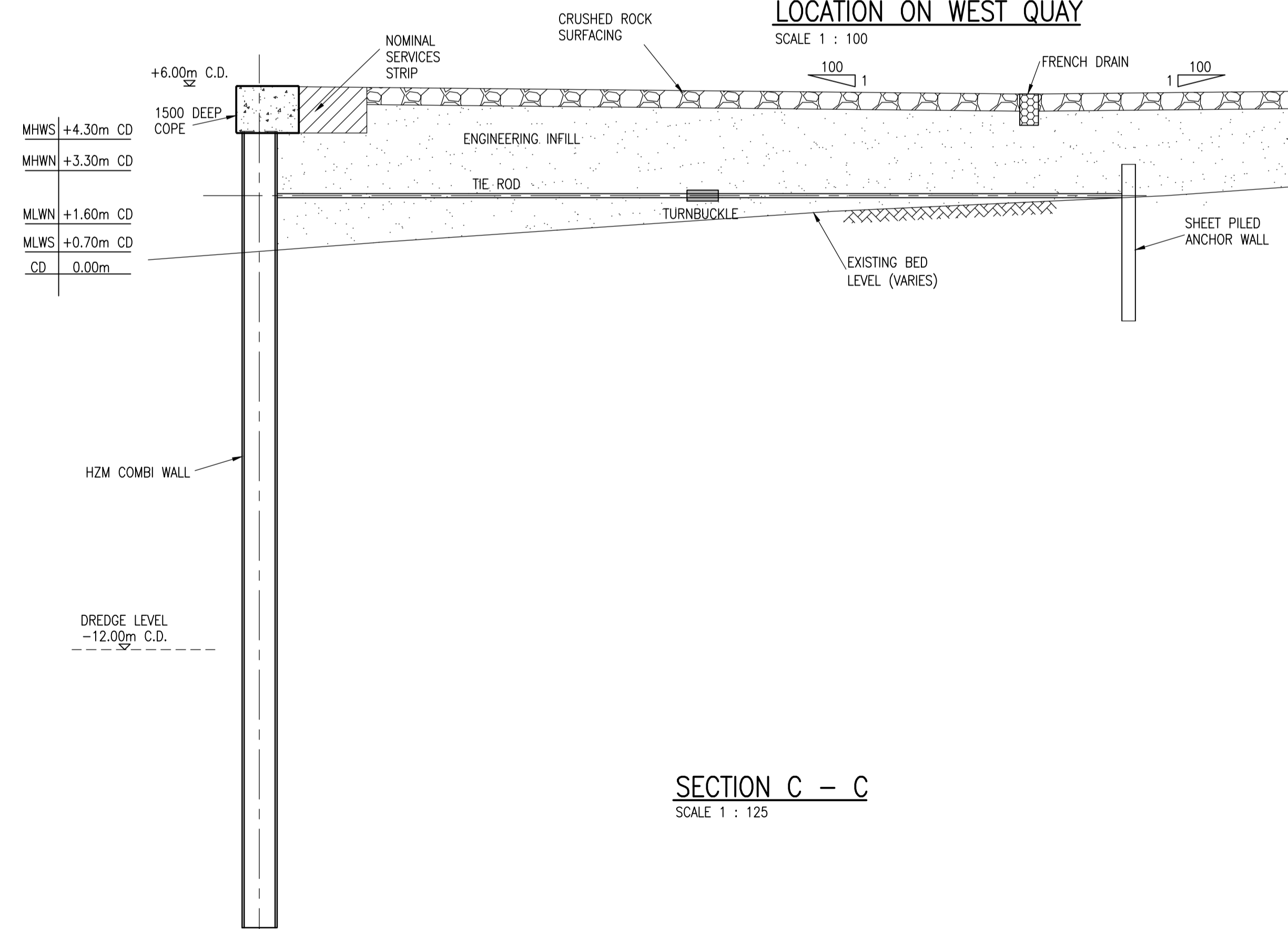
DRAWN : K.S.	DATE : 09.04.19	VERIFIED : M.S.	APPROVED : A.A.K.
SCALE : (A1) 1 : 500		DRAWING STATUS : FOR TENDER	



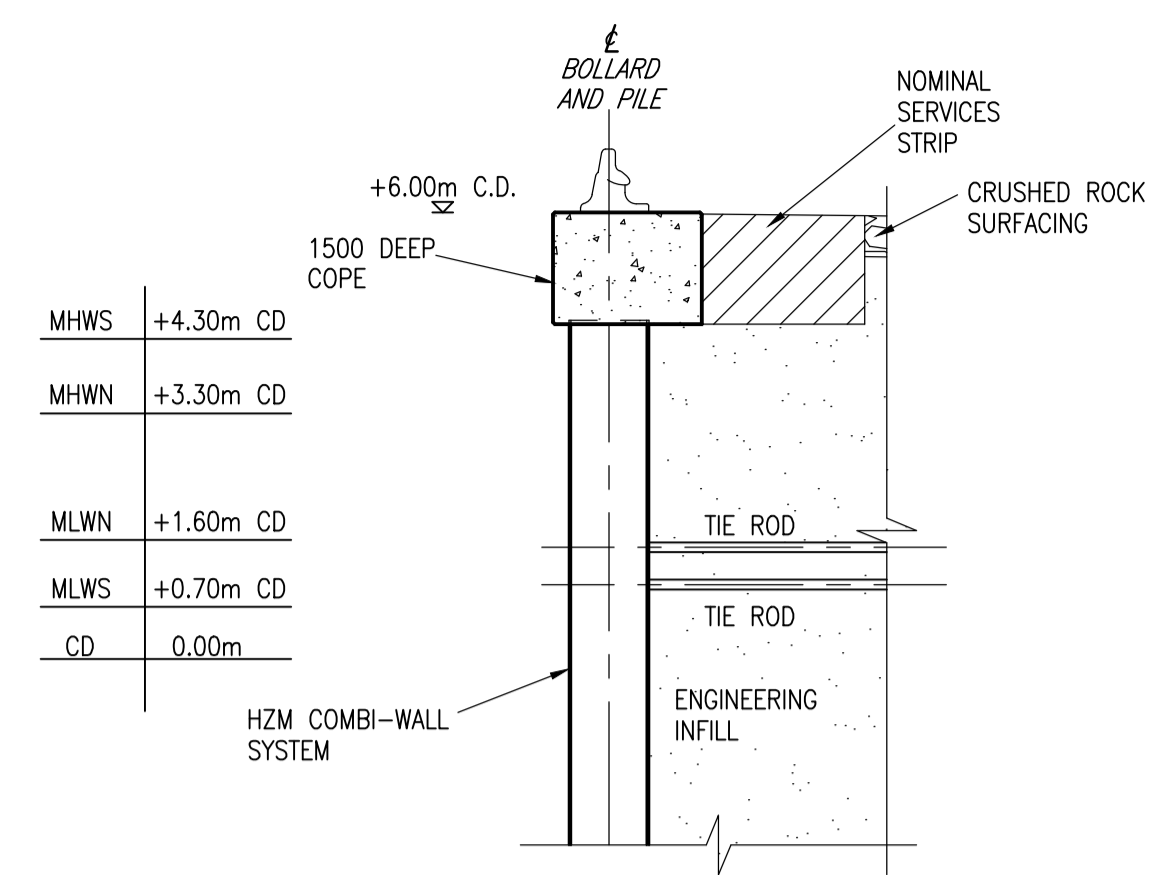
SECTION A - A
SCALE 1 : 125



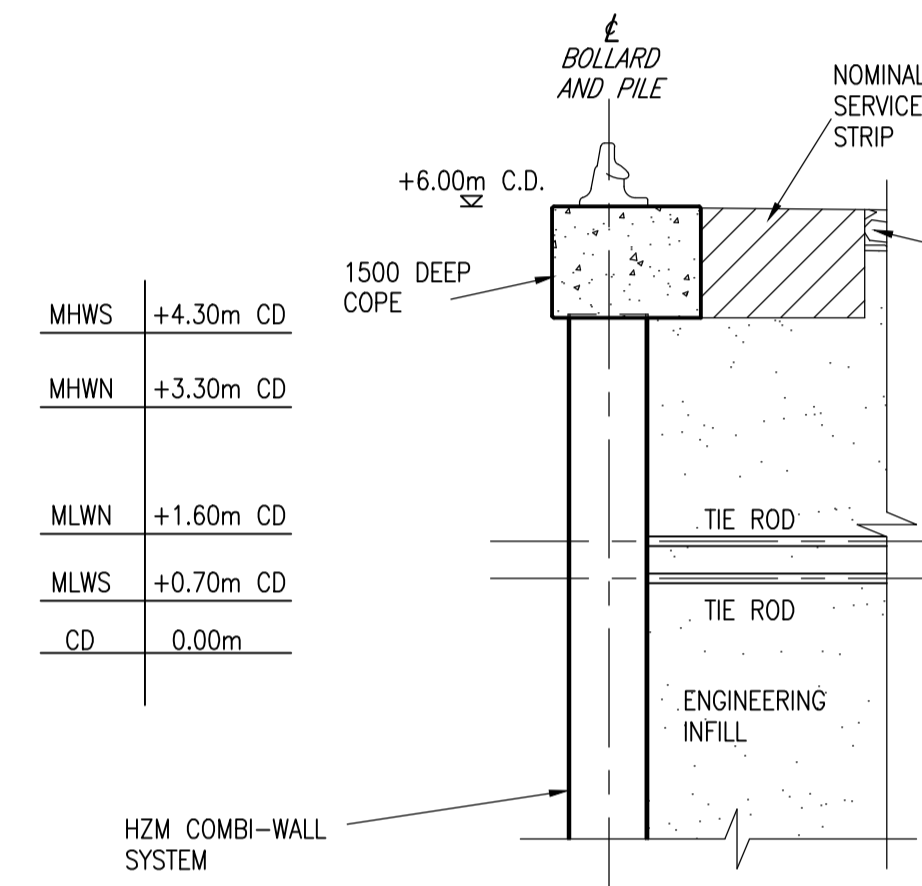
SECTION B - B
SCALE 1 : 125



SECTION C - C
SCALE 1 : 125

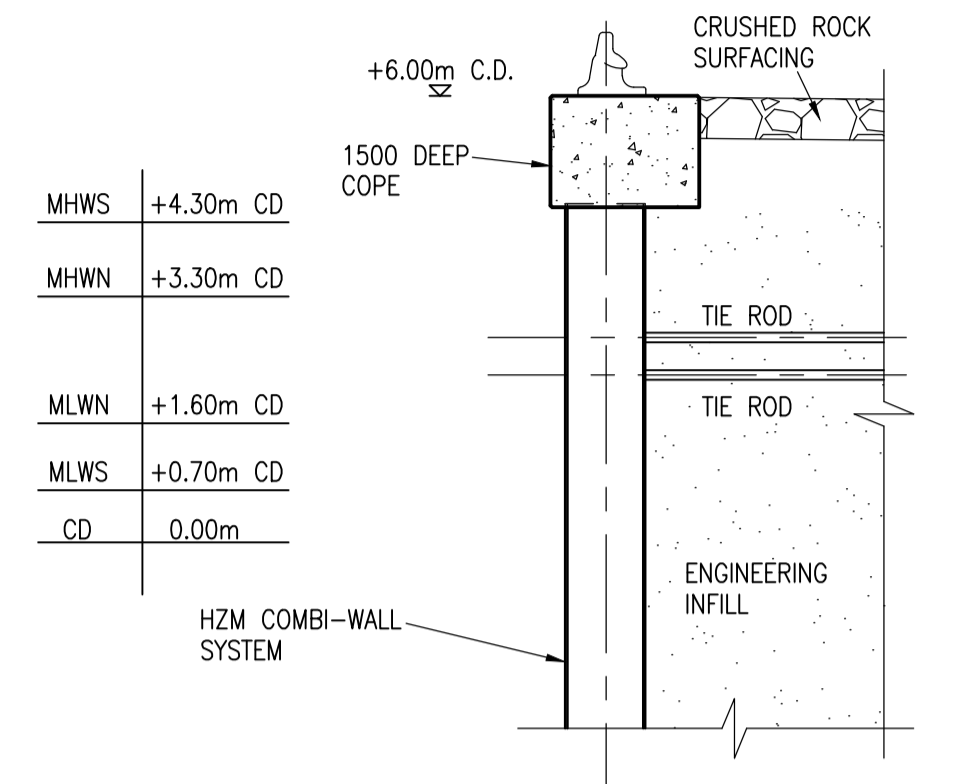


TYPICAL DETAIL AT 200t BOLLARD LOCATION
SCALE 1 : 100

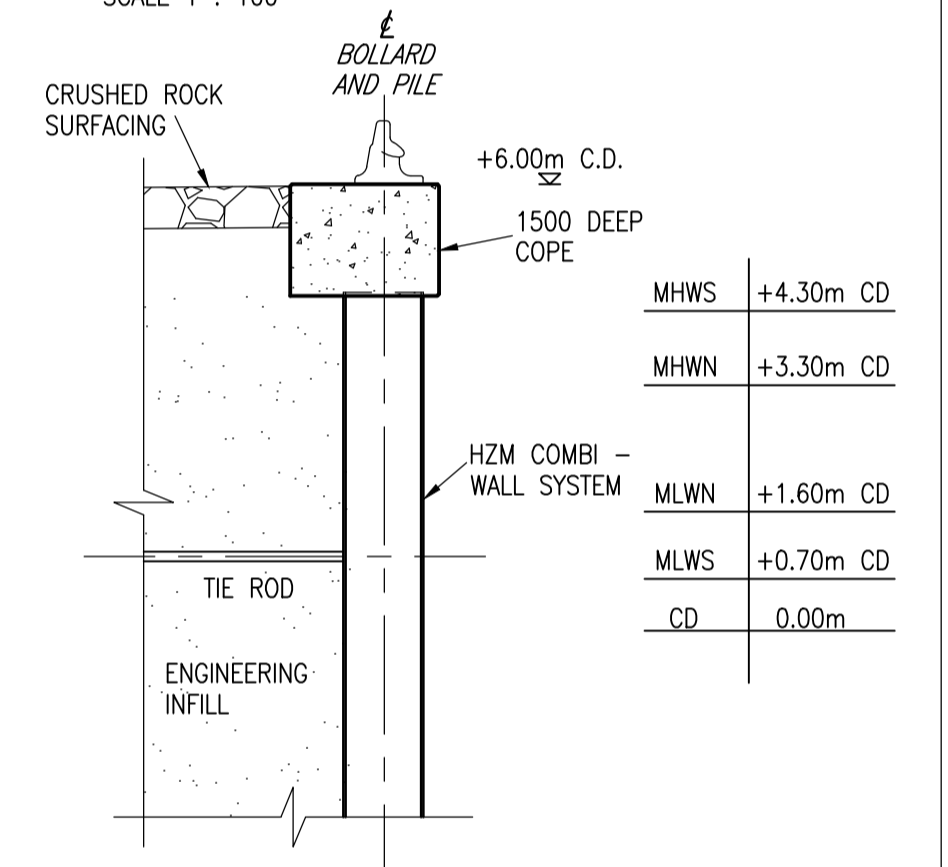


TYPICAL DETAIL AT 125t BOLLARD LOCATION ON WEST QUAY
SCALE 1 : 100

- NOTES**
1. ALL LEVELS IN METRES RELATIVE TO CHART DATUM.
 2. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.
 3. FOR LOCATION OF SECTIONS A - A, B - B & C - C REFER TO ILLUSTRATIVE DRAWING NUMBER 185062/020.
 4. FOR ILLUSTRATIVE DETAILS OF SECTION D - D REFER TO DRAWING NUMBER 185062/022.
 5. FOR ILLUSTRATIVE DETAILS OF PROTECTION OF EXISTING SHEET PILED WALL REFER TO DRAWING NUMBER 185062/023.
 6. FOR ILLUSTRATIVE DETAILS OF DECK FURNITURE REFER TO DRAWING NUMBER 185062/024.

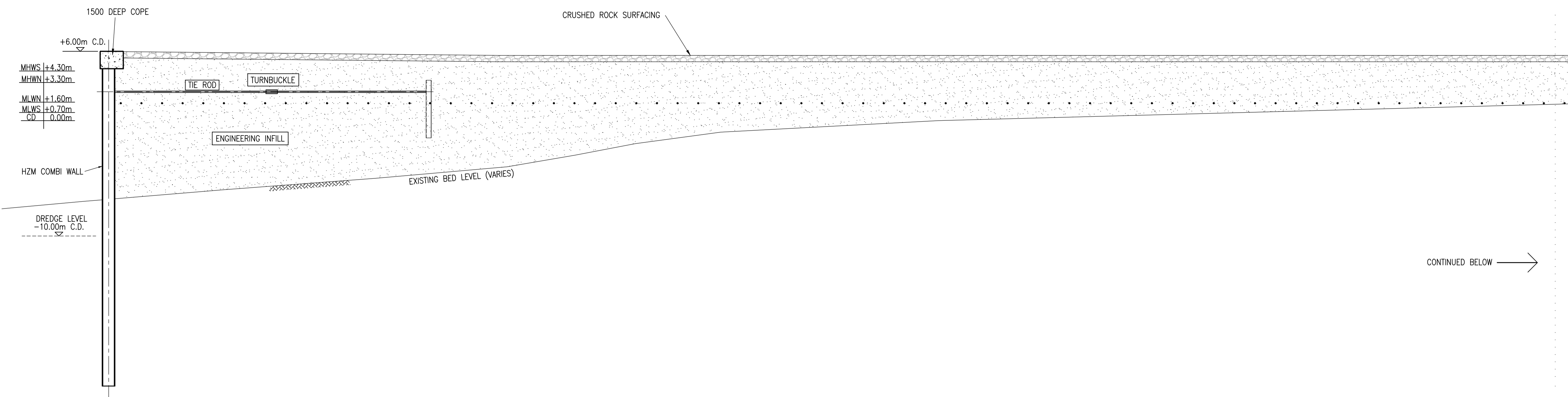


TYPICAL DETAIL AT 125t BOLLARD LOCATION ON SOUTH QUAY
SCALE 1 : 100



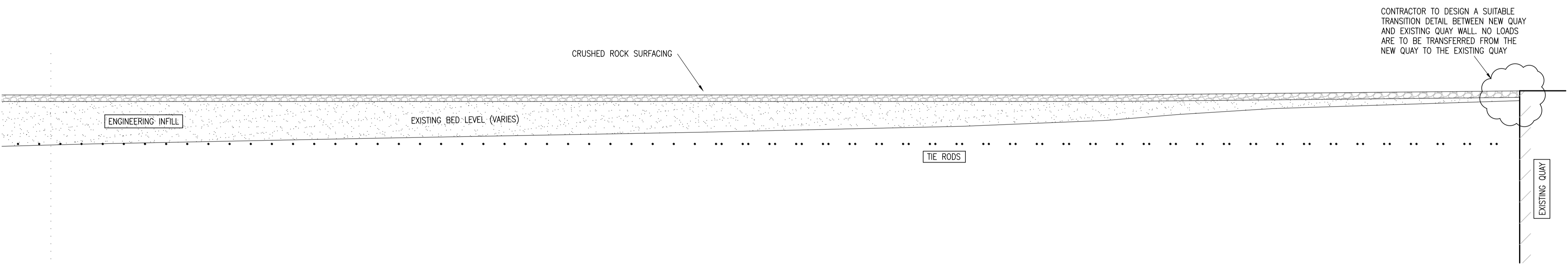
TYPICAL DETAIL AT 60t BOLLARD LOCATION
SCALE 1 : 100

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PROJECT :				
TITLE :				
ILLUSTRATIVE DRAWING CROSS SECTIONS AND DETAILS				
DRAWN :	DATE :	VERIFIED :	APPROVED :	
K.S.	10.04.19	M.S.	A.A.K.	
SCALE : (A1)		DRAWING STATUS :		
AS SHOWN		FOR TENDER		
DRAWING No :		185062/021		REV :
				/



LONGITUDINAL SECTION D-D
SCALE 1 : 200

CONTINUED BELOW →



LONGITUDINAL SECTION D-D
SCALE 1 : 200

← CONTINUED

NOTES

1. ALL LEVELS IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.
2. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.
3. FOR LOCATION OF SECTION D - D REFER TO ILLUSTRATIVE DRAWING NUMBER 185062/020.
4. FOR ILLUSTRATIVE DETAILS OF SECTIONS A - A, B - B & C - C REFER TO DRAWING NUMBER 185062/021.
5. FOR ILLUSTRATIVE DETAILS OF PROTECTION OF EXISTING SHEET PILED WALL REFER TO DRAWING NUMBER 185062/023.
6. FOR ILLUSTRATIVE DETAILS OF DECK FURNITURE REFER TO DRAWING NUMBER 185062/024.

LEGEND

- DENOTES ILLUSTRATIVE LOCATION OF TRANSVERSE TIE RODS

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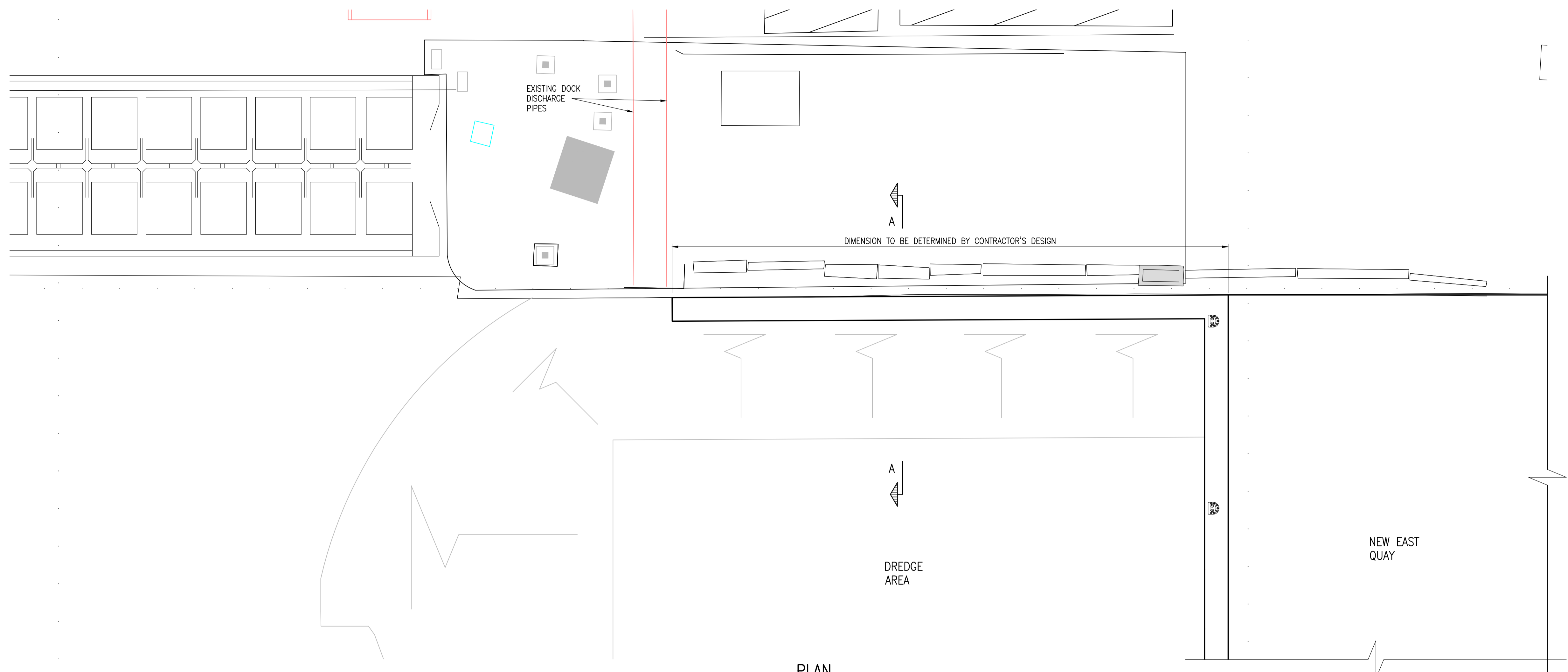
Offices in: Aberdeen, Dundee, Falkland Islands, Glasgow, Inverness, Lerwick, Southampton, Stranraer and Thurso

PROJECT : **NIGG** ENERGY PARK
NIGG EAST QUAY DEVELOPMENT

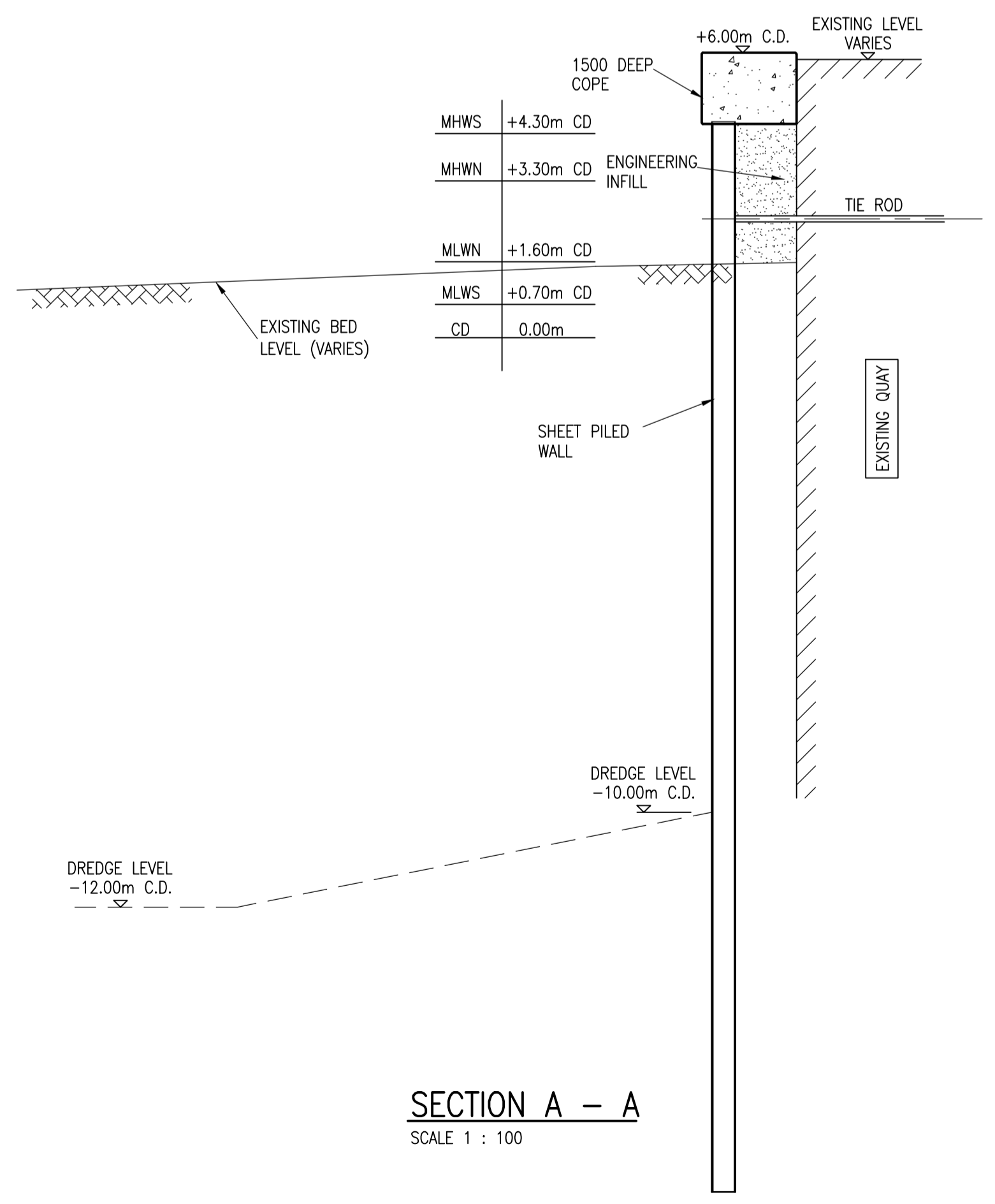
TITLE :
ILLUSTRATIVE DRAWING
LONGITUDINAL SECTION

DRAWN : K.S.	DATE : 10.04.19	VERIFIED : M.S.	APPROVED : A.A.K.
SCALE : (A1) AS SHOWN		DRAWING STATUS : FOR TENDER	

DO NOT SCALE	DRAWING No : 185062/022	REV : /
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PLAN
SCALE 1 : 200



SECTION A - A
SCALE 1 : 100

NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.
3. FOR DETAILS OF EXISTING SHEET PILED WALL REFER TO SITE INFORMATION.
4. FOR ILLUSTRATIVE GENERAL ARRANGEMENT REFER TO DRAWING NUMBER 185062/020.
5. FOR ILLUSTRATIVE DETAILS OF SECTIONS A - A, B - B & C - C REFER TO DRAWING NUMBER 185062/021.
6. FOR ILLUSTRATIVE DETAILS OF SECTION D - D REFER TO DRAWING NUMBER 185062/022.
7. FOR ILLUSTRATIVE DETAILS OF DECK FURNITURE REFER TO DRAWING NUMBER 185062/024.

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PROJECT : **NIGG** NIGG EAST QUAY DEVELOPMENT
ENERGY PARK

TITLE :
**ILLUSTRATIVE DRAWING
PROTECTION OF EXISTING SHEET PILED WALL**

DRAWN : W.J.	DATE : 25.04.19	VERIFIED : M.S.	APPROVED : A.A.K.
SCALE : (A1) AS SHOWN		DRAWING STATUS : FOR TENDER	

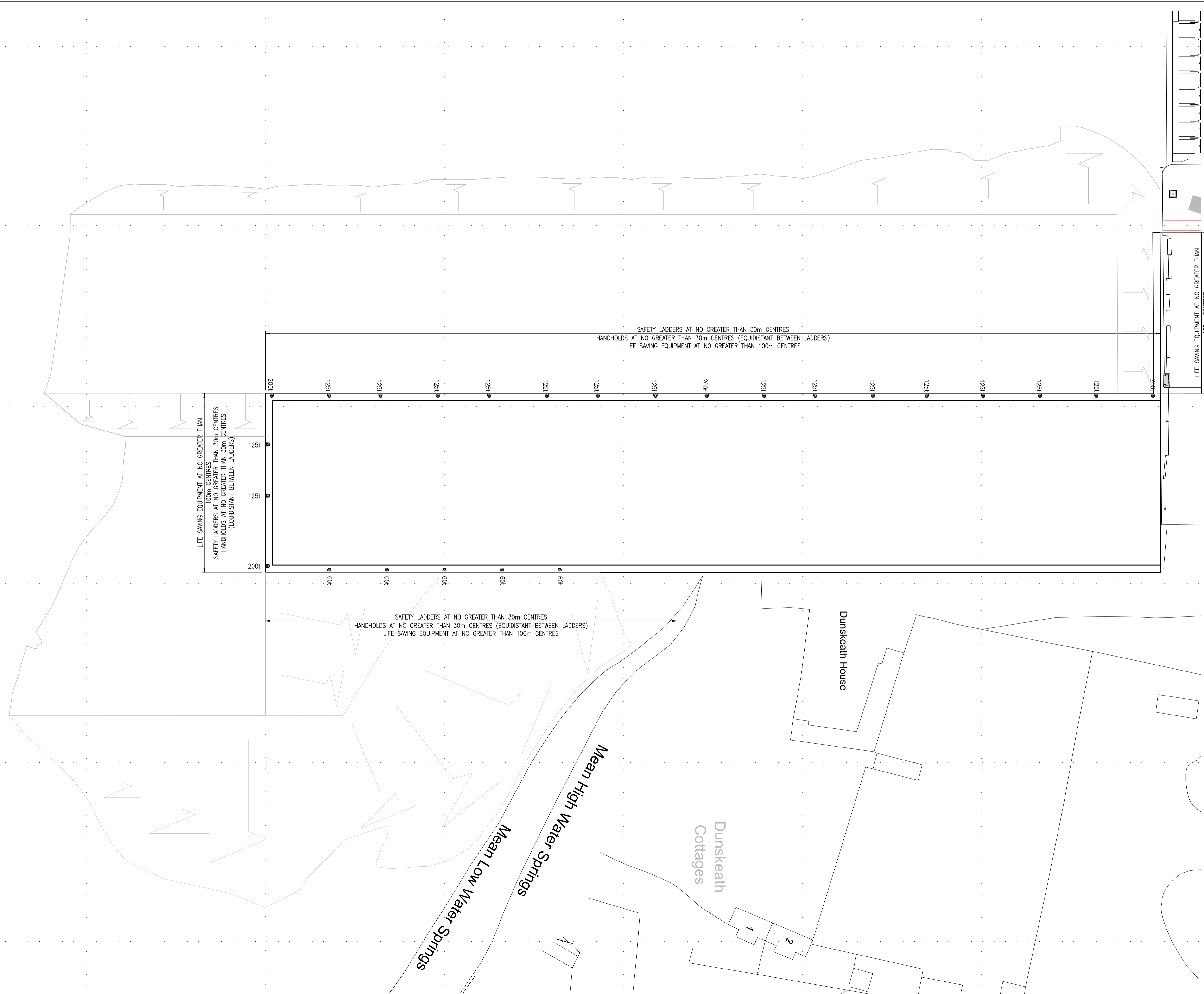
DO NOT SCALE	DRAWING No : 185062/023	REV : /
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NOTES

1. ALL BOLLARDS TO BE SPACED AT APPROX. 15m CENTRES.
4. FOR ILLUSTRATIVE GENERAL ARRANGEMENT REFER TO DRAWING NUMBER 185062/020.
5. FOR ILLUSTRATIVE DETAILS OF SECTIONS A - A, B - B & C - C REFER TO DRAWING NUMBER 185062/021.
6. FOR ILLUSTRATIVE DETAILS OF SECTION D - D REFER TO DRAWING NUMBER 185062/022.
7. FOR ILLUSTRATIVE DETAILS OF PROTECTION TO EXISTING SHEET PILED WALL REFER TO DRAWING NUMBER 185062/023.

LEGEND

- 200t 200t TWIN HORN BOLLARD
- 125t 125t TWIN HORN BOLLARD
- 60t 60t TWIN HORN BOLLARD



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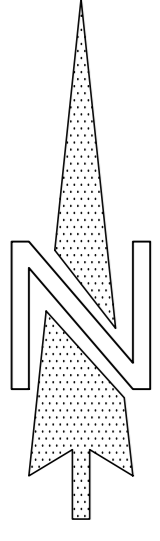
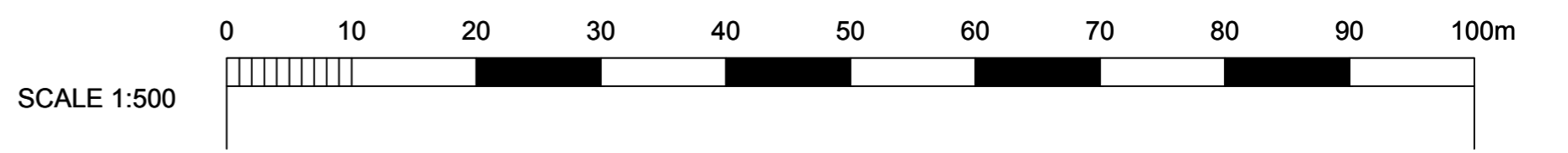
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PROJECT : **NIGG** ENERGY PARK
NIGG EAST QUAY DEVELOPMENT

TITLE :
**ILLUSTRATIVE DRAWING
DECK FURNITURE**

DRAWN : W.J.	DATE : 17.04.19	VERIFIED : M.S.	APPROVED : A.A.K.
SCALE : (A1) 1 : 500		DRAWING STATUS : FOR TENDER	

DRAWING No : 185062/024 REV : /

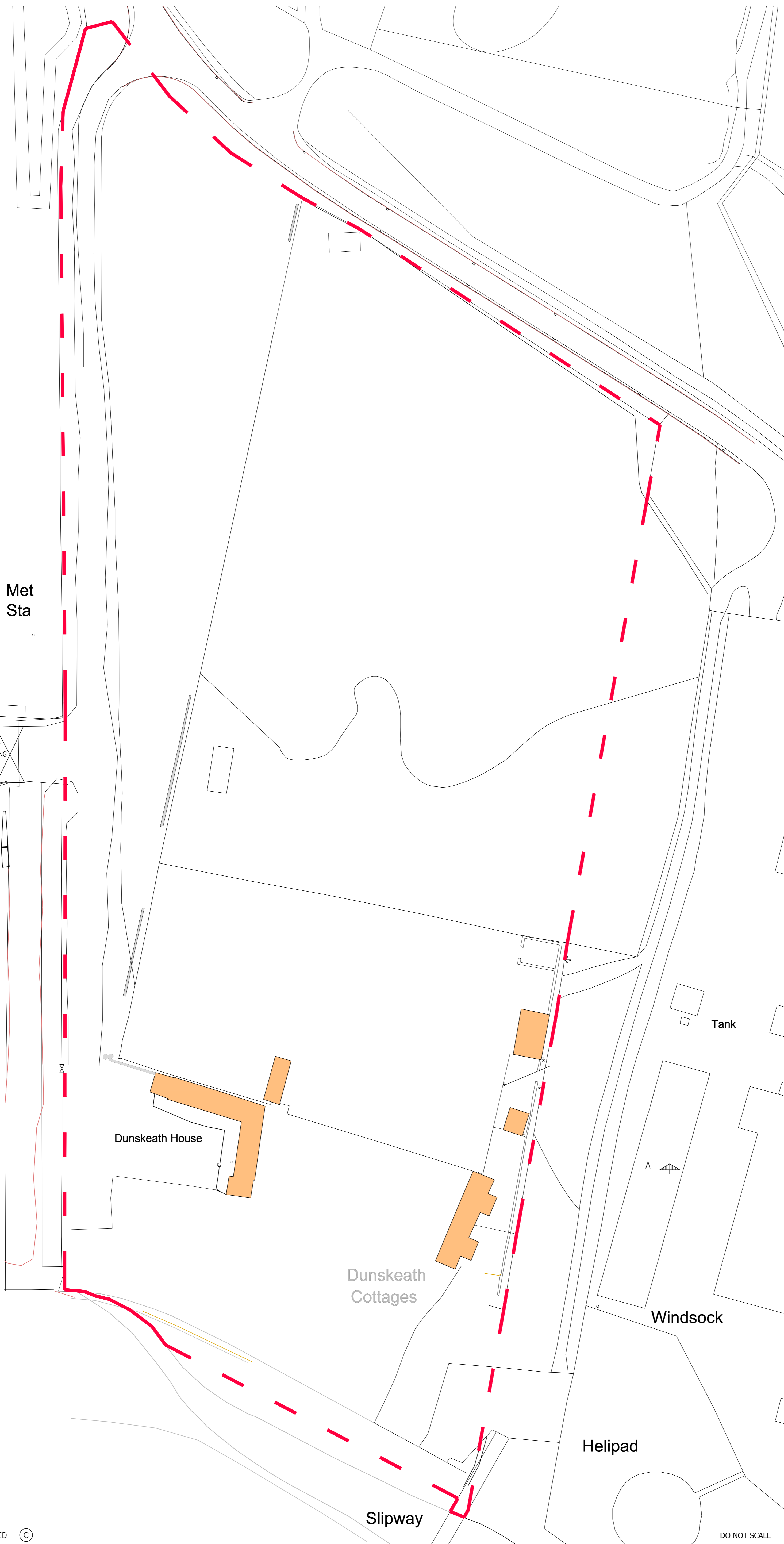


NOTES

1. ALL LEVELS ARE IN METRES AND RELATIVE TO CHART DATUM UNLESS OTHERWISE STATED.
2. FOR DETAILS OF SECTION A - A REFER TO DRAWING NUMBER 185062/042.



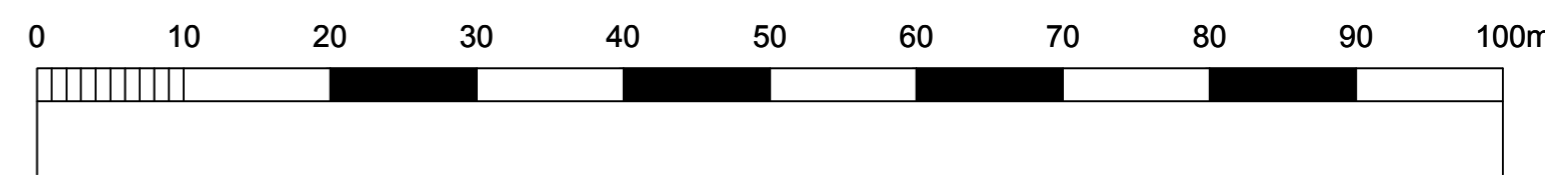
SITE BOUNDARY : 39178 Sq.M
 BUILDING DEMOLITION.



EXISTING ADJACENT SITE ACCESS RETAINED DURING CONSTRUCTION WORKS.





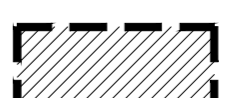
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PROJECT :		NIGG EAST QUAY DEVELOPMENT		
TITLE :		DUNSKETH LANDS ELEMENT EXISTING PLAN AND BUILDING DEMOLITIONS		
DRAWN :	DATE :	VERIFIED :	APPROVED :	
K.M.	20.05.19	M.S.	-	
SCALE : (A1)		DRAWING STATUS :		
1 : 500		INFORMATION		
DRAWING No :		185062/040		REV : /

SCALE 1:500

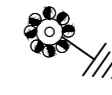
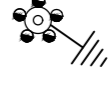


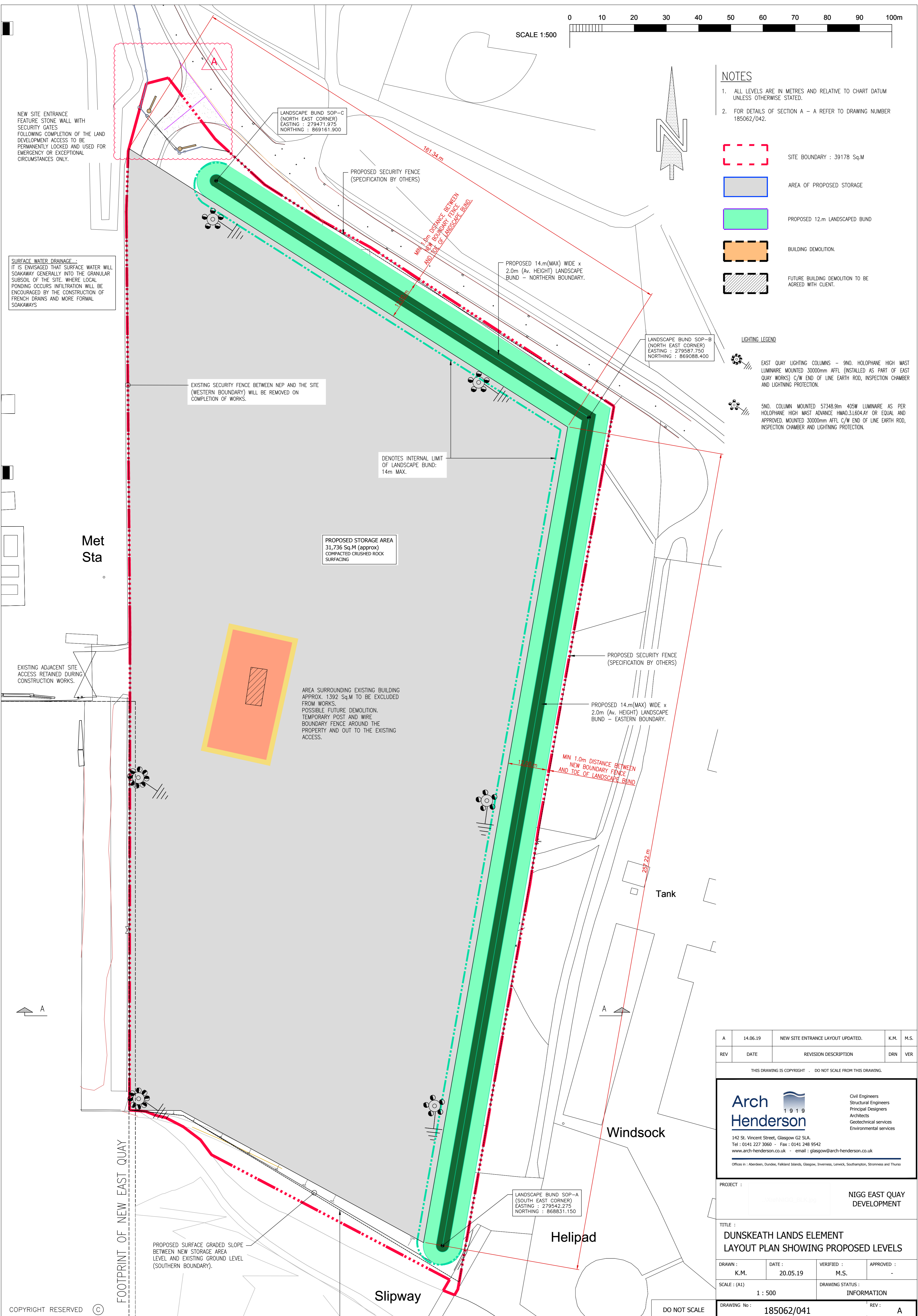
NOTES

1. ALL LEVELS ARE IN METRES AND RELATIVE TO CHART DATUM UNLESS OTHERWISE STATED.
2. FOR DETAILS OF SECTION A - A REFER TO DRAWING NUMBER 185062/042.

-  SITE BOUNDARY : 39178 Sq.M
-  AREA OF PROPOSED STORAGE
-  PROPOSED 12m LANDSCAPED BUND
-  BUILDING DEMOLITION.
-  FUTURE BUILDING DEMOLITION TO BE AGREED WITH CLIENT.

LIGHTING LEGEND

-  EAST QUAY LIGHTING COLUMNS - 9NO. HOLOPHANE HIGH MAST LUMINAIRE MOUNTED 30000mm AFFL (INSTALLED AS PART OF EAST QUAY WORKS) C/W END OF LINE EARTH ROD, INSPECTION CHAMBER AND LIGHTNING PROTECTION.
-  5NO. COLUMN MOUNTED 57348.9mm 405W LUMINAIRE AS PER HOLOPHANE HIGH MAST ADVANCE HMA0.3.1.604.AY OR EQUAL AND APPROVED. MOUNTED 30000mm AFFL C/W END OF LINE EARTH ROD, INSPECTION CHAMBER AND LIGHTNING PROTECTION.



NEW SITE ENTRANCE FEATURE STONE WALL WITH SECURITY GATES FOLLOWING COMPLETION OF THE LAND DEVELOPMENT ACCESS TO BE PERMANENTLY LOCKED AND USED FOR EMERGENCY OR EXCEPTIONAL CIRCUMSTANCES ONLY.

SURFACE WATER DRAINAGE...
IT IS ENVISAGED THAT SURFACE WATER WILL SOAKAWAY GENERALLY INTO THE GRANULAR SUBSOIL OF THE SITE. WHERE LOCAL PONDING OCCURS INFILTRATION WILL BE ENCOURAGED BY THE CONSTRUCTION OF FRENCH DRAINS AND MORE FORMAL SOAKAWAYS

EXISTING SECURITY FENCE BETWEEN NEP AND THE SITE (WESTERN BOUNDARY) WILL BE REMOVED ON COMPLETION OF WORKS.

DENOTES INTERNAL LIMIT OF LANDSCAPE BUND: 14m MAX.

PROPOSED STORAGE AREA 31,736 Sq.M (approx) COMPACTED CRUSHED ROCK SURFACING

AREA SURROUNDING EXISTING BUILDING APPROX. 1392 Sq.M TO BE EXCLUDED FROM WORKS. POSSIBLE FUTURE DEMOLITION. TEMPORARY POST AND WIRE BOUNDARY FENCE AROUND THE PROPERTY AND OUT TO THE EXISTING ACCESS.

PROPOSED SECURITY FENCE (SPECIFICATION BY OTHERS)

PROPOSED 14.m(MAX) WIDE x 2.0m (Av. HEIGHT) LANDSCAPE BUND - EASTERN BOUNDARY.

MIN 1.0m DISTANCE BETWEEN NEW BOUNDARY FENCE AND TOE OF LANDSCAPE BUND

Tank

Windsock

LANDSCAPE BUND SOP-A (SOUTH EAST CORNER) EASTING : 279542.275 NORTHING : 868831.150

Helipad

Slipway

PROPOSED SURFACE GRADED SLOPE BETWEEN NEW STORAGE AREA LEVEL AND EXISTING GROUND LEVEL (SOUTHERN BOUNDARY).

FOOTPRINT OF NEW EAST QUAY

Met Sta

EXISTING ADJACENT SITE ACCESS RETAINED DURING CONSTRUCTION WORKS.

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A	14.06.19	NEW SITE ENTRANCE LAYOUT UPDATED.	K.M.	M.S.

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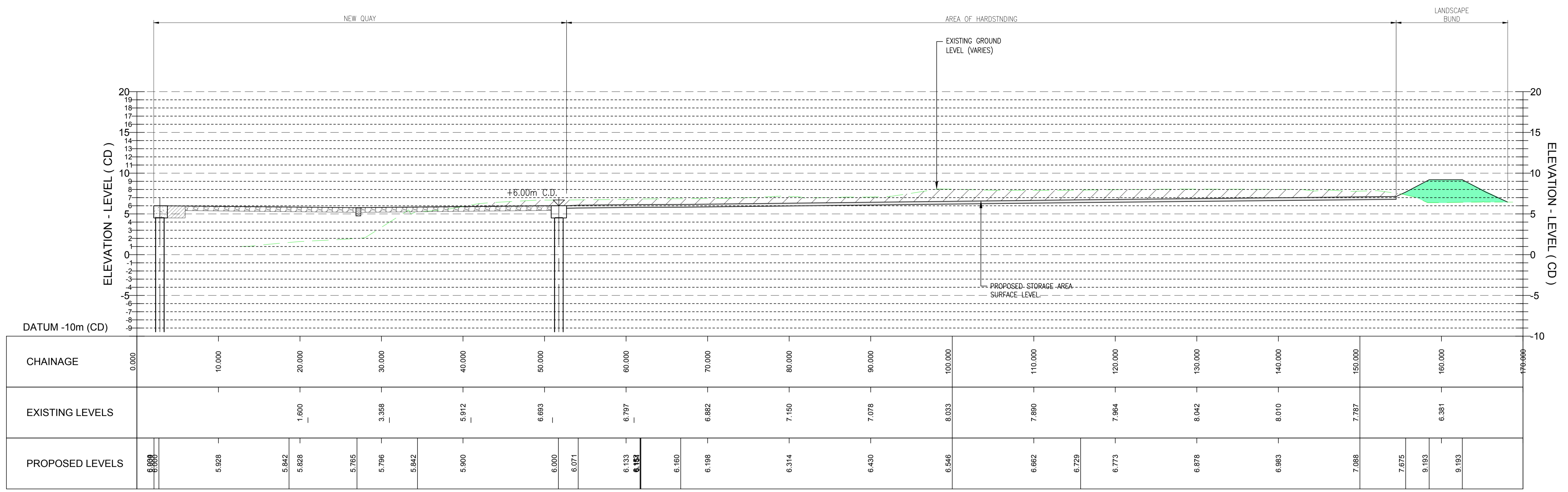
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PROJECT : NIGG EAST QUAY DEVELOPMENT

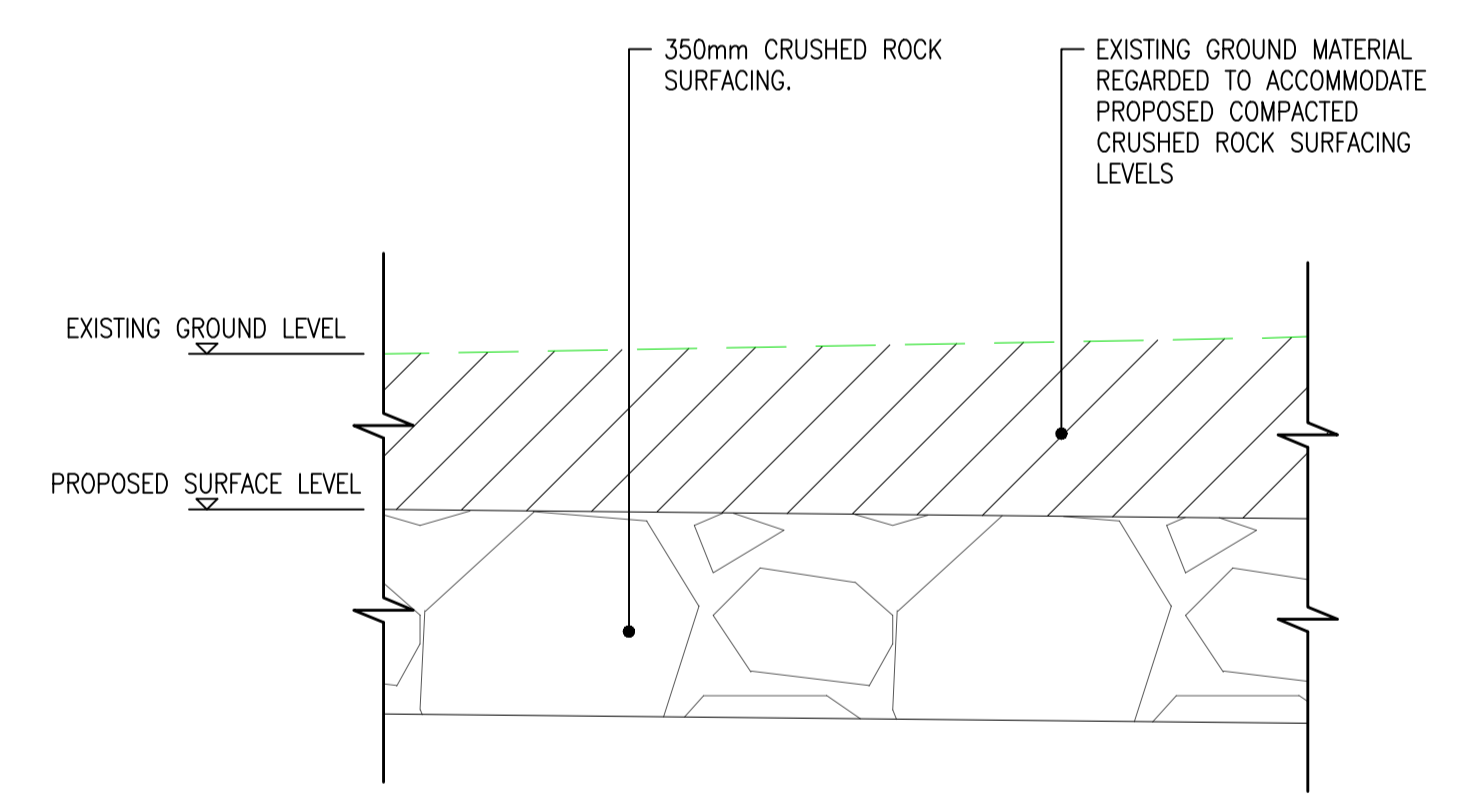
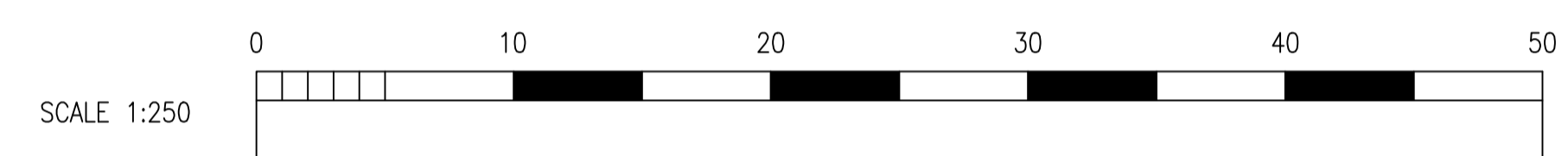
TITLE : DUNSKETH LANDS ELEMENT LAYOUT PLAN SHOWING PROPOSED LEVELS

DRAWN : K.M.	DATE : 20.05.19	VERIFIED : M.S.	APPROVED : -
SCALE : (A1) 1 : 500		DRAWING STATUS : INFORMATION	
DRAWING No : 185062/041			REV : A

DO NOT SCALE



SECTION A - A
SCALE 1 : 250



STORAGE AREA - SURFACING MAKE-UP
SCALE 1 : 20

- NOTES**
- ALL LEVELS ARE IN METRES AND RELATIVE TO CHART DATUM UNLESS OTHERWISE STATED.
 - FOR DETAILS OF EXISTING AND PROPOSED STORAGE AREA REFER TO DRAWING NUMBER 185062/041 AND 042.

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PROJECT : **NIGG** NIGG EAST QUAY DEVELOPMENT
ENERGY PARK

TITLE : **STORAGE AREA**
SITE CROSS SECTION AND DETAILS

DRAWN : K.M.	DATE : 20.05.19	VERIFIED : M.S.	APPROVED : -
SCALE : (A1) 1 : 500		DRAWING STATUS : INFORMATION	

DO NOT SCALE DRAWING No : 185062/042 REV : /

