

Agenda Item	<b>6.2</b>
Report No	<b>PLS-62-23</b>

## HIGHLAND COUNCIL

**Committee:** South Planning Applications Committee

**Date:** 22 November 2023

**Report Title:** 23/00499/MS: Ardersier Port Ltd  
Ardersier Port Approach, Ardersier, Inverness, IV2 7QX

**Report By:** Area Planning Manager – South

### Purpose/Executive Summary

**Description:** Approval of Matters Specified in Condition 4 of planning permission 18/04552/PIP for Phase 1a, new entrance gateway, security office, heritage centre and cafe (Use Class 3), access and associated infrastructure

**Ward:** 17 – Culloden and Ardersier

**Development category:** Major

**Reason referred to Committee:** Major Development

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.

### Recommendation

Members are asked to agree the recommendation to **APPROVE** the application as set out in section 11 of the report.

## 1. PROPOSED DEVELOPMENT

- 1.1 The application is submitted to address matters specified in Condition 4 of Planning Permission in Principle 18/04552/PIP granted by The Highland Council on 4 February 2019 in respect of the establishment of a port and port related services for energy related uses, including marine channel dredging, quay realignment, repair and maintenance, erection of offices, industrial and storage buildings, delivery and export of port related cargo and associated new road access, parking, infrastructure, services, temporary stockpiling of dredged material, re-grading and upfilling of landward areas and landscaping (renewal of planning permission 13/01689/PIP).
- 1.2 Condition 4 of the Planning Permission in Principle (PIP) requires a detailed masterplan, layout, siting, design and external appearance of all buildings or other structures within the development site. It also requires details of finishes site and building floor levels, sustainable design details including use of micro renewables, minimising water use, details of water connections and lighting. It also requires details of road layout, junction design, parking provision, as well as waste management. Importantly, the condition allows for these details to be applied for on a phased basis, with this application only relating to the enabling site access phase of the wider masterplan, entitled Phase 1a. Further matters specified in conditions are therefore to be applied for at a later date for each future phase of development across the site.
- 1.3 Phase 1a primarily relates to the update of the site's principal southern access road, and includes the following elements:
- heritage centre / café (use class 3), with a gross floor area of up to 300sqm, measuring 10m by 24m and 8.3m in height, with a 7.5m by 8m side entrance area with customer toilets;
  - security gatehouse, two weighbridges and associated barriers to control vehicle and pedestrian access into the site;
  - site entrance four arm roundabout junction with the B9092, replacing the existing four way crossing;
  - internal port pick up / drop off shuttle bus turning provision and shelter;
  - two new bus stops with laybys and shelters;
  - staff and visitor parking; and
  - footpath provision, landscaping, security fencing, lighting, and drainage.
- 1.4 Pre-Application Consultation: None
- 1.5 Supporting Information: Supporting Statement, Topographical Survey, Road Safety Audit, Parking Statement, Travel Plan, Tree Protection and Constraints Plan, and Drainage Impact Assessment.
- 1.6 Variations:
- amended roundabout junction design to accommodate alternative agricultural field access provision and increased footpath widths to 3m wherever achievable;
  - amended drainage design;
  - amended car parking layout and enlarged bike shelters;

- amended bus shelter design with glazing to have sight of oncoming vehicles; and
- provision of low-level site access and building lighting.

## **2. SITE DESCRIPTION**

- 2.1 The site is the former McDermott Fabrication Yard located approximately 7.5 km to the west of Nairn, 18 km northeast of Inverness and 3km northeast of Ardersier. Access to the site is gained via a dedicated 2.5 km long access road, which links to the B9092 to the south. The B9092 subsequently links with the A96, which is the main transport link between Inverness and Aberdeen.
- 2.2 The site extends to some 300 ha of land that was reclaimed from the foreshore in the 1970's for the fabrication and construction of off-shore platforms for use in the North Sea gas and oil industry. The spit, known as Whiteness Head, shelters a harbour that lies between the spit and the main part of the fabrication area of the site. The majority of the site was reclaimed using dredged sand that was levelled behind a steel pile retaining wall, at approximately 4.5m above ordnance datum.
- 2.3 The site is bounded by the Moray Firth to the north, an area of sand dunes and tidal mudflats to the west, Carse Wood to the south, and an undeveloped area of sand and mudflats, known as Carse of Delnies, to the east. To the southwest of the site is the Fort George live firing range owned by the Ministry of Defence.
- 2.4 Whiteness Head is designated a Site of Special Scientific Interest (SSSI) and forms part of the Inner Moray Firth Special Protection Area (SPA). It is also a Ramsar site. The Moray Firth Special Protection Area (SPA) bounds the site. The Moray Firth is designated as a Special Area of Conservation (SAC). The site also lies within the Sutors of Cromarty, Rosemarkie and Fort George Special Landscape Area (SLA).
- 2.5 The Moray Firth SAC is designated for its population of bottlenose dolphins with an additional qualifying interest of sub-tidal sand banks. The qualifying interests of the Inner Moray Firth SPA are principally common tern and ospreys breeding in summer and bar-tailed godwits in winter. It is also of international importance for waterfowl as well as being a wetland of international importance, which is the reason for its designation as a Ramsar site. The qualifying features of the Moray Firth SPA are the overwintering birds. Notable features of the Whiteness Head SSSI are its geomorphology, particularly the sand and shingle spit, inter-tidal systems of saltings, sand and mudflats.
- 2.6 The key feature of the Inner Moray Firth SLA is the visual interplay of land and sea particularly between the headlands at Chanonry Point/Fort George and the Sutor narrows at the head of the Cromarty Firth; the openings to the Inner Moray Firth and Cromarty Firth respectively.
- 2.7 Fort George is a Scheduled Ancient Monument and Category A listed building.
- 2.8 The submission relates to proposed Phase 1a of the site, which comprises the southern part of the existing access road and includes land required to upgrade the site access junction with the B9092.

### 3. PLANNING HISTORY

3.1	25.08.2005	Use of a former industrial building for storage (05/00185/FULIN)	Planning Permission Granted
3.2	02.11.2007	05/01294/OUTIN - Outline application for residential and leisure development including, housing, marina, boat yard, yacht club, visitors centre, nature conservation zones and hotel with supporting community facilities and sewage treatment plant	Planning Permission Granted
3.3	21.07.2008	07/01186/FULIN - Sewage pumping station and ancillary works	Planning Permission Granted
3.4	25.02.2013	12/04225/S42 - Vary condition 1 of planning permission 05/01294/OUTIN to extend the time limit of the consent	Planning Permission Granted
3.5	25.01.2013	12/04893/SCOP - Scoping Opinion for a port and port related services for energy related uses, including manufacture, construction, assembly, repair, maintenance, marine storage and decommissioning of renewables including turbines and their constituent parts; including marine channel dredging, quay realignment, repair and maintenance, offices, industrial and storage buildings and associated new road access, infrastructure, services, re-grading and upfilling of landward areas and landscaping.	Scoping Response Issued
3.6	09.04.2013	13/00682/S75M - Vary condition 1 of planning permission (05/01294/OUTIN) to extend time limit.	Grant section 75 (modify obligations)
3.7	30.01 2014	13/01689/PIP - Establish a port and port related services for energy related uses, including marine channel dredging, quay realignment, repair and maintenance, erection of offices, industrial and storage buildings and associated infrastructure, delivery and export of port related cargo, marine channel dredging, quay realignment, repair and maintenance, erection of offices, industrial and storage buildings and associated new road access, parking, infrastructure, services, temporary stockpiling of dredged material, re-grading and upfilling of landward areas and landscaping.	Planning Permission Granted
3.8	08.06.2018	18/01411/SCOP - Scoping Report to agree the scope of the Environmental Impact Assessment Report to accompany the application	Scoping

		submission for a renewal to planning permission in principle 13/01689/PIP.	Response Issued
3.9	04.02.2019	18/04552/PIP - Establish a port and port related services for energy related uses, including marine channel dredging, quay realignment, repair and maintenance, erection of offices, industrial and storage buildings, delivery and export of port related cargo and associated new road access, parking, infrastructure, services, temporary stockpiling of dredged material, re-grading and upfilling of landward areas and landscaping (Renewal of planning permission 13/01689/PIP)	Planning Permission Granted
3.10	06.03.2019	18/05998/MAR - MS-LOT Consult Licence: Ardersier Port Development - Capital Dredging and Construction works at Ardersier Port	Marine Licence Granted
3.11	24.04.2019	19/01132/SCOP - Residential and leisure development	Scoping Response Issued
3.12	10.12.2019	19/04622/PAN - Renewal of planning permission in principle application reference 12/04255/S42 (original application reference number 05/01294/OUTIN) for residential and leisure development including housing, marina, boat yard, yacht club, visitors centre, nature conservation zones and hotel with supporting community facilities and sewage treatment plant.	Case Reported to Committee
3.13	19.08.2022	22/02821/MAR - 2 Spans of 33kV Overhead Line	Permission Granted
3.14	16.02.2023	20/00484/PIP - Mixed use masterplan for residential and leisure development including housing, marina, boat yacht club, visitor centre, nature conservation zones and hotel with supporting community facilities and sewage treatment plant (Renewal of Planning Permission in Principle 12/04225/S42 and 05/01294/OUTIN)	Planning Application Withdrawn
3.15	17 June 2023	22/02821/MAR - MS-LOT consult screen - proposed variation of Ardersier Port	EIA Screening Opinion (EIA Not Required)

#### **4. PUBLIC PARTICIPATION**

- 4.1 Advertised: Inverness Courier due to unknown neighbour / schedule 3 development  
Date Advertised: 03.03.2023

Representation deadline: 17.03.2023

Timeous representations: 2 (Neutral)

Late representations: 0

4.2 Material considerations raised are summarised as follows:

- a) support the redevelopment of the port and significant economic benefits both locally and for the renewable energy sector;
- b) concern over the potential to un-adopt the U2218 which links the site with the A96;
- c) concern over the removal of agricultural field access: 1) south east of the proposed roundabout, with this serving a digestate fertiliser lagoon; and 2) along the existing port access road to adjacent land; and
- d) limited provision for public access across the port site and its access road, with further consideration to be given to the aspiration to create a coastal trail between Inverness and Nairn.

4.3 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](http://www.wam.highland.gov.uk/wam).

## 5. CONSULTATIONS

5.1 **Access Officer** objects to the application. Reiterates the requirement for an Access Management Plan (AMP) to be submitted and approved by the Planning Authority prior to development commencement. Considers the proposal is prejudicial to the AMP as public access will not have been safeguarded or maximised, with this being contrary to Highland wide Local Development Plan Policies 77 Public Access and 78 Long Distance Routes, as well as the associated Green Networks Supplementary Guidance.

5.2 **Contaminated Land Team** do not object to the application. The proposed development is distant from the former construction yard.

5.3 **Environmental Health Officer** does not object to the application and has no further comment.

5.4 **Flood Risk Management Team** do not object to the application. Drainage from roofs and parking areas will be to infiltration features under permeable parking bays which will be privately owned and maintained. Calculations in the Drainage Impact Assessment appear to be corrupted and so have not been reviewed. Road drainage details require to be reviewed at the Road Construction Consent Stage, and therefore we are content for Condition 4 to be satisfied for Phase 1a. Advises that full drainage details required by Condition 5.

5.5 **Forestry Officer** does not object to the application. Notes the presence of individual trees either side of the existing road access within the application site boundary and further to the receipt of a subsequent tree constraints plan and tree protection plan is satisfied that these will be safeguarded from construction activity.

- 5.6 **Historic Environment Team** do not object to the application. The building designs are good quality and appropriate, albeit that the building's sustainable design details are limited within the submission.
- 5.7 **Transport Planning Team** do not object to the application. Its previous objection has been withdrawn. Welcomes the applicant having undertaken a Road Safety Audit for the proposed junction, with all outstanding matters capable of being addressed through Road Construction Consent detailed design process. Advises that all footpaths into the site have been widened to 3m where achievable. Advises that the level of parking provision and waste management arrangement by private collection is appropriate. Several technical concerns are however raised with the drainage design set out within the updated Drainage Impact Assessment, highlighting that infiltration rates were found to be low, resulting in the need for the proposed drainage scheme to be amended further with the provision of additional flood water storage. Whilst a number of points are raised, there appear to be opportunities to make reasonable adjustments to establish a workable scheme for the proposed roundabout junction. There appears to be solutions that can be implemented within the land available.
- 5.8 **Transport Scotland** do not object to the application. Does not advise against the grant of permission.

## **6. DEVELOPMENT PLAN POLICY**

- 6.1 National Planning Framework 4 (NPF4) was adopted on 13 February 2023. The policies within it form part of the Development Plan and are material to the consideration of the application, alongside the Highland-wide, and Inner Moray Firth Local Development Plans and should, where there is conflict between policies, be afforded greater weight in decision making given that it is the most recent statement of planning policy.
- 6.2 The following policies are relevant to the assessment of the application.

### **National Planning Framework 4**

- 6.3
- 1 – Climate and nature
  - 2 – Climate mitigation and adaptation
  - 3 – Biodiversity
  - 4 – Natural places
  - 5 – Soils
  - 6 – Forestry, woodland and trees
  - 9 – Brownfield, vacant and derelict land and empty buildings
  - 10 – Coastal development
  - 13 – Sustainable transport
  - 14 – Design, quality and place
  - 15 – Local living
  - 18 – Infrastructure first
  - 19 – Heat and cooling
  - 20 – Blue and green infrastructure
  - 21 – Play, recreation and sport

- 22 – Flood risk and water management
- 23 – Health and Safety
- 25 – Community wealth building
- 26 – Business and industry
- 27 – City, town, local and commercial centres
- 29 – Rural development

### **Highland Wide Local Development Plan 2012**

- 6.4 9 - A96 Phasing and Infrastructure
- 14 - Whiteness
- 28 - Sustainable Design
- 29 - Design Quality and Place-making
- 30 - Physical Constraints
- 36 - Development in the Wider Countryside
- 41 - Business and Industrial Land
- 42 - Previously Used Land
- 51 - Trees and Development
- 55 - Peat and Soils
- 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
- 74 - Green Networks
- 77 - Public Access
- 78 - Long Distance Routes

### **Inner Moray Firth Local Development Plan (2015)**

- 6.5 The site is allocated in the IMFLDP as Strategic Employment Site. The site allocation WH1: Whiteness is for Industry use (renewables, innovation, manufacturing and maintenance hub). Developer requirements include the preparation of a master plan / development brief which must address: phasing, scale of development, transport and travel, contamination, species, habitats and other heritage issues, water environment (inc. flood risk, waste water treatment, surface water drainage pollution), air quality and geomorphology. The developer requirements also state no adverse impacts on the integrity of the Moray Firth SAC and Inner Moray Firth SPA and Ramsar via adherence to a number of construction and operational mitigation measures specified within the IMFLDP. Other relevant IMFLDP Policies include:
  - 1 - Promoting and Protecting City and Town Centres
  - 2 - Delivering Development
  - 4 - Water and Waste Water Infrastructure in the Inverness to Nairn Growth Area



## **Highland Council Supplementary Planning Policy Guidance)**

- 6.5 Flood Risk and Drainage Impact Assessment (Jan 2013)
- Green Networks (Jan 2013)
- Managing Waste in New Developments (March 2013)
- Physical Constraints (March 2013)
- Sustainable Design Guide (Jan 2013)
- Trees, Woodlands and Development (Jan 2013)

## **7. OTHER MATERIAL POLICY CONSIDERATIONS**

### **Inner Moray Firth 2 Proposed Local Development Plan 2023**

- 7.1
  - 1 – Low Carbon Development
  - 2 – Nature Protection, Preservation and Enhancement
  - 3 – Water and Waste Water Infrastructure Impacts
  - 5 – Green Networks
  - 6 – Town Centre First
  - 7 – Industrial Land
  - 8 – Placemaking
  - 14 – Transport

### **Other Scottish Government Policy and Guidance**

- 7.2 None

## **8. PLANNING APPRAISAL**

- 8.1 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. 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.

### **Determining Issues**

- 8.2 The principle of the development has been established through the previous permission, as has the way in which the development will be accessed. This submission seeks to approve matters specified in conditions of the planning permission in principle. In order to address the determining issues therefore, Committee must consider the extent to which the proposal continue to comply with Development Plan policy, the provisions of the conditions attached to the planning permission in principle and take into consideration any other material considerations.

### **Condition 4 (Phase 1a)**

- 8.3 Condition 4 requires various elements of the proposed development to be set out on a phased basis. For clarity this submission constitutes the first of many submissions required to be made under Condition 4 with Phase 1a, forming an initial sub-component of Phase 1 only. Each aspect of Condition 4 and the application details submitted are appraised below.

**a) a detailed Master Plan using the principles set out in the Indicative Master Plan and Environmental Impact Assessment Report**

8.4 The enabling works Phase 1a includes details of the intended future phased development of the port. This is indicative at this stage and will evolve over time as business interest comes forward post the re-development of the quay which is due to be constricted imminently, with this aspect and the associated sand dredging being controlled by marine licence. The phasing order and range of potential land uses set out within the submission and the masterplan Dwg No. 602515-65 Rev 3 is proposed as follows:

Phase 1 - Main Road

Phase 2 - Sand Processing Plant

Phase 3 - Oil and Gas Rig Decommissioning Zone

Phase 4 - Industrial Zone / Energy Hub (Hydrogen plant / storage / substation )

Phase 5 - Wind Logistics

Phase 6 - Floating Wind Production

Phase 7 - Industrial Zone (DC)

Phase 8 – Manufacturing Steel Mill

8.5 All of the above intended land uses are broadly in accordance with the description development for the planning permission in principle 18/04552/PIP, the original masterplan and EIAR, with the intended phasing being logical and can be supported.

8.6 The submission relates to Phase 1a only and this sub-phase is also anticipated to be built out in two stages, with the development of the heritage centre and its parking provision on the eastern side of the upgraded port access road (shaded grey on Proposed – Site Plan, Dwg No. 2023-01-MRH-024 Rev C – KHS) anticipated to be built out as part of a later stage once the other aspects of the proposals for Phase 1a have been built out. This staged approach is acceptable with the heritage centre / café therefore being delivered once emerging plans for the wider re-development of the port have been further advanced and workforce numbers have increased. The addition of a heritage centre / café is considered a complementary ancillary addition; its scale and intended function would not have any adverse effect on the vitality or viability of any nearby settlement.

**b) the siting, design and external appearance of all buildings and other structures;**

8.7 The siting and layout of the proposed site access buildings are logical, with the heritage centre / café providing a sense of arrival and gateway into the port. The decision to locate the gatehouse close to the B9092 ensures that the road down towards the port is secure and that personnel and vehicles approaching the port are checked at the earliest possible opportunity ahead of reaching port related building and operations. The siting of the public facing heritage building at the front of the site provides a welcoming entrance with this providing meeting space, as well as public exhibition space. Care has been taken in the design of all buildings and structures, utilising high quality traditional materials and finishes, with extensive use of natural

slate for roofs, stone walling and attractive aluminium clad windows and doors throughout. The gable of the heritage centre fronting the roundabout would almost entirely glazed to showcase the exhibition space and provide a commercial frontage for the high vaulted café. The other ancillary structures such as entrance stone walling, bike stores and bus shelters are of an equivalent design standard, following the same colour pallet and range of materials. Exceptions to this include the 3m high green security mesh fencing located either side of the port access road, the connecting site entrance gates and three 6m high white flagpoles, with these ancillary elements being suitable given the site's context.

- 8.8 The design also incorporates both hard and soft landscaping, with extensive use of Caithness slabbing for the entrance paths, 1m high entrance stone walling, granite cobbles for the raised table top crossing within the site and permeable paving for the parking areas. The landscaping details are also appropriate comprising a combination of shrub planting, individual signature trees, hedgerow and a combination of beach and native grasses, with all existing trees within the site to be safeguarded and retained.

#### **c) details of finished site and floor levels**

- 8.9 The existing site levels have been subject to topographical survey to inform the new road junction design, formation levels and site drainage. Site levels will continue to fall slightly from south to north towards the port, with Phase 1a not being subject to any mapped flood risk and no significant change in site levels proposed.

#### **d) details of sustainable design considerations including possible use of solar gain design, solar energy use, grey water recycling and rain water harvesting, external lighting to minimise sky glow, and energy conservation generally;**

- 8.10 The use of photovoltaics has been incorporated within the design of the roof for the heritage centre, with the building's extensive glazed gable being south facing for solar gain, with the incorporation of roof lights and external vertical louvers. Three solar 'smartflowers' are also proposed along the access road as iconic entrance features. Low level lighting has also been incorporated along the sections of the site entrance roadside walling and parking areas, with additional lighting requirements for the roundabout to be considered through Road Construction Consent. The development also incorporated sustainable drainage, with the Drainage Impact Assessment specifying the use of open swales, filter drains, and use of permeable paving. The drainage design for the road infrastructure is however not agreed at this stage, with further amendments and refinement being required through the Road Construction Consent, with a revised drainage design also requiring to be submitted for the satisfaction of pre-development commencement Planning Permission in Principle 18/04552/PIP Condition 5.

#### **e) the layout of the site**

- 8.11 The layout for the site is well considered, with a clear division of public and private space. Public access has also been afforded between the heritage centre / café and from Carse Wood located to the west by way of a perimeter 3m wide footpath, as well as to the Cawdor Estate agricultural land further to the east. Whilst the Council's Access Officer has raised concerns with the port access road being fenced

off precluding public access, this is considered reasonable given the anticipated level of future port related traffic, with scope remaining for a coastal trail between Inverness and Nairn to be via a short diversion to and from the port entrance and heritage centre / café.

**f) road layout including the road hierarchy, junction layouts and design**

- 8.12 Phase 1a proposes a new roundabout at the site entrance which would replace the existing four way crossing. The proposed upgraded site access onto the B9092 in the form of a roundabout is as per the requirements specified in PIP Condition 10 part ii). Part i) of this condition also requires a second new roundabout to be introduced on the A96 to serve the site, with this other roundabout being the subject of a separate submission and ongoing dialogue with Transport Scotland.
- 8.13 For Phase 1a, although the final geometry and specification of the proposed new roundabout on the B9092 will be the subject of Road Construction Consent, this has been reviewed by Transport Planning and is found to be acceptable. The design incorporates 3m wide footpaths where possible with provision made for new bus stops with laybys and shelters, with the site being served by an existing bus service. The initial concerns expressed by neighbouring landowner, and their agricultural tenant, has also been resolved with the applicant making provision for a new agricultural access to the south west of the proposed roundabout. Facilitating access beyond the controlled port gate for agricultural field access is also understood to have now been agreed between the parties. The layout makes suitable provision for safe pedestrian and cycle access, with crossing points located at sensible points which reflect anticipated desire lines.

**g) the provision of car parking**

- 8.14 Transport Planning has advised that parking provision for site staff and for users of the heritage centre / café is acceptable, meeting with the Councils standards. A total of 31 car parking spaces are proposed, inclusive of 4 accessible spaces, plus motorbike parking is proposed. Covered bike storage provision is also proposed in two separate secure overlooked locations close to the heritage centre / café entrance and at the gatehouse. Electric Vehicle charging provision has not been detailed on the application drawings, however, its provision is now a matter covered by Building Standards with all non-domestic buildings requiring to provide: enabling infrastructure for charge points for at least 50% of parking spaces; and EV charge points installed for 1 in 10 parking spaces (or part thereof) with the same proportionate provision to be made for accessible parking spaces.

**h) means of dealing with commercial waste in accordance with the Highland Council's Managing Waste in New Developments' Supplementary Planning Guidance' (or any superseding guidance prevailing at the time of submission) including provision of communal composting and recycling facilities.**

- 8.15 The applicant has made provision for waste collection from the heritage centre / café which will be by way of private collection.

**i) details of proposed water and waste water connections.**

- 8.16 A public water supply is intended to serve the development. Waste water is intended to be treated by way of septic tank and soakaway. Whilst IMFLDP Policy 4 indicates that allocated sites for development in this Inverness to Nairn Growth Area should have a sewer connection, this requirement is disproportionate to the limited scale of development proposed within Phase 1a and the means of treatment is therefore acceptable, with the need for a sewer connection to serve the wider port to be revisited once future phases of development and their associated connection requirements are established.

#### **Other Material Considerations**

- 8.17 There are no other material considerations.

#### **Non-Material Considerations**

- 8.18 None

#### **Matters to be secured by Legal Agreement / Upfront Payment**

- 8.19 None. The requirement for any planning obligations relating to this development was determined at the previous planning permission in principle stage.

### **9. CONCLUSION**

- 9.1 The principle of re-developing this strategically important industrial site is supported and has already been established. This initial application would deliver an upgraded site access, with provision of an attractive heritage centre / café to serve future workers at the site and the general public. The applicant has worked with officers to address technical road design and drainage matters, as well as have amended the proposed development to accommodate neighbouring agricultural land access requirements. Although public access has been a concern, the design and layout is appropriate to serve the re-development of the port, particularly as workforce and industrial land use related vehicle trip rates increase.
- 9.2 It is considered that the applicant has resolved all the outstanding issues and met the provisions of the relevant condition for Phase 1a, albeit that there are other pre-development commencement conditions attached to the planning permission in principle that still to be addressed by way of subsequent submissions. The applicant has demonstrated that the site access constraints have been effectively managed and an appropriate layout and design of the initial Phase 1a of development can be achieved.
- 9.3 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.

### **10. IMPLICATIONS**

- 10.1 Resource: Not applicable

- 10.2 Legal: Not applicable
- 10.3 Community (Equality, Poverty and Rural): Not applicable
- 10.4 Climate Change/Carbon Clever: Not applicable
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Not applicable

## 11. RECOMMENDATION

### Action required before decision issued N

11.1 It is recommended to **APPROVE** the application subject to the following condition and reason.

1. In accordance with Section 59 (5) and (7) of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within TWO YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

**Reason:** Statutory requirement.

Signature: David Mudie  
Designation: Area Planning Manager – South  
Author: Peter Wheelan  
Background Papers: Documents referred to in report and in case file.  
Relevant Plans: Plan 1 - Location Plan  
Plan 2 - Proposed Site Plan Zoning Scheme  
Plan 3 - Proposed Site Plan  
Plan 4 - Proposed Block Plan  
Plan 5 - Proposed Landscaping Plan  
Plan 6 - Heritage Centre Elevations  
Plan 7 - Heritage Centre Floor Plan  
Plan 8 - Security Building Floor Plan and Elevations  
Plan 9 - Proposed Site Plan (Lighting)  
Plan 10 - Heritage Centre Lighting Plan  
Plan 11 - Security Building Lighting Plan  
Plan 12 - Bus Shelter  
Plan 13 - Cycle Shelter





- Brief/ Zones:
1. Phase 1 - Main road
  2. Phase 2 - Sand Processing Plant
  3. Phase 3 - Oil & Gas rig decommissioning zone
  4. Phase 4 - Industrial zone/ Energy Hub (Hydrogen plant/Storage / Substation)
  5. Phase 5 - Wind logistics
  6. Phase 6 - Floating wind production
  7. Phase 7 - Industrial zone (DC)
  8. Phase 8 - Manufacturing steel mill

03	31/01/2023	AR	MM	RA
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Rev	Date	By	Chkd	Appd

**ARUP**

Not for Construction

Client  
N/A

Project Title  
Ardersier Port

Drawing Title  
Proposed Site Plan.  
Zoning Scheme

Scale at A1  
N/A

Role  
Architecture

Suitability  
For Information

Arup Job No  
602515-65

Rev  
03




# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS



2 Block Plan  
1:2000

TOTAL SITE AREA = 34,608m<sup>2</sup> REPRODUCTION BASED UPON THE ORDANANCE SURVEY'S WITH THE PERMISSION OF THE CROWN. COPYRIGHT RESERVED



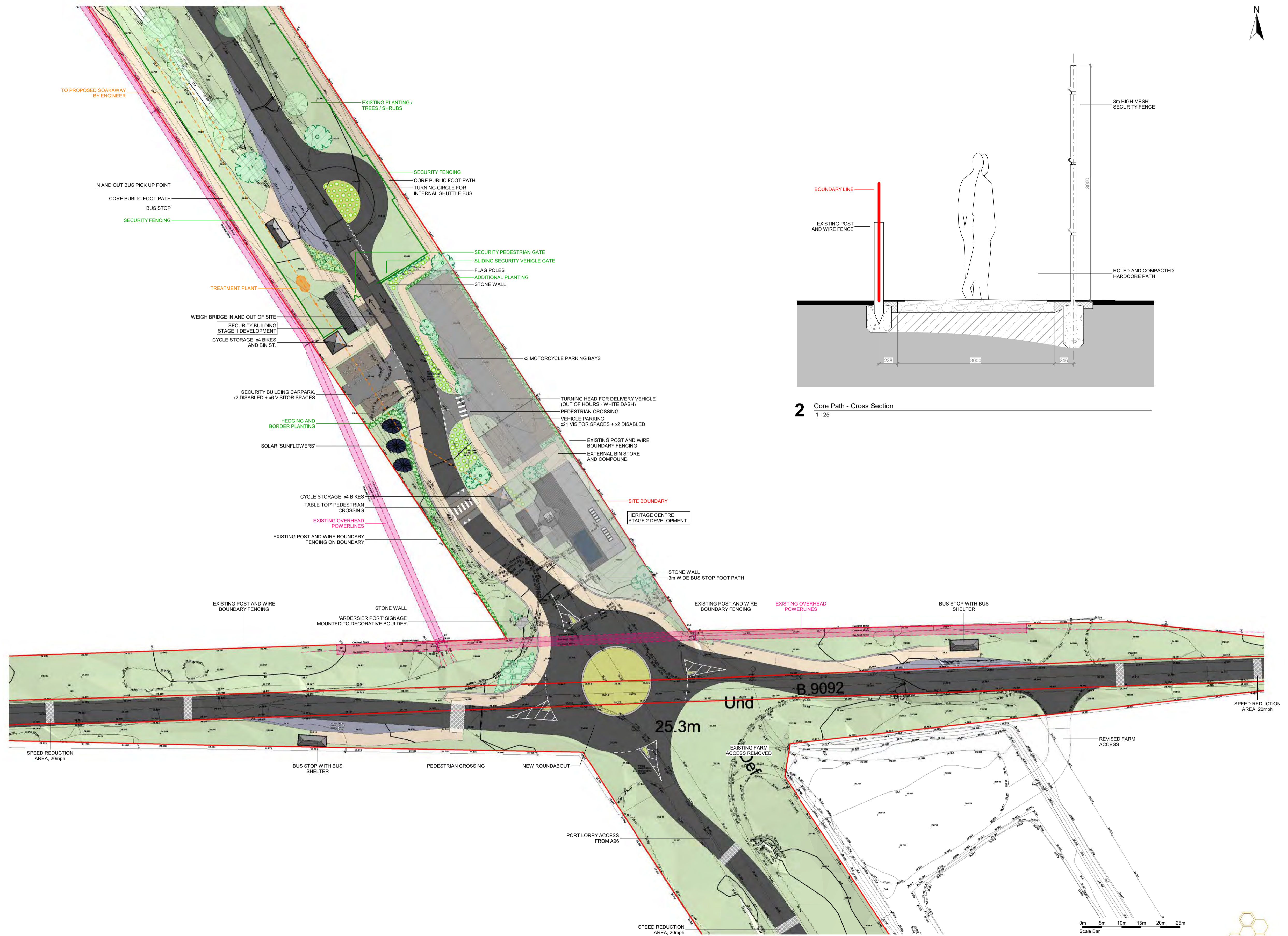
Scale Bar: 0m, 25m, 50m, 75m, 100m, 125m

Client Name	Ardersier Port Limited
Project Name	Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX
Title / Description	Proposed - Block Plan

THE STUDIO No 9 Heights of Woodside Wendhill Inverness IV2 5TH	Tel/Fax: 01463 794410 Mobile: 07760195141 Email: info@mrhdesign.co.uk Web: www.mrhdesign.co.uk	Scale: 1:2000 Date: Oct 2023 Drawn by: KHS	Project No.: 2023-01 Drawing No.: 2023-01-MRH-205 rev: REVA - KH   REVb - KHS   REVc - KHS   A1
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# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS



1 Site Plan  
1:500

TOTAL SITE AREA = 34,608m<sup>2</sup> REPRODUCTION BASED UPON THE ORDANANCE SURVEY'S WITH THE PERMISSION OF THE CROWN, COPYRIGHT RESERVED

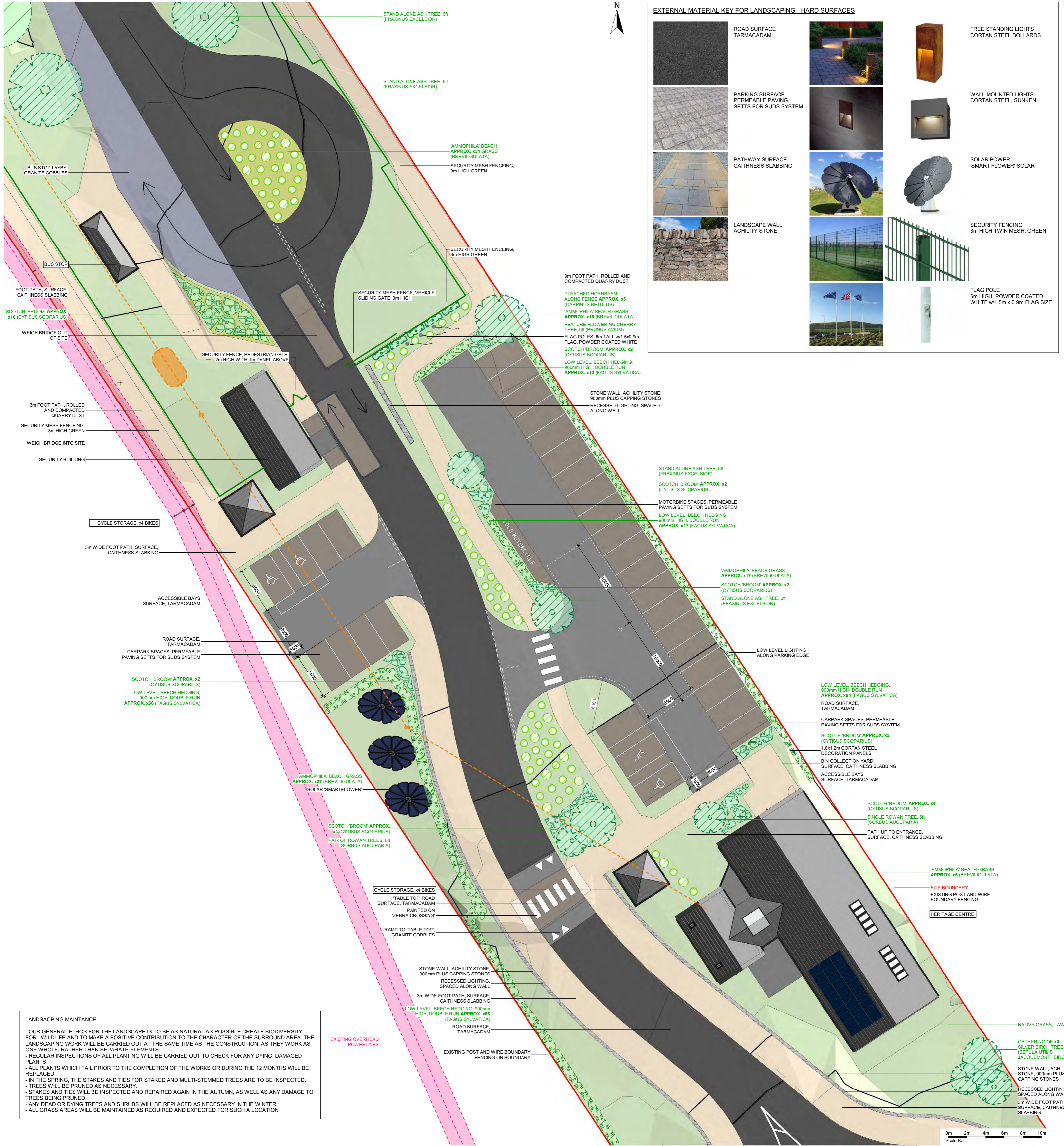


Client Name	Ardersier Port Limited
Project Name	Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX
Title / Description	Proposed - Site Plan

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# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS

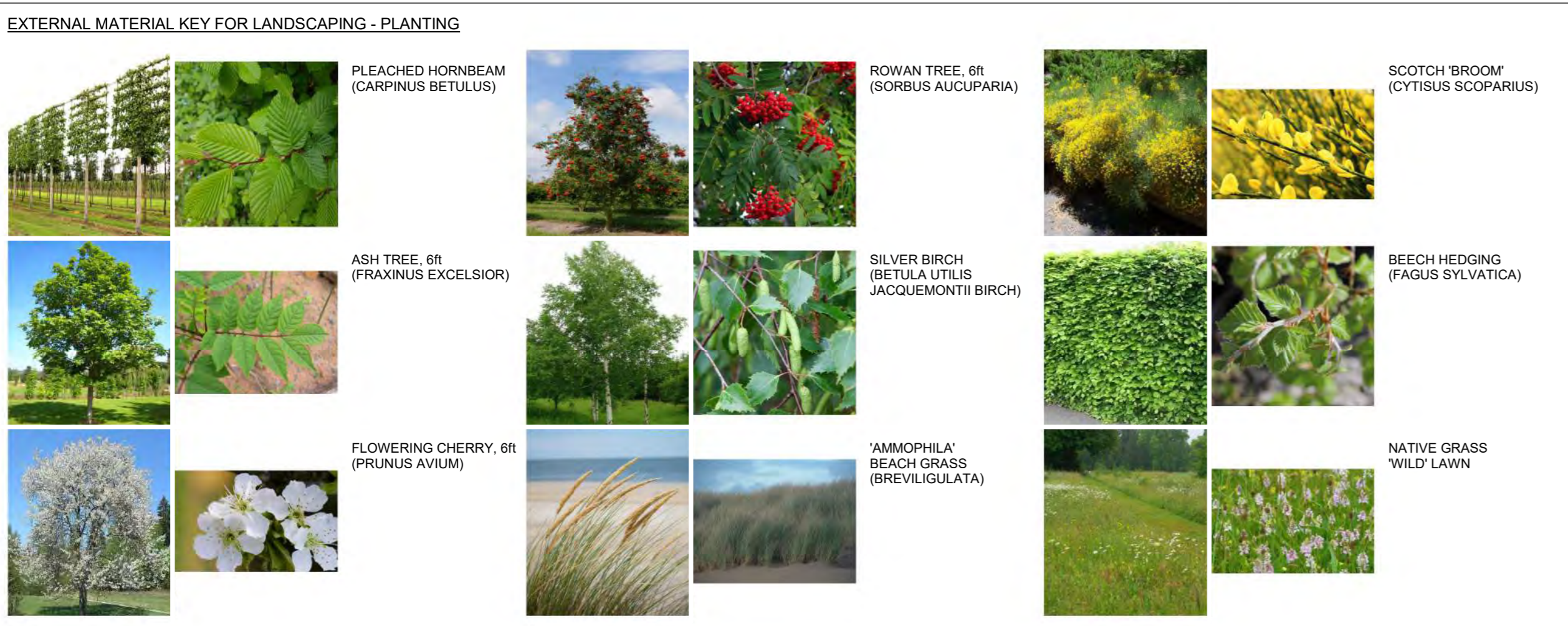


**LANDSCAPING MAINTANCE**

- OUR GENERAL ETHOS FOR THE LANDSCAPE IS TO BE AS NATURAL AS POSSIBLE CREATE BIODIVERSITY FOR WILDLIFE AND TO MAKE A POSITIVE CONTRIBUTION TO THE CHARACTER OF THE SURROUND AREA, THE LANDSCAPING WORK WILL BE CARRIED OUT AT THE SAME TIME AS THE CONSTRUCTION, AS THEY WORK AS ONE WHOLE, RATHER THAN SEPARATE ELEMENTS.
- REGULAR INSPECTIONS OF ALL PLANTING WILL BE CARRIED OUT TO CHECK FOR ANY DYING, DAMAGED PLANTS.
- ALL PLANTS WHICH FAIL PRIOR TO THE COMPLETION OF THE WORKS OR DURING THE 12 MONTHS WILL BE REPLACED.
- IN THE SPRING, THE STAKES AND TIES FOR STAKED AND MULTI-STEMMED TREES ARE TO BE INSPECTED.
- TREES WILL BE PRUNED AS NECESSARY.
- STAKES AND TIES WILL BE INSPECTED AND REPAIRED AGAIN IN THE AUTUMN, AS WELL AS ANY DAMAGE TO TREES BEING PRUNED.
- ANY DEAD OR DYING TREES AND SHRUBS WILL BE REPLACED AS NECESSARY IN THE WINTER
- ALL GRASS AREAS WILL BE MAINTAINED AS REQUIRED AND EXPECTED FOR SUCH A LOCATION

1 Site Plan - Landscape Plan  
1:200

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**MRH design**

THE STUDIO  
No 9  
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Weshill  
Inverness IV2 5TH

Tel/Fax: 01463 794410  
Mobile: 07760 195141  
Email: info@mrhdesign.co.uk  
Web: www.mrhdesign.co.uk

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Client Name	Ardersier Port Limited		
Project Name	Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX		
Title / Description	Proposed - Landscaping Plan		
Scale	1:200	Project No.	2023-01
Date	Oct 2023	Drawing No.	
Drawn by	KH	2023-01-MRH-210	
rev.	REVa - KH	REVb - KH	REVc - KHS   A1

# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS



**1** North West Elevation  
1 : 100



**2** South West Elevation  
1 : 100



**3** South East Elevation  
1 : 100



**4** North East Elevation  
1 : 100



**5** 3D Artistic Impression

MATERIALS	
WALLS	- ACHILITY STONE, DRY STONE DYKE EFFECT - HORIZONTAL TIMBER, TERMO PINE, BLACK (RAL 9005)
ROOF	- CUPA HEAVY 3, NATURAL BLUE / BLACK SLATE - TATA STEEL "CLICKFALS" PROFILE SHEETING (RAL 7043) - DRESSED NATURAL GREY SANDSTONE SKEW COPES (MATCHING LINTEL AND SILL) - CODE 6 LEAD, BATT AND ROLL RIDGE
DOORS	- NORDAN ALICLAD (RAL 7043)
WINDOWS	- NORDAN ALICLAD (RAL 7043) - VELUX MK08 (RAL 7043)
DRAINAGE	- LINDAB HALF ROUND (BLACK) MATCHING ACCESSORIES

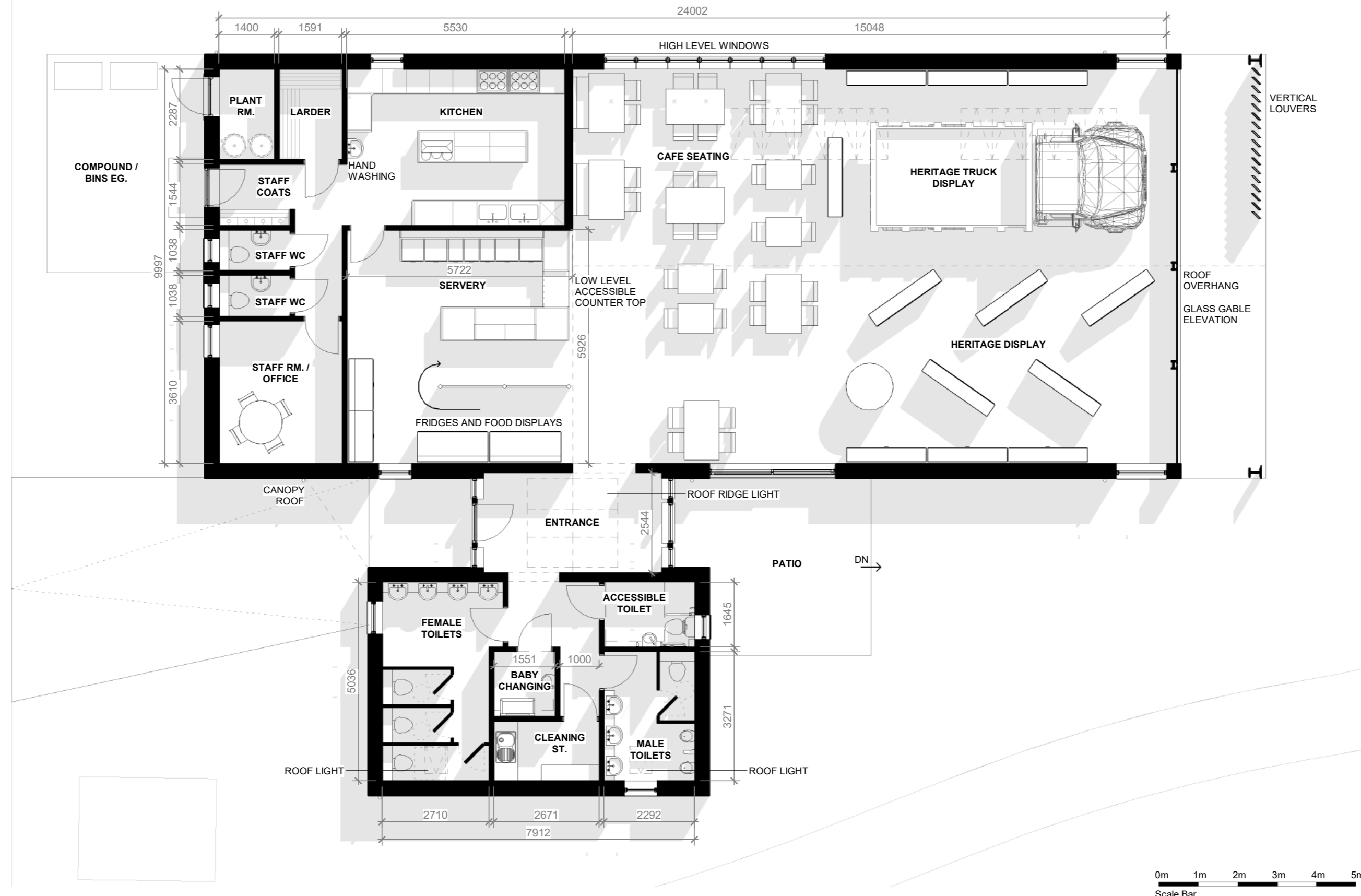


Client Name	<b>Ardersier Port Limited</b>
Project Name	Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX
Title / Description	Heritage Centre_Elevations

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DO NOT SCALE, IF IN DOUBT PLEASE ASK All setting out must be checked on site prior to commencement. Any discrepancy must be reported to client.		Date May 2023	Drawing No. 2023-01-MRH-202
		Drawn by KH	
		rev. REVa - KH	A2

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# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS



**1** Ground Floor Plan  
1 : 100

TOTAL FLOOR AREA = 293m<sup>2</sup>



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Mobile: 07760195141  
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Client Name		Ardersier Port Limited	
Project Name		Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX	
Title / Description		Heritage Centre_Floor	
Scale	1 : 100	Project No.	2023-01
Date	Jan 2023	Drawing No.	2023-01-MRH-203
Drawn by	KH		
rev.	-	-	-
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# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS



**2** North East Elevation  
1 : 100



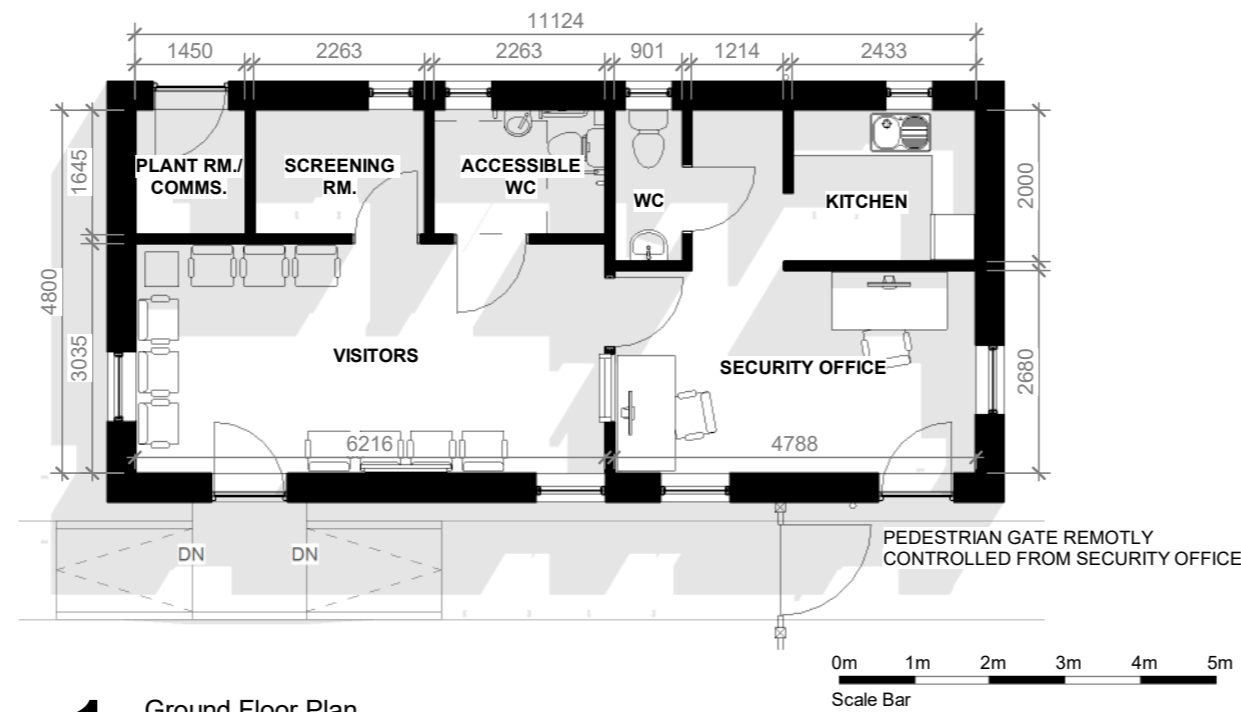
**3** North West Elevation  
1 : 100



**4** South West Elevation  
1 : 100



**5** South East Elevation  
1 : 100



**1** Ground Floor Plan  
1 : 100

TOTAL FLOOR AREA = 53m<sup>2</sup>

MATERIALS	
WALLS	- ACHILITY STONE, DRY STONE DYKE EFFECT
ROOF	- CUPA HEAVY 3, NATURAL BLUE / BLACK SLATE
	- DRESSED NATURAL GREY SANDSTONE SKEW COPES (MATCHING LINTEL AND SILL)
	- CODE 6 LEAD, BATT AND ROLL RIDGE
DOORS	- NORDAN ALICLAD (RAL 7043)
WINDOWS	- NORDAN ALICLAD (RAL 7043)
DRAINAGE	- LINDAB HALF ROUND (BLACK) MATCHING ACCESSORIES



Client Name	Ardersier Port Limited	
Project Name	Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX	
Title / Description	Security Building	

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		Date May 2023	Drawing No.
		Drawn by KH/SM	2023-01-MRH-201
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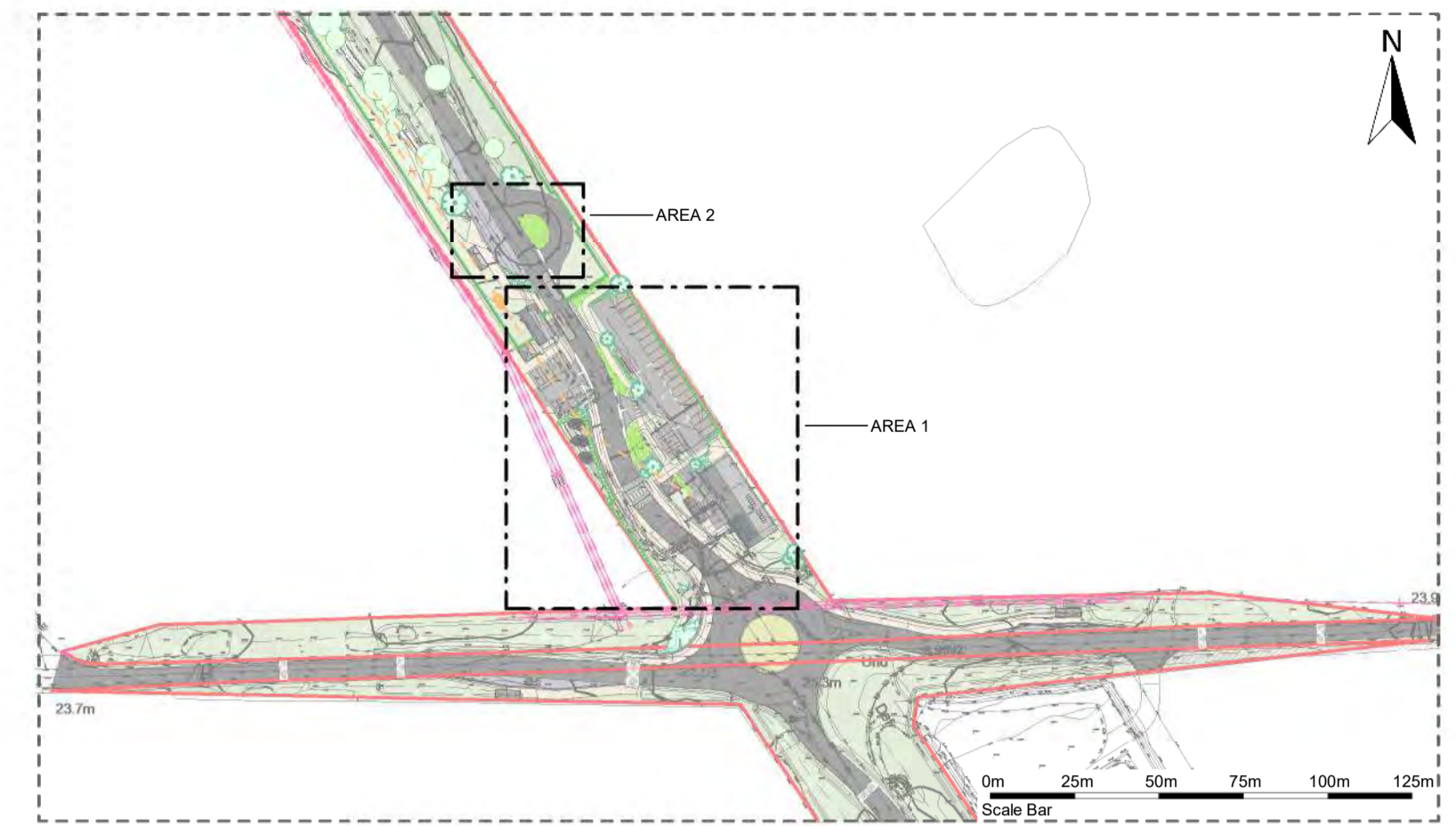
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# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS



**1** Block Plan - Area 1  
1:200

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**0** Block Plan - Callout  
1:2000



**2** Block Plan - Area 2  
1:200



Client Name	Ardersier Port Limited		
Project Name	Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX		
Title / Description	Proposed - Site Plan (Lighting)		
No	Scale	As indicated	Project No. 2023-01
Date	Oct 2023	Drawn by	KH
Drawn by	KH	Project No.	2023-01-MRH-211
rev	REVC - KHS		A1

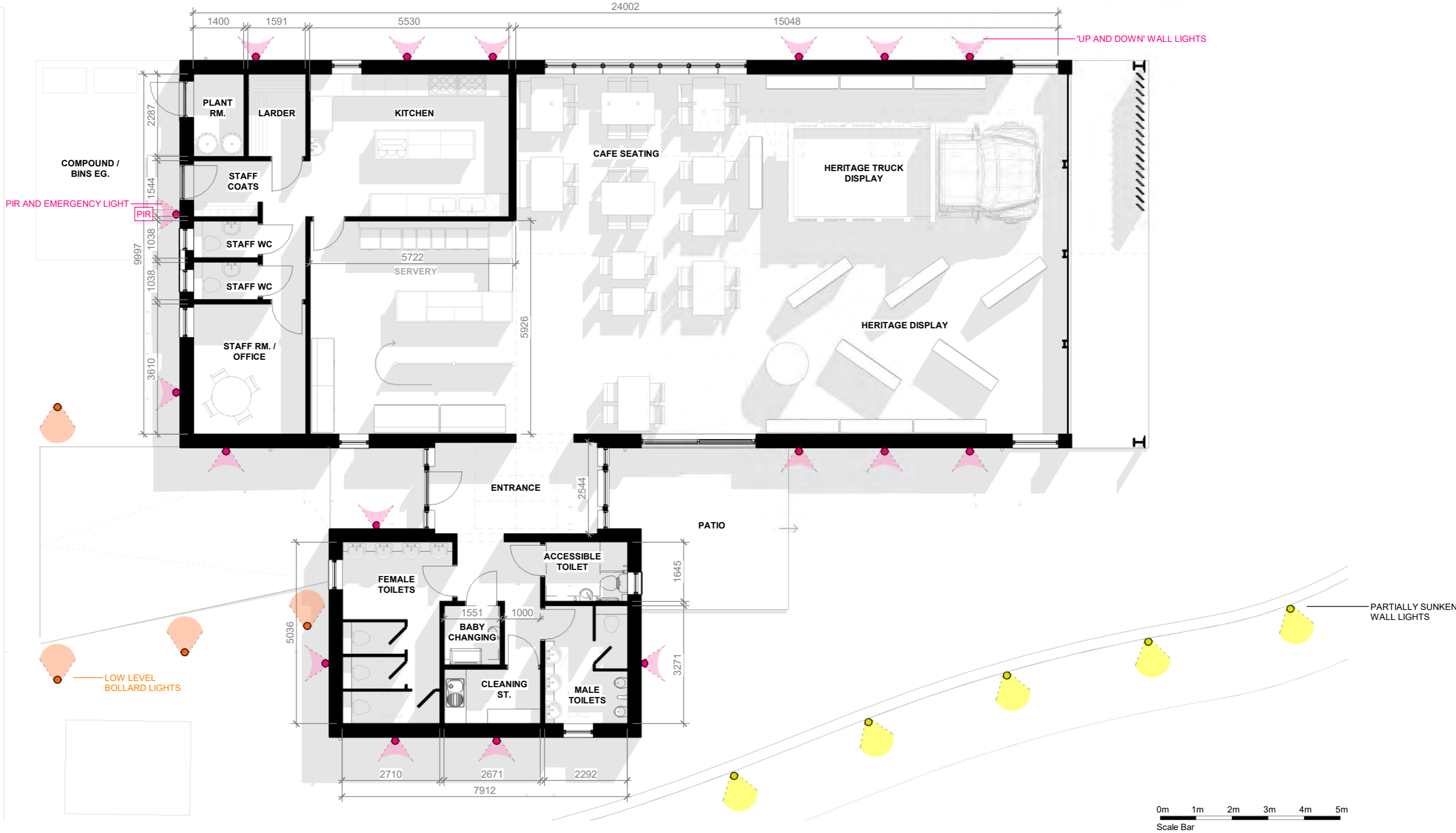
THE STUDIO  
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# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS



**2** Ground Floor - Lighting Plan  
1 : 100



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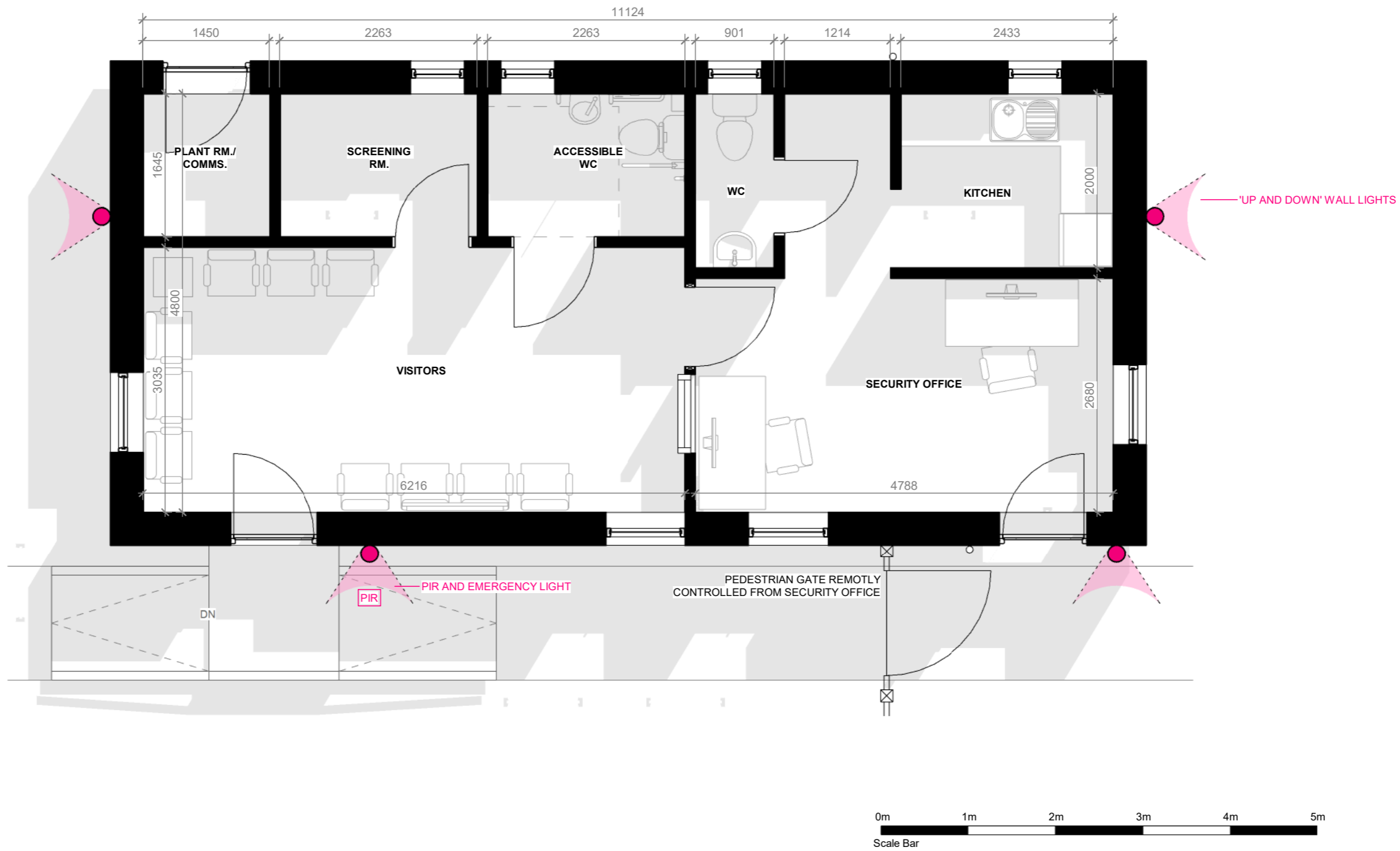
Client Name		<b>Ardersier Port Limited</b>	
Project Name		Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX	
Title / Description		Heritage Centre_Lighting Plan	
Scale	1 : 100	Project No.	<b>2023-01</b>
Date	June 2023	Drawing No.	<b>2023-01-MRH-212</b>
Drawn by	KH		
rev.	-	-	A2

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# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS



**2** Ground Floor - Lighting Plan  
1 : 50



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Web: www.mrhdesign.co.uk

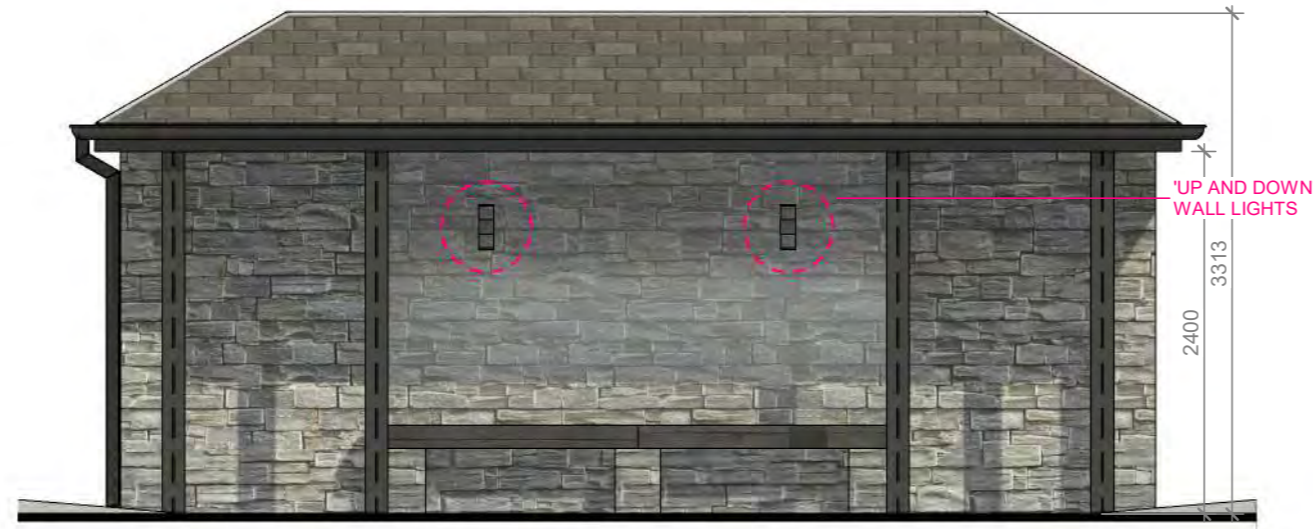
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Client Name		Ardersier Port Limited	
Project Name		Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX	
Title / Description		Security Building_Lighting Plan	
Scale	1 : 50	Project No.	2023-01
Date	June 2023	Drawing No.	2023-01-MRH-213
Drawn by	KH		
rev.	REVa - KH	REVb - KH	-
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# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS



**2** Left Elevation  
1 : 50



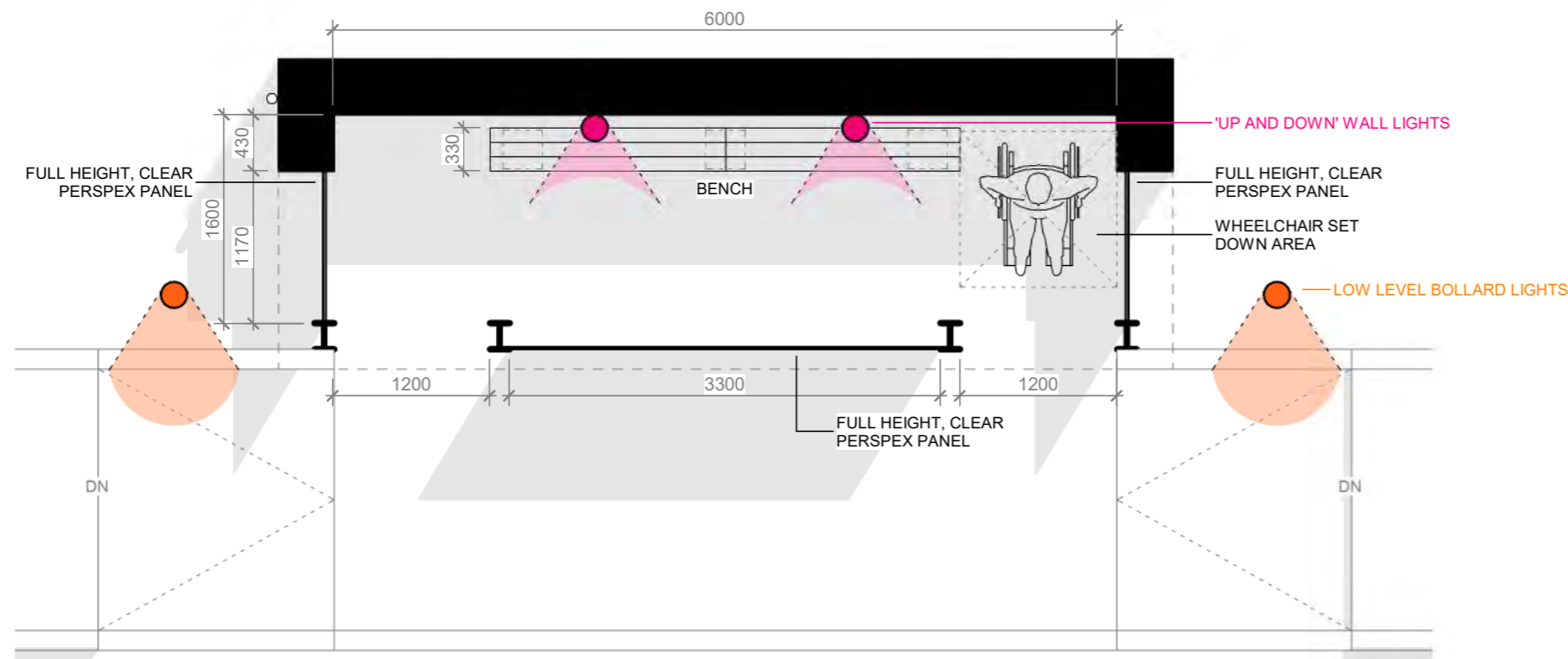
**3** Front Elevation  
1 : 50



**4** Right Elevation  
1 : 50



**5** Rear Elevation  
1 : 50



**1** Ground Floor Plan  
1 : 50



**6** 3D Artistic Impression

MATERIALS	
WALLS	- ACHILITY STONE, DRY STONE DYKE EFFECT
ROOF	- CUPA HEAVY 3, NATURAL BLUE / BLACK SLATE
	- CODE 6 LEAD, BATT AND ROLL RIDGE
DRAINAGE	- LINDAB HALF ROUND (BLACK) MATCHING ACCESSORIES



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No 9  
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Westhill  
Inverness IV2 5TH

Tel/Fax: 01463 794410  
Mobile: 07750195141  
Email: info@mrhdesign.co.uk  
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Client Name	Ardersier Port Limited	
Project Name	Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX	
Title / Description	Bus Shelter	
Scale	1 : 50	Project No. 2023-01
Date	June 2023	Drawing No.
Drawn by	KH	2023-01-MRH-207
rev.	REVa - KH	REVb - KH
	-	A2

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# PROPOSED - PHASE 1a GATEWAY AT ARDERSIER PORT, INVERNESS



**2** Left Elevation  
1: 50



**3** Front Elevation  
1: 50

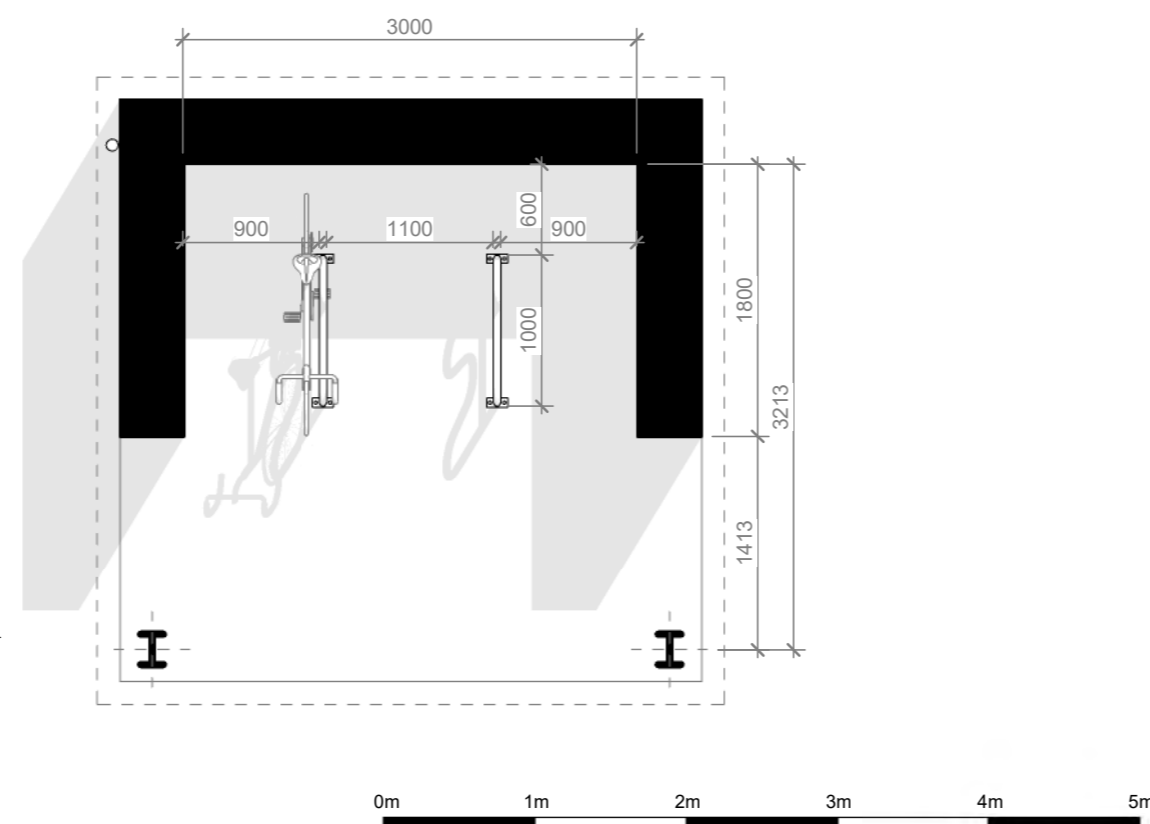
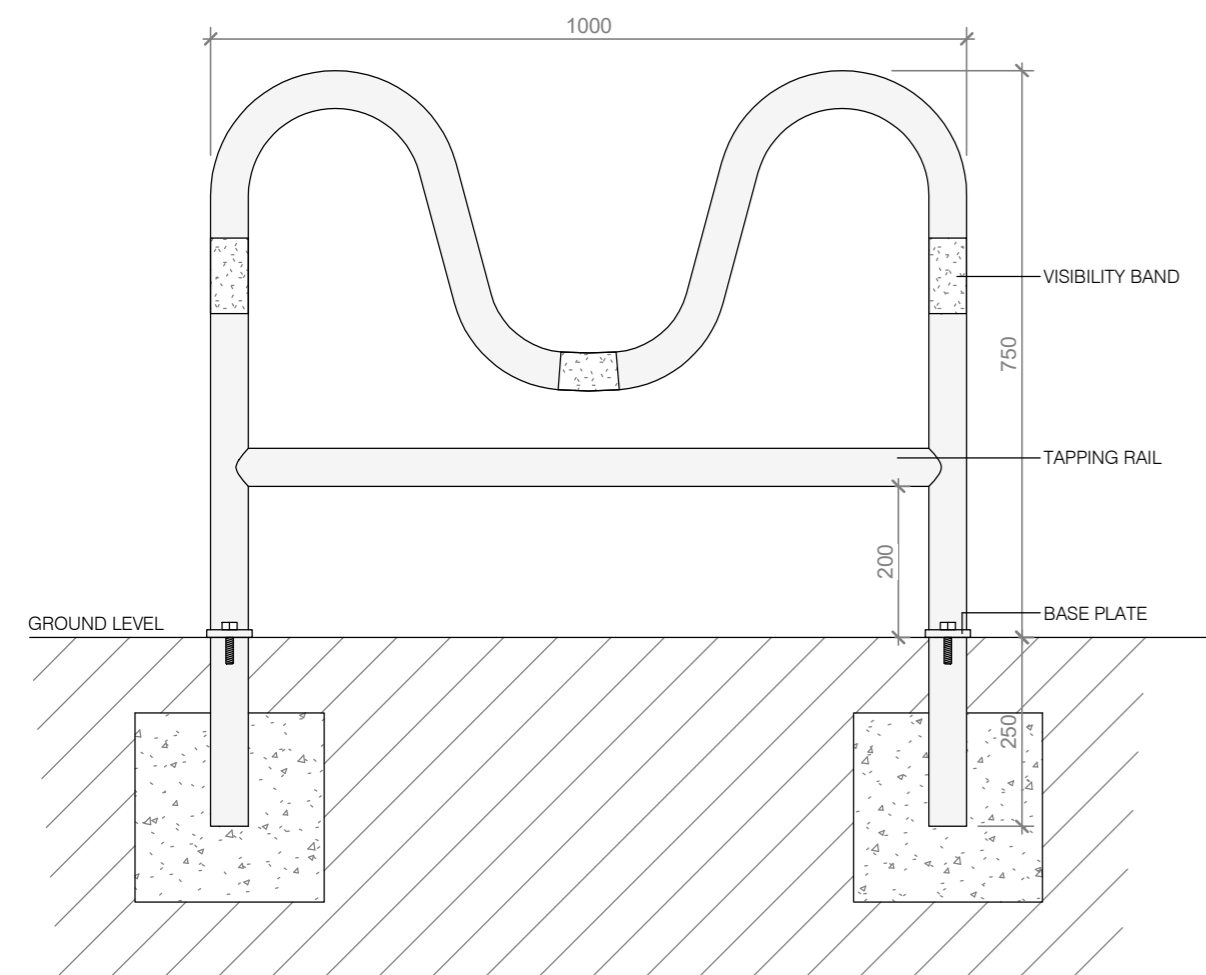


**4** Right Elevation  
1: 50

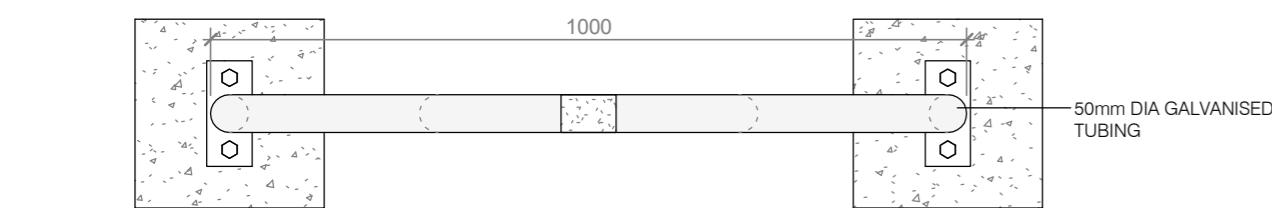


**5** Rear Elevation  
1: 50

## CYCLE PARKING - M-PROFILE STAND 1:10



**1** Ground Floor Plan  
1: 50



**7** Cycle Stand - M-Profile  
1: 10



**6** 3D Artistic Impression

MATERIALS	
WALLS	- ACHILITY STONE, DRY STONE DYKE EFFECT
ROOF	- CUPA HEAVY 3, NATURAL BLUE / BLACK SLATE
ROOF	- CODE 6 LEAD, BATT AND ROLL RIDGE
DRAINAGE	- LINDAB HALF ROUND (BLACK) MATCHING ACCESSORIES



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Heights of Woodside  
Westhill  
Inverness IV2 5TH

Tel/Fax: 01463 794410  
Mobile: 07750 195141  
Email: info@mrhdesign.co.uk  
Web: www.mrhdesign.co.uk

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Client Name		Ardersier Port Limited	
Project Name		Phase 1a Gateway at Ardersier Port, Inverness, IV2 7QX	
Title / Description		Cycle Shelter	
Scale	As indicated	Project No.	2023-01
Date	May 2023	Drawing No.	2023-01-MRH-208
Drawn by	KH		
rev.	REVa - KH	-	A2

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