

Cromarty Community Consultation Event No 2: Marine Licence Application

This public consultation event aims to provide an update from the previous events held in Cromarty and Nigg on 26th and 27th March 2019. This has been arranged in accordance with statutory consultation requirements under the Marine Licencing (Pre-application Consultation) (Scotland) Regulations 2013. This will subsequently inform the consultation event on behalf of the Marine Scotland Construction and Dredge & Disposal Licences for Nigg East Quay.

It also provides an opportunity for those who missed the previous exhibition held in Cromarty on 26 March under the pre-application procedures of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 to view the draft proposals.

The exhibition boards which follow set out:

- the context for and the extent of the proposed development;
- the methods used by Global Energy Nigg Limited to assess the environmental impacts of the project; and
- how the proposal has evolved since the initial consultation in March 2019.



*Existing Layout of
Nigg Energy Park*

Proposed East Quay and Adjacent Laydown Area at Dunskeath, South East of Nigg Energy Park

Your views are invited on **DRAFT** proposals for:

- the construction of a new East Quay at Nigg Energy Park including dredging and piling; and
- the formation of an adjacent laydown area over the unused area of land and buildings at Dunskeath for the handling and temporary storage of North Sea oil related and renewable energy components.

The combined site area is **11.27 hectares**, which falls into the *Major* development category under the relevant Planning legislation. This requires an application for the proposals to be the subject of a minimum of 12 weeks pre-application notice and formal public consultation with communities on both sides of the Cromarty Firth. An Environmental Impact Assessment is also required as part of the planning process.

In tandem with the planning process the proposals are also being progressed through the **Marine Licence application procedures** with Marine Scotland under The Marine Works (Environmental Impact Assessment) (Scotland) Regulations.

Please view the exhibition boards and ask questions of the representatives from the Global Energy Group and their consultants who are on hand to explain the proposals and answer any queries you may have.

Questionnaire/comment sheets are available for your written views, which can either be left here today or posted or emailed to the planning consultant or the Global Energy Group.

PLEASE NOTE: No Planning or Marine Licence applications have been submitted to the Highland Council or Marine Scotland in relation to this proposal. Any comments made at this stage are to the applicant only and not representations to the Council or Marine Scotland and would not be considered as part of any future applications. Your comments will, however, be used by the consultants to help prepare the proposals. This does not preclude your right to make formal representations to the Council once the application has been submitted.

The earliest anticipated date for submission of the planning application to the Highland Council is 31 May 2019.



Introduction

After acquiring the Nigg fabrication yard in 2011 the Global Energy Group made significant investments in site infrastructure, general enhancement and in the establishment of the Nigg Skills Academy on-site training facility. This and Nigg's strategic location close to the Moray Firth has seen Global capture of a significant share of rig inspection, repair and maintenance (IRM) and renewable energy device manufacturing, assembly, installation and maintenance contracts.

The upgrading and extending the South Quay in 2015 also significantly enhanced Nigg's ability to attract work relating to a resurgence in the North Sea Oil sector. It also provides facilities in support of the construction and marshalling of components for off-shore wind turbine projects. This success has seen the growth in demand for further berthing and laydown space. The proposed East Quay development now aims to address this demand and help create additional employment opportunities.

Until relatively recently the potential to expand the Energy Park in this area was limited due to the lack of available land to the east. However, with the purchase of the adjacent Dunskeath House and associated land, the proposed development is now viable for expansion. This is regarded as the most practical and safe option for handling and storing renewables and North Sea oil components, which would arrive, be assembled and ultimately leave by sea. The alternative of expanding over vacant land to the east of the B9175 public road is less attractive. This would involve regular movements of large components across this road and unlike the current proposals does not provide a direct access to existing and proposed berthing facilities in the Cromarty Firth. The concept of an East Quay was also identified within the Highland Council's Nigg Masterplan.



Figure 1: Location Plan

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1. view of existing access from the north east towards graving dock



2. view from north east of land immediately east of existing access



3. view to the north of scrub and farm land



4. view from the centre of the site to the north east



5. view from below Castle Craig Quarry looking west to the site (middle ground)



6. view of existing trees and the now derelict Dunskeath Cottages



8. right — grass track along east side of site looking over the former submarine mine depot to the east

9. nearest occupied houses to the site at Nigg Ferry.



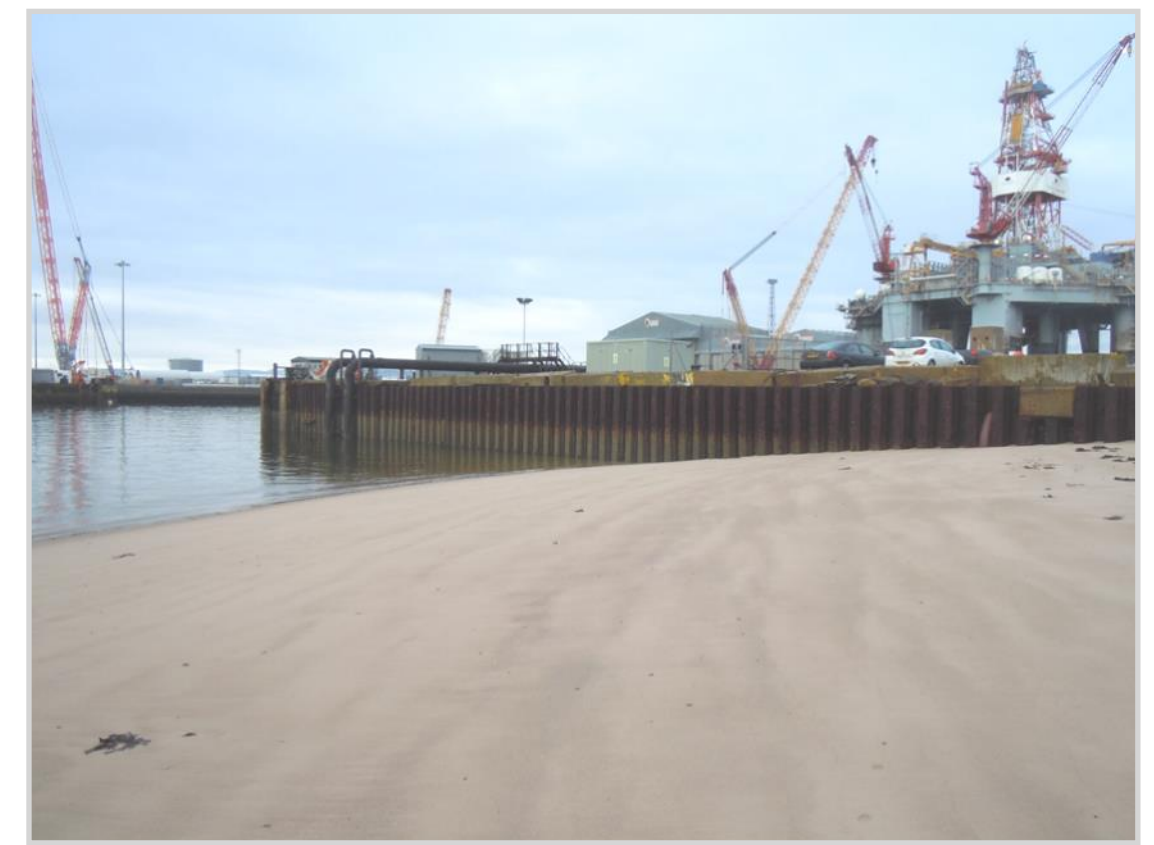
7. view of outbuildings at Dunskeath House and Cottages



10. view of gated access from the east, to be main access to the new laydown area



11. view of existing coastal defence looking east towards the South Quay



12. view from the shore/beach looking north east towards graving dock



13. view of existing holiday cottage from the south west



14. open land on north side of Dunskeath House to be used as laydown area



15. view from Nigg Ferry looking north west towards proposed laydown area



17. view of existing beach/shore and coastal defence from the north west



18. beach/shore on south side of Dunskeath House



16. the remains of Dunskeath House from the south west

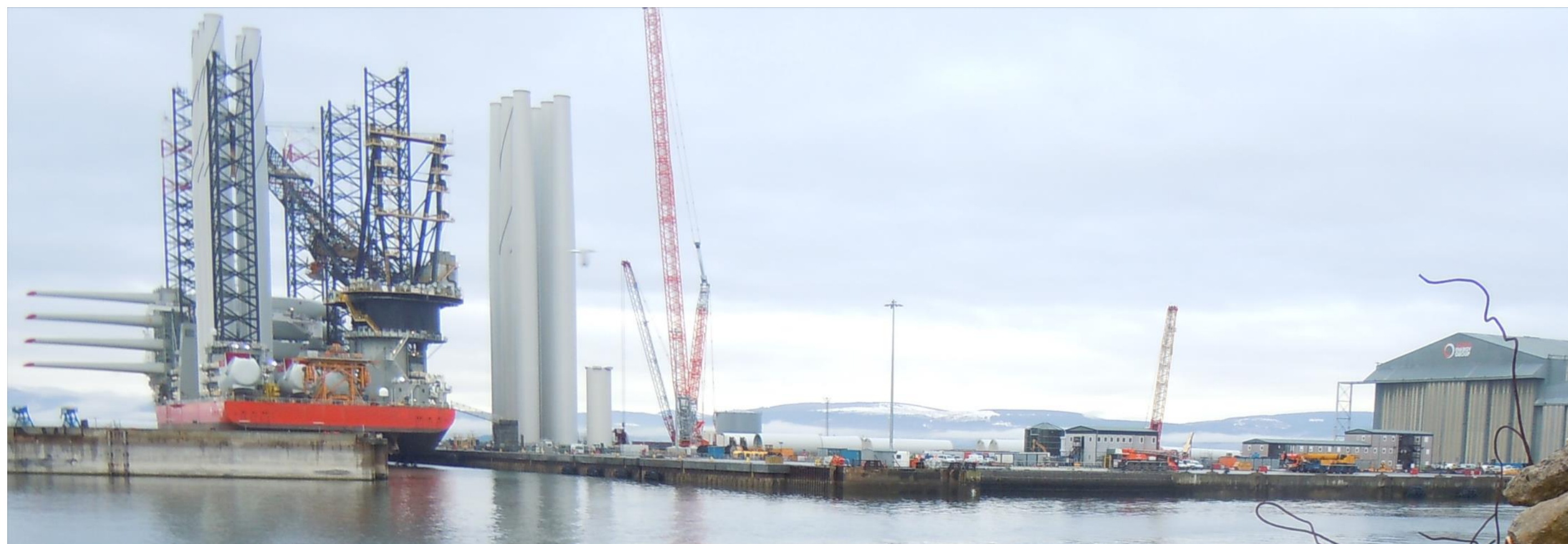
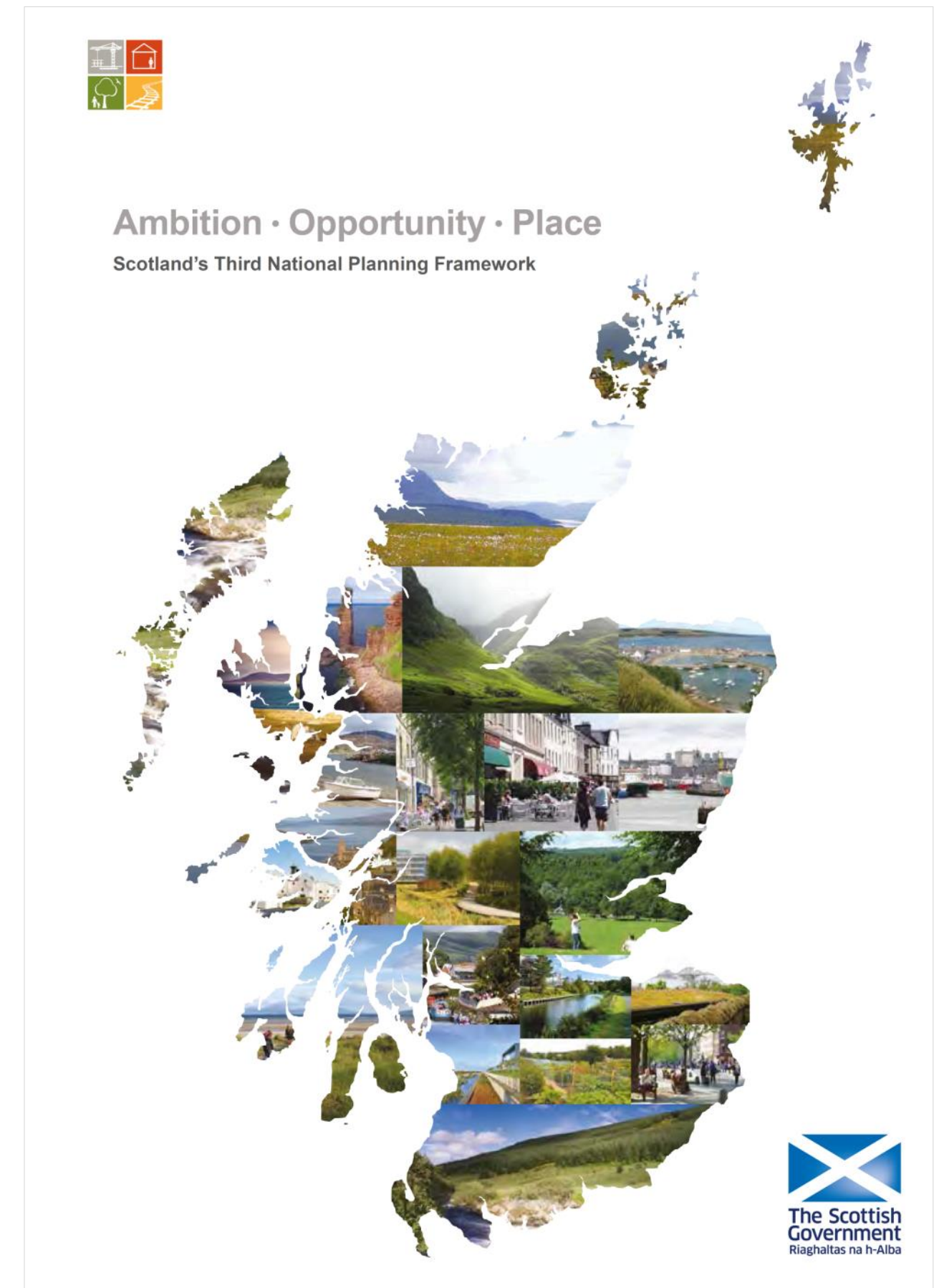
The proposals are supported by national, regional and local planning, economic development and environmental policies. These and future development opportunities offered by the Nigg Energy Park and over proximal lands to the east are identified within the following: -

- The National Planning Framework (NPF3) (June 2014)
- Scottish Planning Policy (June 2014)
- The Inner Moray Firth Ports and Sites Strategy (June 2006)
- The Nigg Development Masterplan (March 2013)
- The National Renewables Infrastructure Plan (NRIP) (2009)
- The Highland Wide Local Development Plan (April 2012)
- The Inner Moray Firth Local Development Plan (July 2015).

National Planning Policy and Advice

National Planning Framework 3 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 is mentioned as:

- a diverse and distinctive opportunity to develop a successful, sustainable place in the context of the 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 development will go hand in hand with continuing protection of the very special environment of the Firths.



The Highland-wide Local Development Plan

This supports the growth of jobs and population within the Easter Ross area. Specific policy advice in Policy 23 supports the development of Nigg and proximal lands in line with the Council's approved Masterplan.

The Inner Moray Firth Local Development Plan

This identifies Nigg as a key employment site and forms part of the Plan's strategy to develop the fabrication industry in the Cromarty Firth area, particularly related to North Sea oil and the renewables industry.

The Nigg fabrication yard, oil terminal to the north and proximal lands to the east (*all labelled NG1 on Inset Map right*) are allocated for industrial use covering 210.9ha. Only the East Quay proposal forms part of this allocation. This is potentially due to the house and associated lands of Dunskeath House not being available during preparation of the Local Development Plan and Nigg Masterplan.

Developer requirements include:

- accordance with the adopted Nigg Masterplan including its Habitats Regulations Appraisal;
- consideration of the natural, built and cultural heritage of the wider area
- Contamination Assessment;
- Flood Risk Assessment;
- Coastline Management Plan;
- Landscape and Visual Impact Assessment.

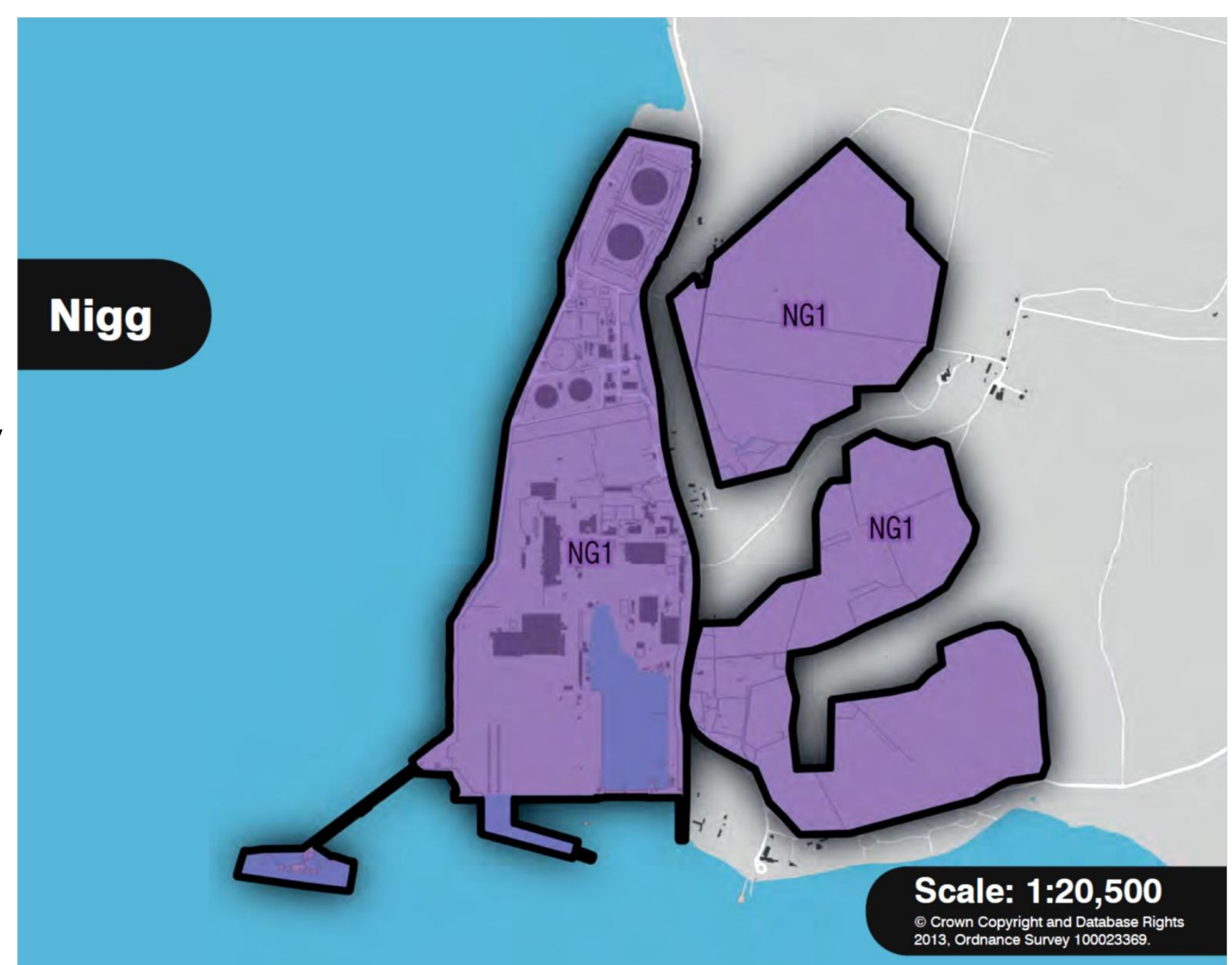


Figure 4 : Inner Moray Firth Local Development Plan — Nigg Inset Map

The Nigg Development Master Plan

This is the adopted Supplementary Guidance associated with the Nigg Fabrication Yard, Oil Terminal and proximal lands to the east, identified as industrial allocations within the Local Development Plan.

It is based on a vision of “*world-leading capability for Scotland ...and delivery of excellence in oil and gas engineering*” and directed towards “*unlocking the development potential of the site*” and specifically promotes potential uses to maximise employment opportunities.

Feasible options to bring the site back into use as a multi-user industrial facility are explored based on a market assessment and the engineering information available at the time (2009) to ensure its validity and fitness for purpose. Two principle options emerged from this:

- Diversify activities at Nigg whilst building on its oil and gas industry reputation and introduce a renewable energy mix.**
- Allocate the majority of the site for renewable energy sector activities.**

The Highland Council agreed to continue developing both Options to maintain flexibility in promoting the site as a multi-user facility. These options are illustrated in Figures 6.3 and 6.4 of the Masterplan (see below).

The proposed site (with the exception of some of the proposed East Quay) forms part of the red line site boundary shown on Figure 2.3 of the Masterplan (right).

Figure 6.4 ‘Option 2 – Renewables – “Green Energy Park”’ shows the location of the proposed East Quay but with access through to allocated land to the north of the proposed site.

While the 2013 adoption of the Supplementary Guidance is recent in planning policy terms, in 2018 pre-application advice from the Council it was acknowledged that specific detailed land use proposals have evolved since the Masterplan was drafted. The Masterplan still provides good background information and it is expected that its aims and more general principles are relevant to the current proposals.

Figure 5: Figure 2.3 from Nigg Master Plan — Land Ownership ➤

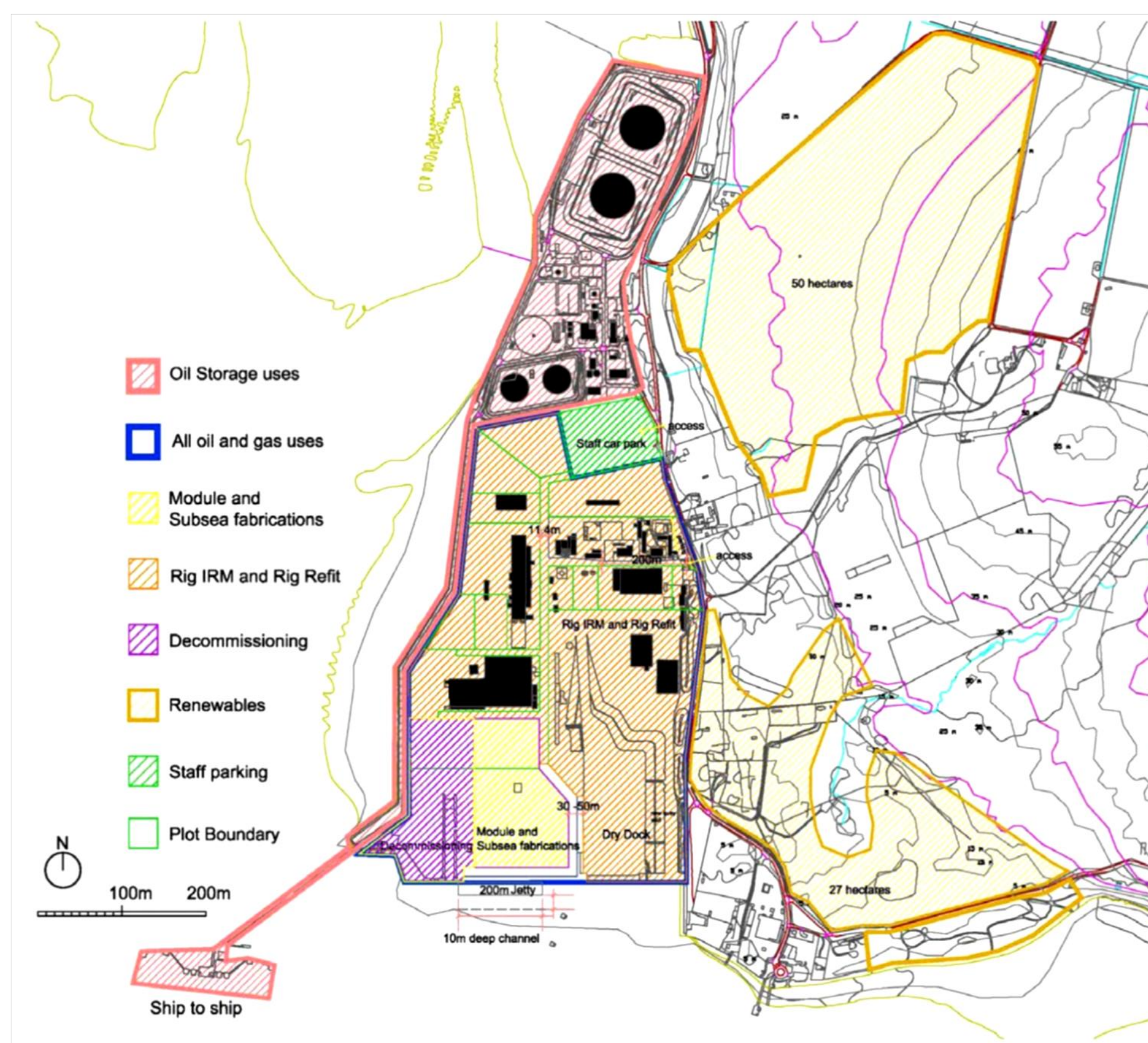
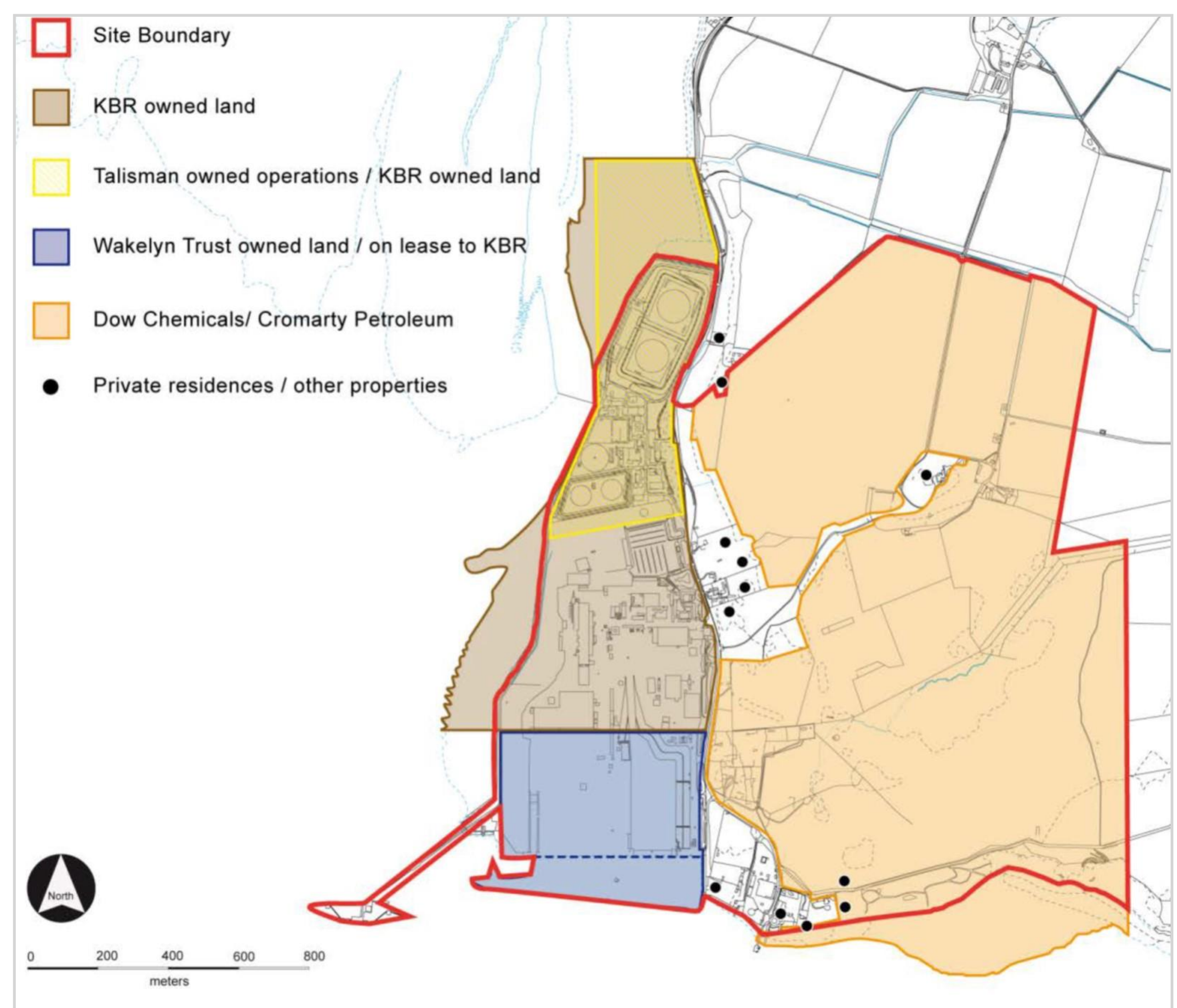


Figure 6: Figure 6.3 from Nigg Master Plan: Option 1—Oil, Gas and Renewables

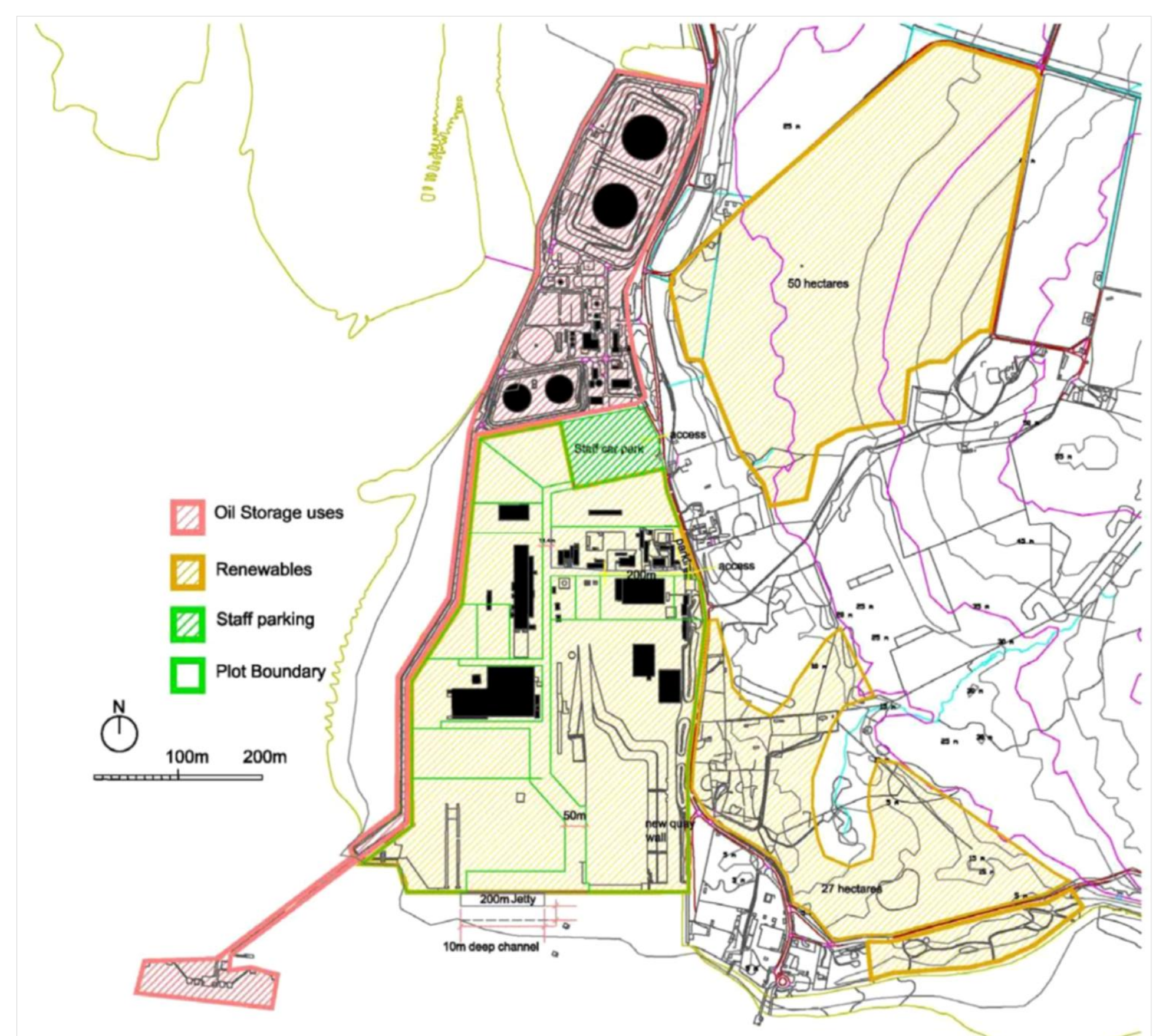


Figure 7: Figure 6.4 from Nigg Master Plan: Option 2 — Renewables/‘Green’ Energy Park

Context

The major industrial complex at Nigg was established within a high quality local environment, demonstrating the capability for the land to accommodate large scale industry and for any developments to be sensitive to key landscape and ecological features, cultural heritage and the historic environment. The current and historic operations at Nigg have also co-existed with the nearest local communities.

The Nigg Energy Park operates alongside environmentally sensitive habitats, many of them designated as sites of significant ecological value with international, national and local importance (see Figure 8 right).

Pre-application Advice Summary

Pre-application advice was obtained from The Highland Council as Planning Authority in 2018. Overall this acknowledged the key role Nigg plays as a major employer in the area and the need to ensure it is well placed to expand and re-develop to take advantage of arising opportunities. The broad principle of development is considered to be acceptable when assessed against the Local Development Plan and Supplementary Guidance. A number of issues which should be addressed as part of any application were set out in this advice and are summarised below.

Policy: *Development of Nigg as multi-function/user site is supported.*

- Only a small part of the area identified forms part of the allocated land, however, the principle of the ‘East Quay’ was set out in the Masterplan.
- The use of Dunskeath House land to service the ‘East Quay’ appears to be logical and efficient.

Natural Heritage: *The key natural heritage issues are likely to be impacts on designated features of European importance especially bottlenose dolphins and potentially subtidal and intertidal habitats and the knock on effects for wintering birds.*

- Establishing the potential implications for the integrity of the features will depend, in particular, on the quality and outcome of further assessments of the dredging and disposal of materials, underwater noise from piling and other activities and vessel movements. It is likely that the impacts on these features can be addressed through design and mitigation.
- Further information is required on cumulative effects and how the impacts of the proposed development will be assessed in combination with other existing or proposed developments.

Flooding & Drainage: *To avoid delay and potential objection the following information must be submitted in support of the application: Map of proposed surface water drainage layout, Map of the layout in relation to the coastal flood level, Map of existing waste water outfalls and how these will be managed; Schedule of mitigation including pollution prevention measures.*

Historic Environment: *Justification would be required for the demolition of the historic assets. The site is considered to have archaeological potential.*

Noise: *Construction and operational noise should be considered and assessed.*

Transport: *The development should consider impact on the local road network, road users and adjacent communities.*

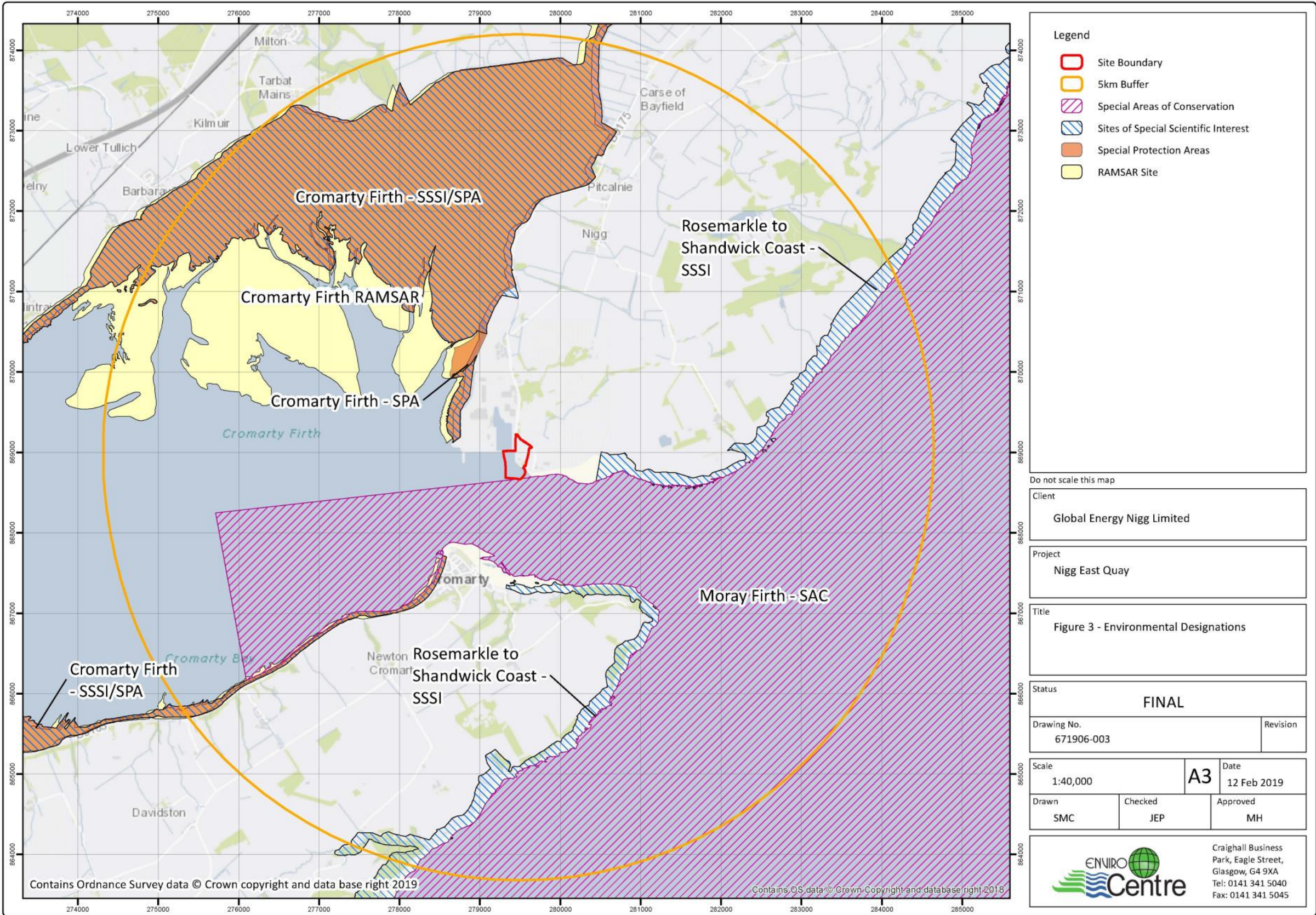


Figure 8: Environmental Designations



Potential Impacts to be Assessed within the Environmental Impact Assessment (EIA)

To meet requirements under the Town and Country Planning (Scotland) EIA Regulations, and Marine (Scotland) EIA Regulations, the ongoing EIA is assessing predicted impacts and associated effects across both terrestrial and marine components of the proposed development.

Topics

Topics that are **scoped IN** given the potential for significant environmental effects (before mitigation) are:

- marine ecology including underwater noise;
- airborne noise;
- water environment and coastal processes;
- traffic and transport; and
- other issues (including air quality and navigation);

Topics **scoped OUT** of the EIA but undergoing further standalone assessment are:

- terrestrial ecology including bats;
- ornithology;
- landscape and visual; and
- cultural heritage and archaeology;

Topics that are scoped OUT of EIA and all assessment are:

- natural disasters;
- population and human health; and
- climate change.

Matters being assessed in each topic:

- **Marine ecology** - the impacts of construction (e.g. dredging, piling, turbidity, sediment release) and operation (e.g. vessel movements) upon receptors such as bottlenose dolphins and harbour seal (protected by the Moray Firth Special Area of Conservation (SAC) and Dornoch Firth and Morrich More SAC respectively). It will also look at effects upon Atlantic salmon, eel, and lamprey from construction and operation. It will use underwater noise projections from construction operations to assess the threshold of effects through the water. It will also assess any impacts upon the intertidal area.
- **Water environmental and coastal processes** - potential changes to the hydrological regime including wave patterns, sediment dispersion, water quality and drainage
- **Airborne noise** — the effects of construction and operation of the new quay in respect to nearby residents and businesses. It uses modelling of construction and operation against collected background monitoring to understand if any potential increases in noise are likely
- **Traffic and transport** — any impacts upon the road network owing to the new development, whether during construction or operation.

Other Issues — summarising those assessments carried out at a less detailed level, where significant effects are not expected. These are as follows: -

- **Terrestrial ecology** - bat surveys carried out on the remaining outbuildings associated with the former Dunskeath House lands, along with suitability of the habitat for other protected species.
- **Cultural Heritage** — the impacts of the proposed development upon the Dunskeath House lands and appraisal of the historic importance of the area and the impact associated with the loss of the remaining buildings.
- **Landscape and visual** — the difference in the landscape from the new development and the change in visual appearance from 8 different representative chosen viewpoints (agreed with Highland Council) around the site.
- **An ornithological report**, to demonstrate the number, species and patterns of use in and around the site by birds, as well as any mitigation required.
- **Air quality** upon nearby receptors.
- **Navigation** in relation to protocols for vessel management.

The Project Team

Global Energy Nigg Ltd has appointed the following consultants to address the foregoing planning and environmental issues and prepare detailed proposals: -

Topic	Specialist
Project Management, EIA Coordination, Marine Ecology, Terrestrial Ecology, Water Environment, Airborne Noise, Other Issues, Sediment and Best Practicable Environmental Option Advice (BPEO).	EnviroCentre Ltd
Cultural Heritage and Archaeology	Headland Archaeology
Landscape and Visual Impact Assessment	Douglas Harman Landscape Planning
Traffic and Transport	SYSTRA
Planning and Consultation	GH Johnston Building Consultants Ltd
Engineering Input	Arch Henderson LLP
Underwater Noise	Irwin Carr Consulting

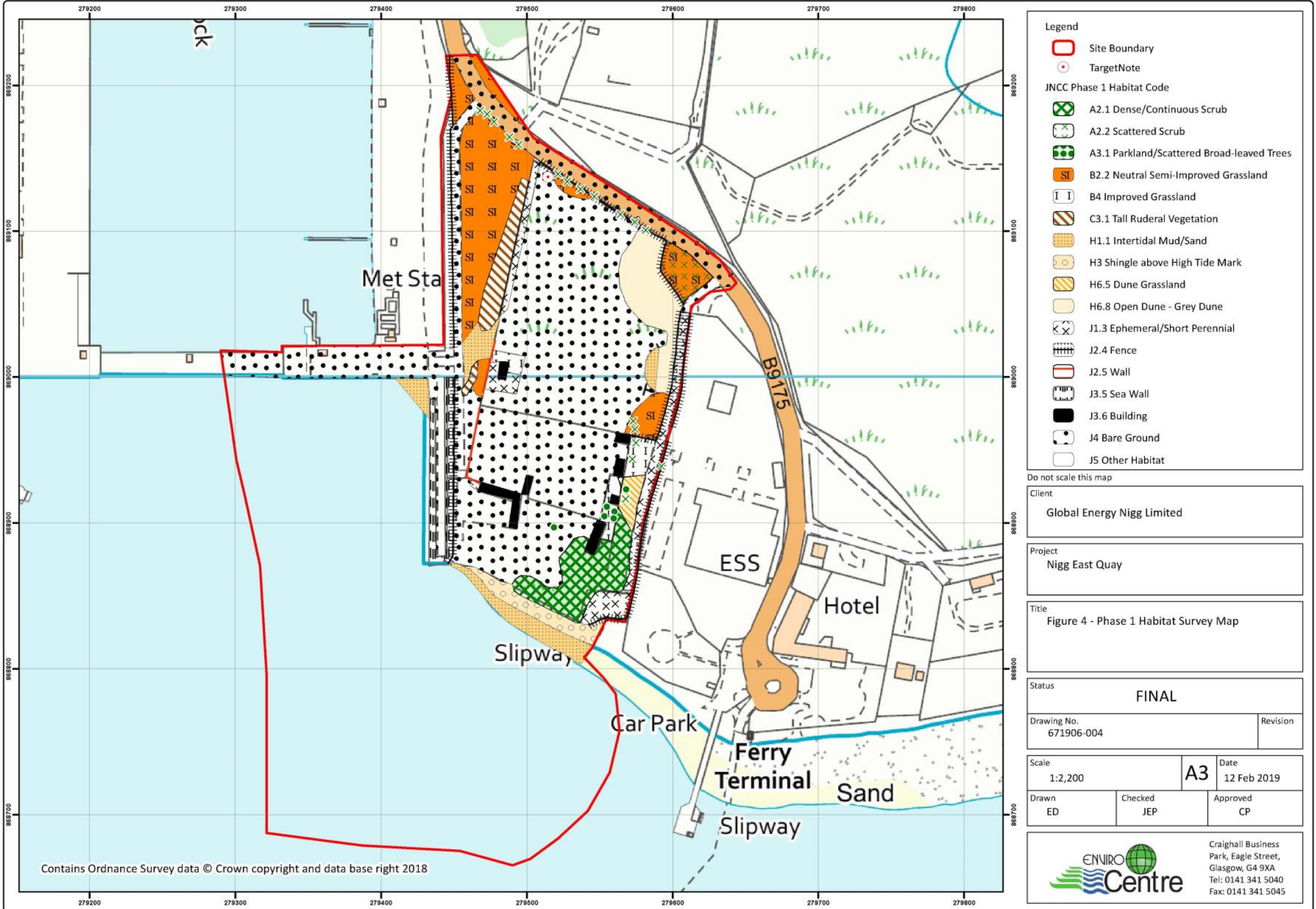


Figure 9: Phase 1 Habitat Survey Map (from EIA Scoping Report)

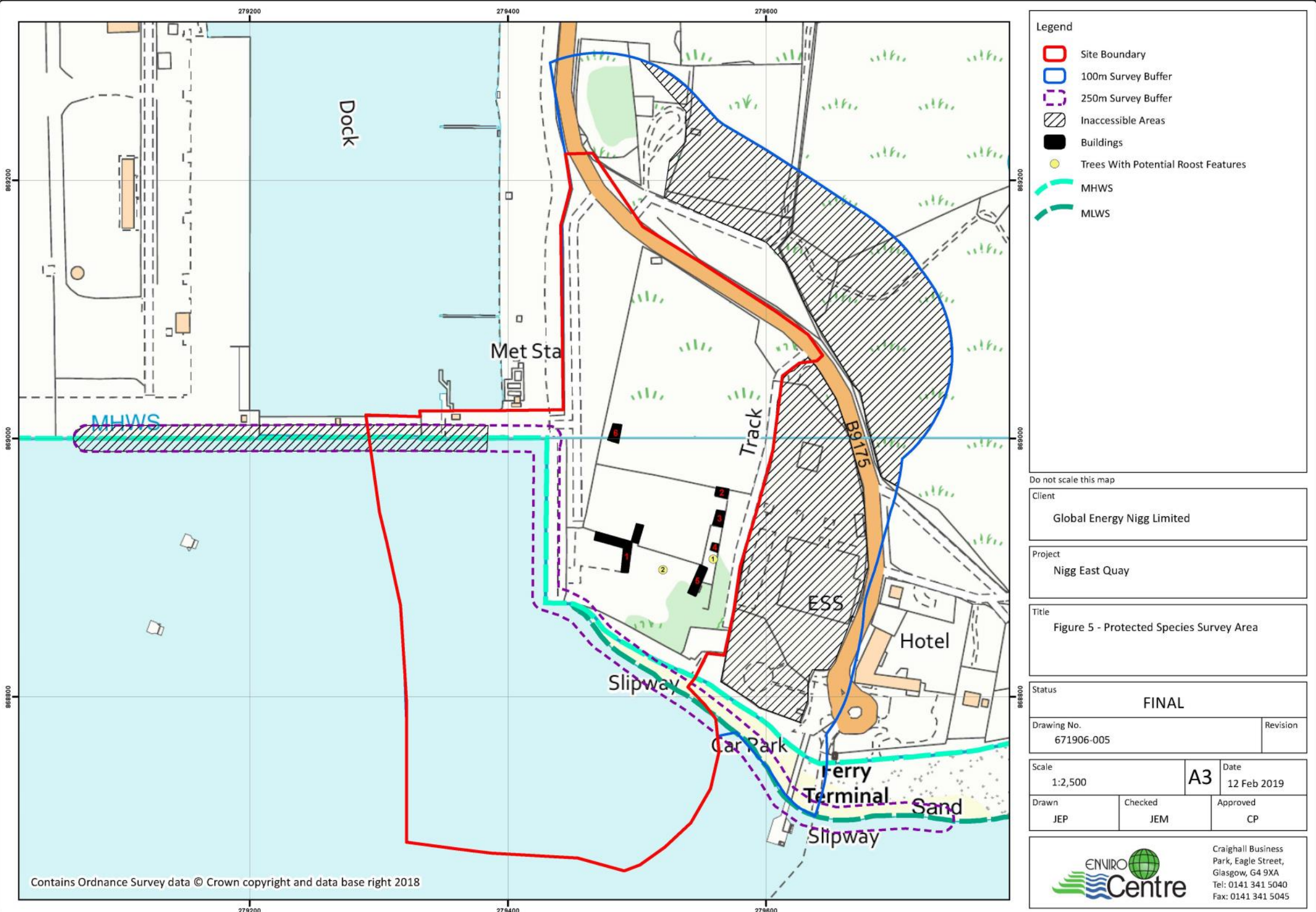


Figure 10: Protected Species Survey Area (from EIA Scoping Report)



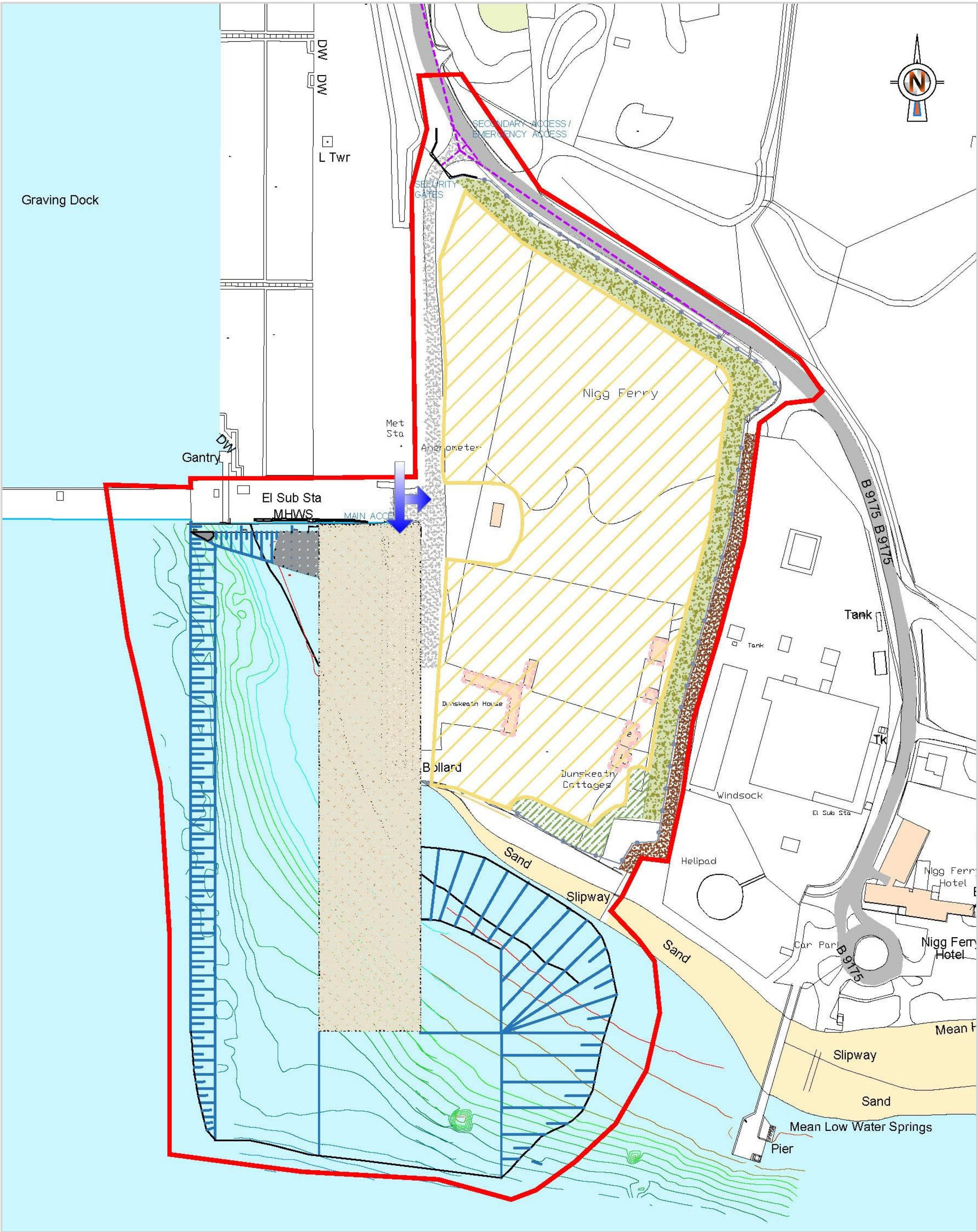
Outline Description

The proposed development contains the following: -

- A proposed east quay of plan area 250m by 50m (0.88ha) constructed using perimeter piling to retain locally dredged material as infill.
- Associated fendering and rock armouring.
- Dredging to achieve a minimum sea bed level at the main west facing berth of 12m below chart datum to facilitate the proposed development.
- High level lighting to quayside in accordance with Port Regulations.
- Sea water extraction for fire-fighting capability.
- Re-use of dredged materials within the quay structure (quantities to be determined and material characterisation and sampling to be agreed with Marine Scotland).
- Disposal of excess suitable dredged material within The Sutors licenced disposal site.
- Demolition and removal of buildings on site associated with the former Dunskeath House;
- Preparatory groundwork and associated landscaping for provision of a laydown area for handling and temporary storage of plant and renewable energy components.
- Access provision from the B1975 (for occasional use and emergency purposes).
- Security lighting and fencing associated with the laydown area.

The main elements of the proposals are indicated on the Draft Site Layout Plan below.

Draft Site Layout



LEGEND

- site
- existing road - adopted
- existing road - private
- existing buildings
- existing grass track retained
- existing scrub land
- maximum footprint of proposed laydown area
- proposed east quay
- proposed 10m landscaped bund
- demolition
- security fence
- feature wall & gate pillars (to match existing)
- security gate
- dredging extents

Figure 11: Draft Site Layout Plan

Draft Engineering Drawings

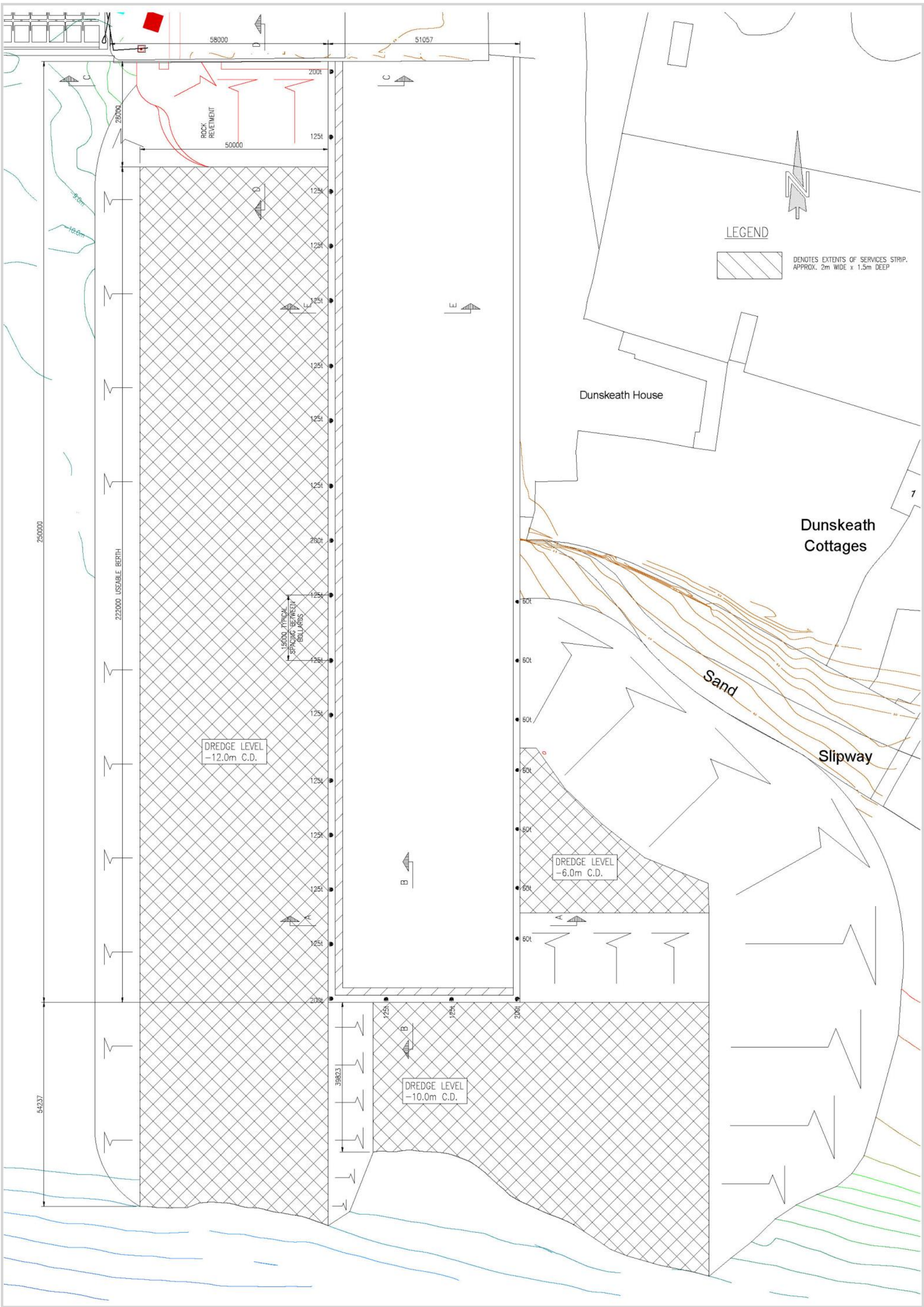


Figure 12: Draft General Arrangement and Tie Rod Layout

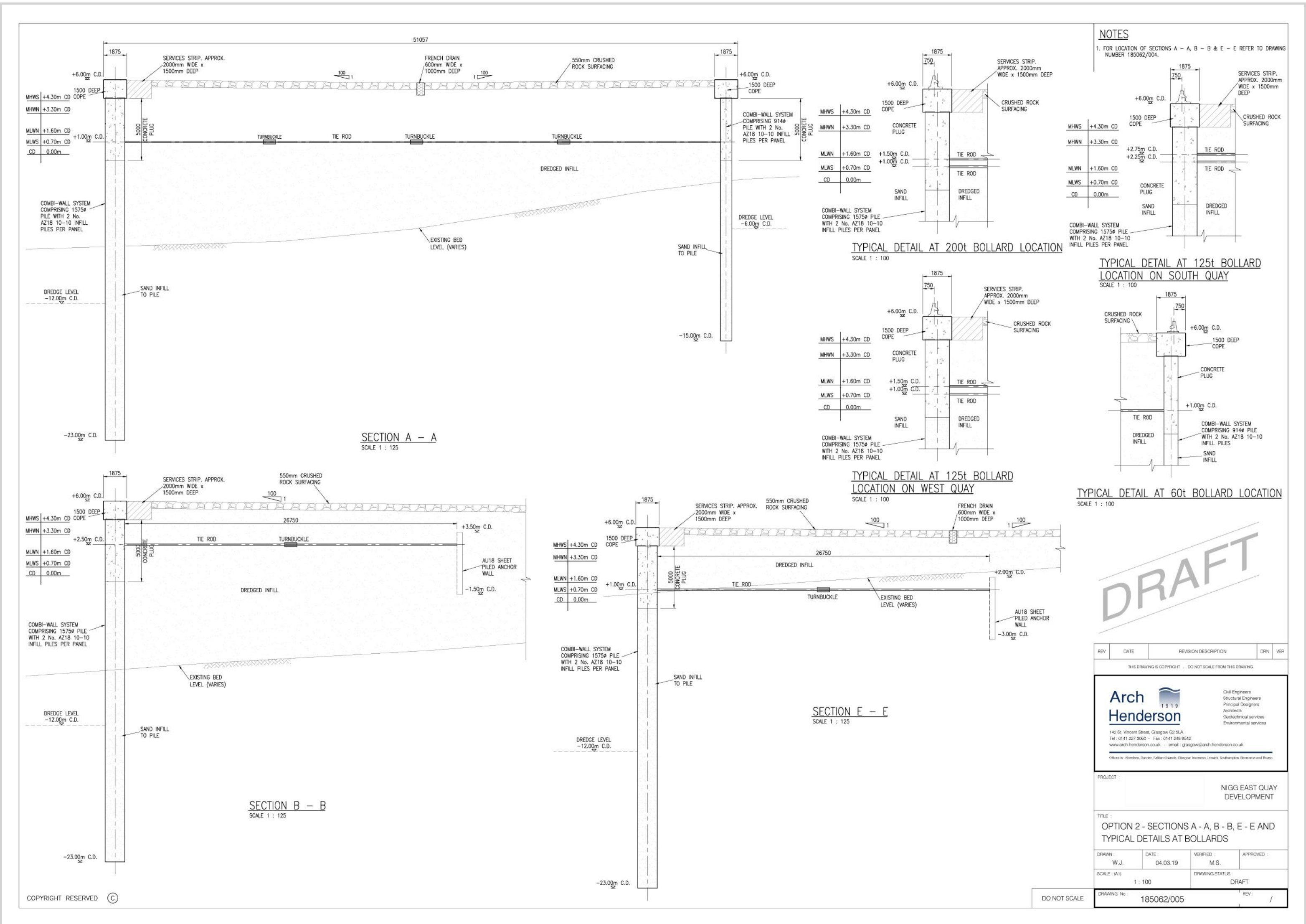


Figure 13: Draft Sections and Typical Details at Bollards

Proposed Timescale for the Construction Works

The East Quay construction programme is expected to last c.245 days, commencing around October/ November 2019. If consented, the aim of Global Energy Nigg Limited is for construction works to be actioned over four phases between late 2019 and early 2020.

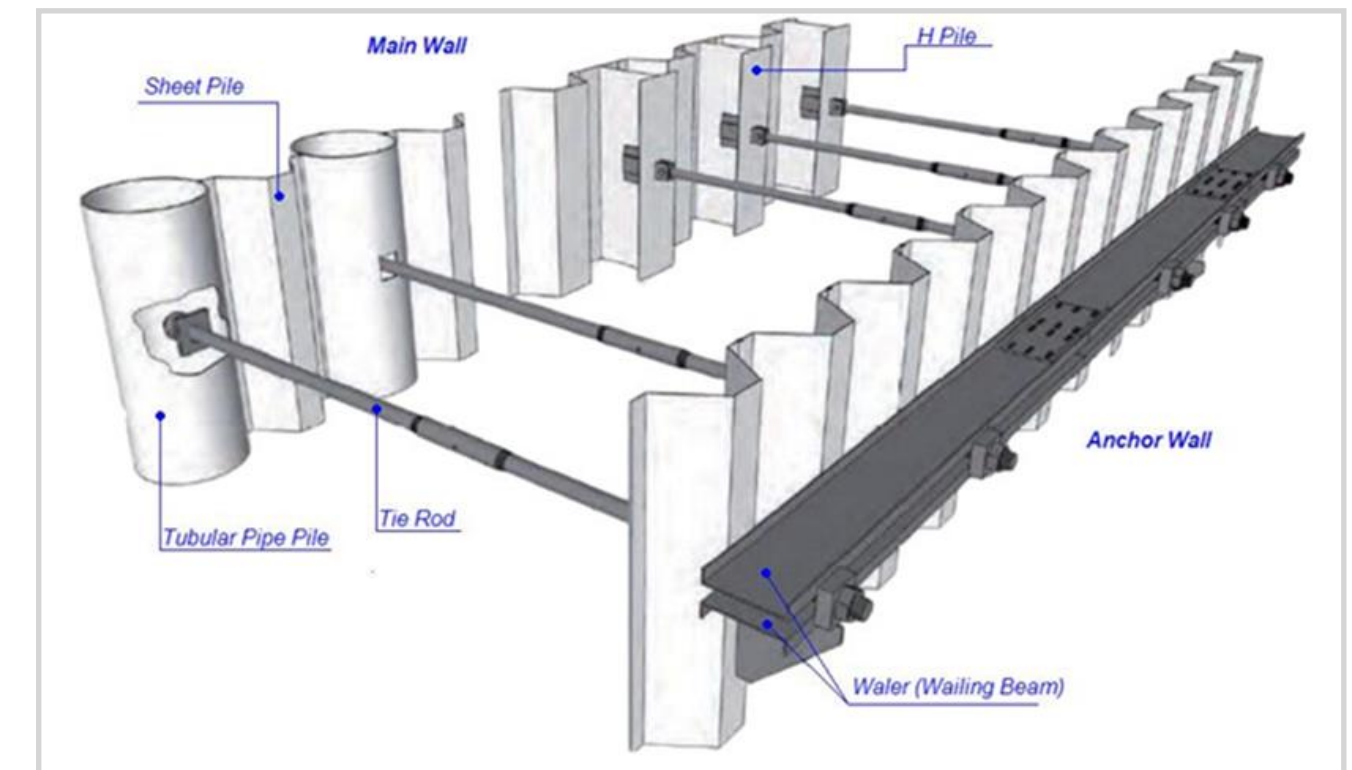
Phase timings would be tied down, dependent upon the time taken to obtain all relevant consents and by the Appointed Contractor to accommodate suitable concurrent works where they are identified, i.e. to allow the sustainable re-use of dredge arisings as piling infill, before the completion of the piling phase for instance.

Primary Components of the Proposed Development

1. The proposed solid quay will be 250m by 50m (0.88ha) and constructed from perimeter piling to retain locally dredged material as infill. The 'combi' style design would comprise of sheet piled sections (driven by vibrational-hammer), secured with regularly-spaced king piles to reach bedrock depths. This may require a small extent of impact-driving, for which a Marine Mammal Mitigation Plan would be set out prior to the commencement of piling.
2. Dredging of sediment would be required to attain a minimum sea bed level at the main west facing berth of -12m CD. This would allow for easy berthing and manoeuvring of the largest offshore support vessels, to facilitate the proposed development. As the sea bed is mostly comprised of silts, loose sands and gravels, dredging would be undertaken with a suction dredger. A rotary cutter and backhoe set up would be employed where firm sea bed material is encountered. Arisings would be transported by hopper barge to the site of the quay.
3. Re-stating of locally-dredged arisings as infill within the new quay structure, along with material from the Dunskeath House lands. Specific details of quantities, sediment type and character for infill suitability would be demonstrated to Marine Scotland. Chemical testing of the material has confirmed that it is suitable for re-use.
4. Surplus material can be safely disposed of at the licenced Sutors Disposal Site, under the authority of the Marine Dredge and Disposal Licence with Marine Scotland.
5. The quayside would be equipped with appropriate fendering and deck furniture (*inc.* bollards, life buoys, high mast lighting and ladders) in accordance with Port Regulations. The quay would also feature sea water extraction for fire-fighting capability on-site.
6. A laydown area in the grounds of the former Dunskeath House and out-buildings would require preparatory groundworks. This laydown would be utilised for bulk handling and temporary storage of plant and renewable energy components.



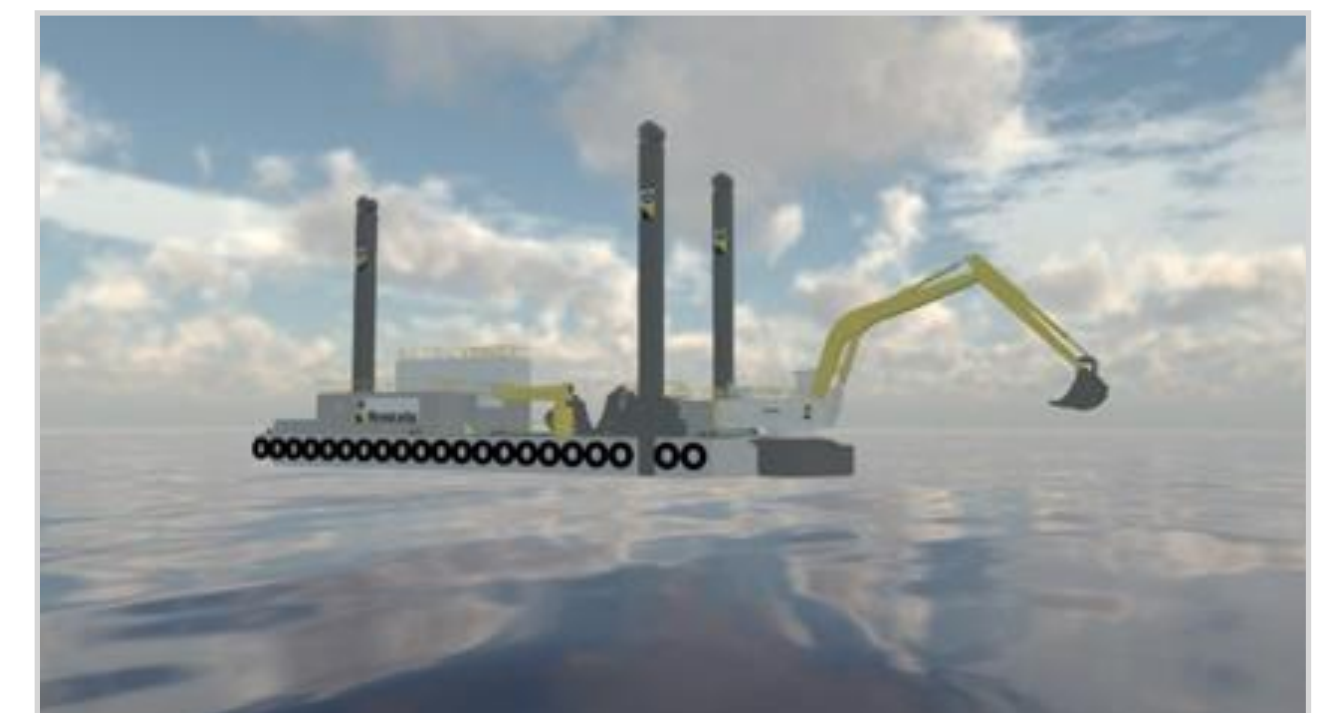
Example of sheet piled quay wall



Example of tie rods and anchor wall



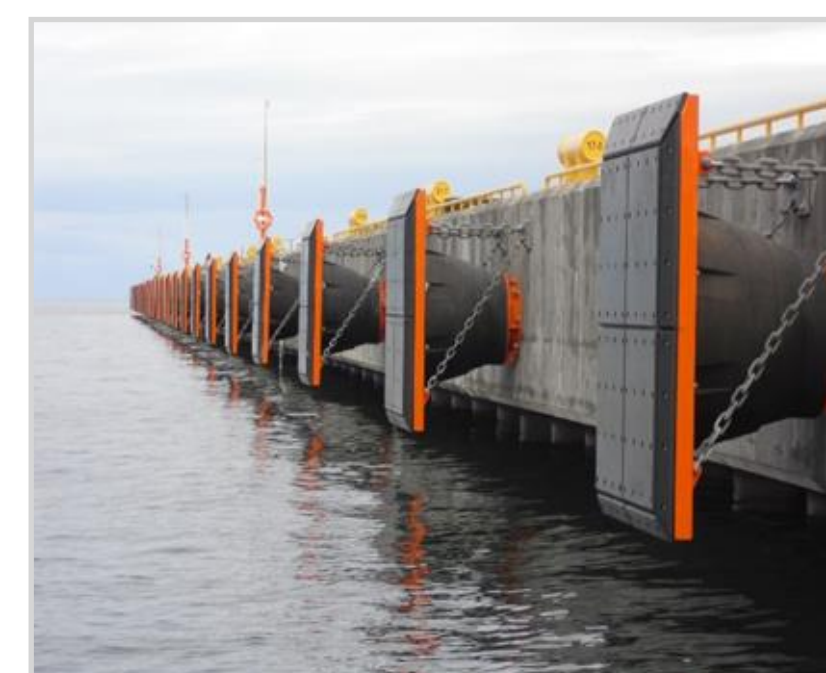
Suction Dredge and Backhoe Dredger Examples



The Sutors licenced disposal site lies slightly to the east of the proposed development in the mouth of the Firth



Example of the scale of the Offshore Support Vessels which require deep water berthing at Nigg



Examples of Quay Fendering and High Mast Lighting

Sediments and Disposal

Under approval of the Marine Disposal and Dredge Licence application, sediment not intended for reuse at the facility would be disposed of at The Sutors facility. An Marine Mammal Observer would be present on the dispatching barge to ensure marine mammals are not disturbed by sediment plumes, through the enforcement of a 200m stand-off zone. Care would be taken to make certain of no concurrent depositing (i.e. from the Phase 4 Invergordon works) and vessel numbers would be managed.

Water Assessment

(i) Introduction

The Water Assessment would be supported by data derived from the recent South Quay project. Conclusions of the assessment would be informed by sediment dispersion modelling, in order to gain insight into anticipated extent and location of sediment plumes, potentially generated by piling and dredging works. The assessment would consider how these may interact with the local wave climate and tidal currents. It is also important to look closely at any predicted changes in local deposition and erosion caused by the placing of the new East Quay, and any indirect impacts this may cause upon local subtidal sandbanks as a result.

A Water Framework Directive Assessment would address any concerns on the matter of Water Quality and Pollution, and specify measures to mitigate against sedimentation and contamination of ground waters, surface waters and coastal waters, which would take the form a site-specific Construction Environmental Management Plan (CEMP) across all phases of the development.

(ii) Interim Results

Wave and sediment dispersion modelling suggest there is unlikely to be any significant impact on nearby coastal morphology due to the comparatively weak currents operating within the Cromarty Firth and surrounding coastal waters of the Inner Moray Firth.

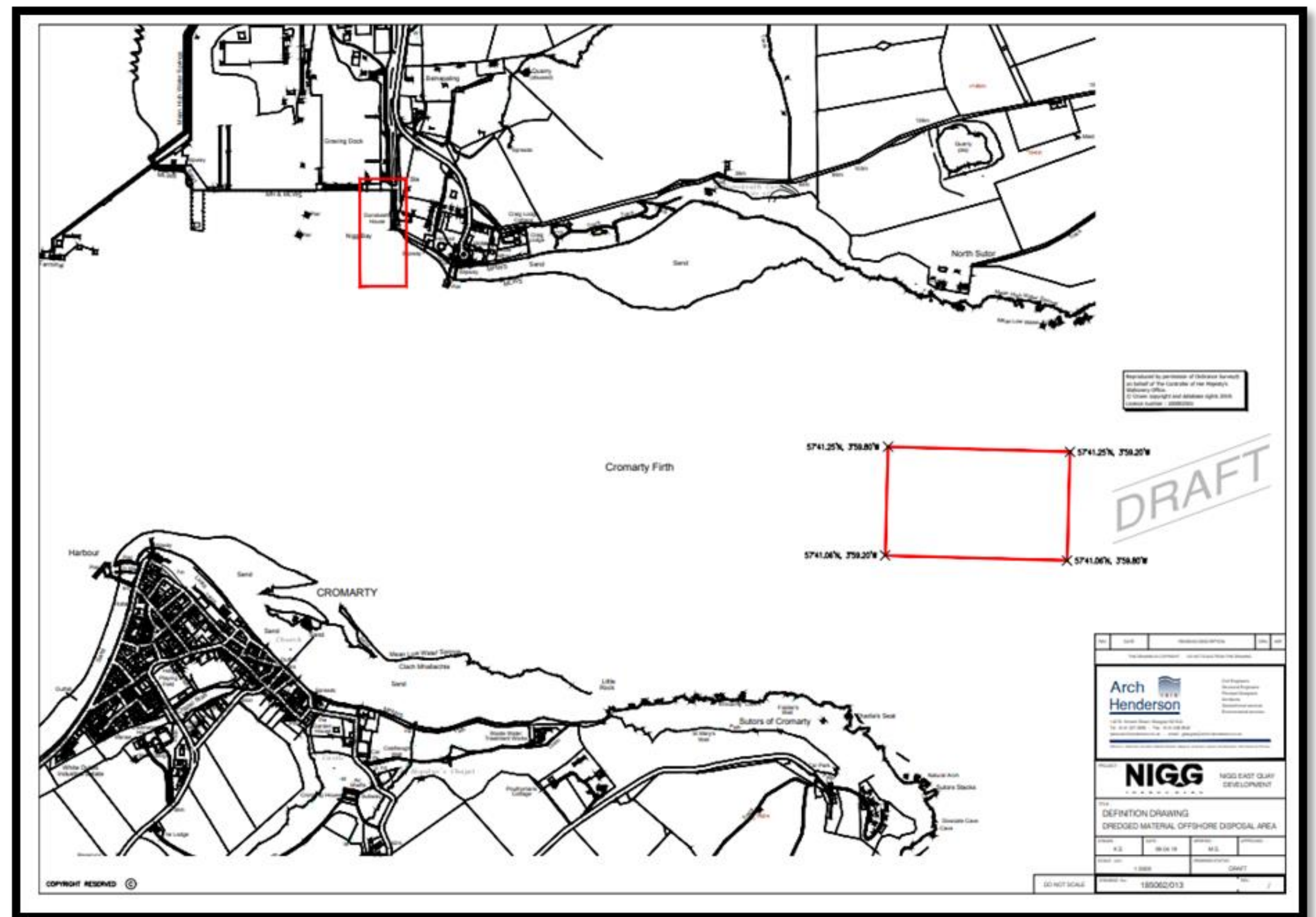


Figure 14: Location of The Sutors Licenced Disposal Facility

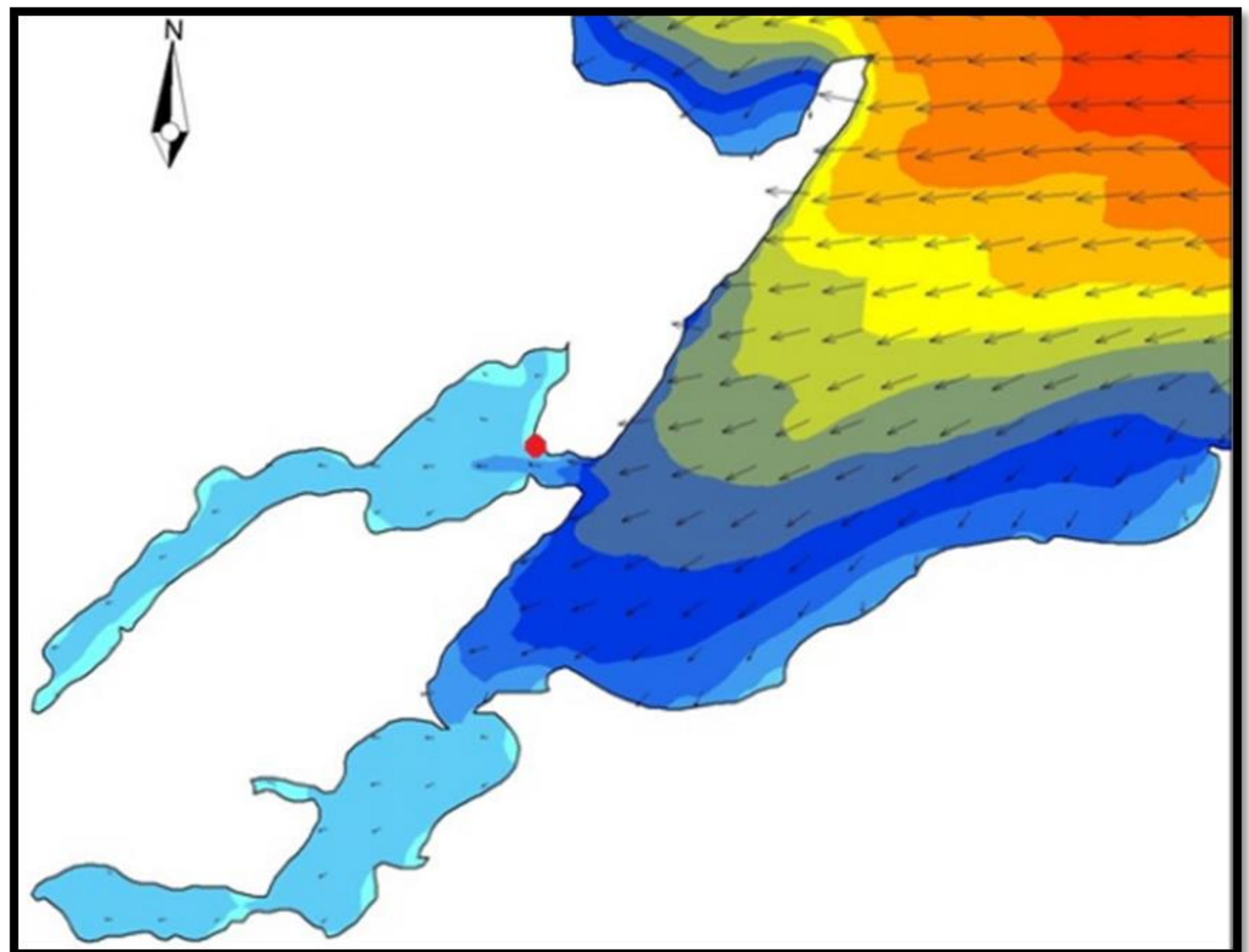
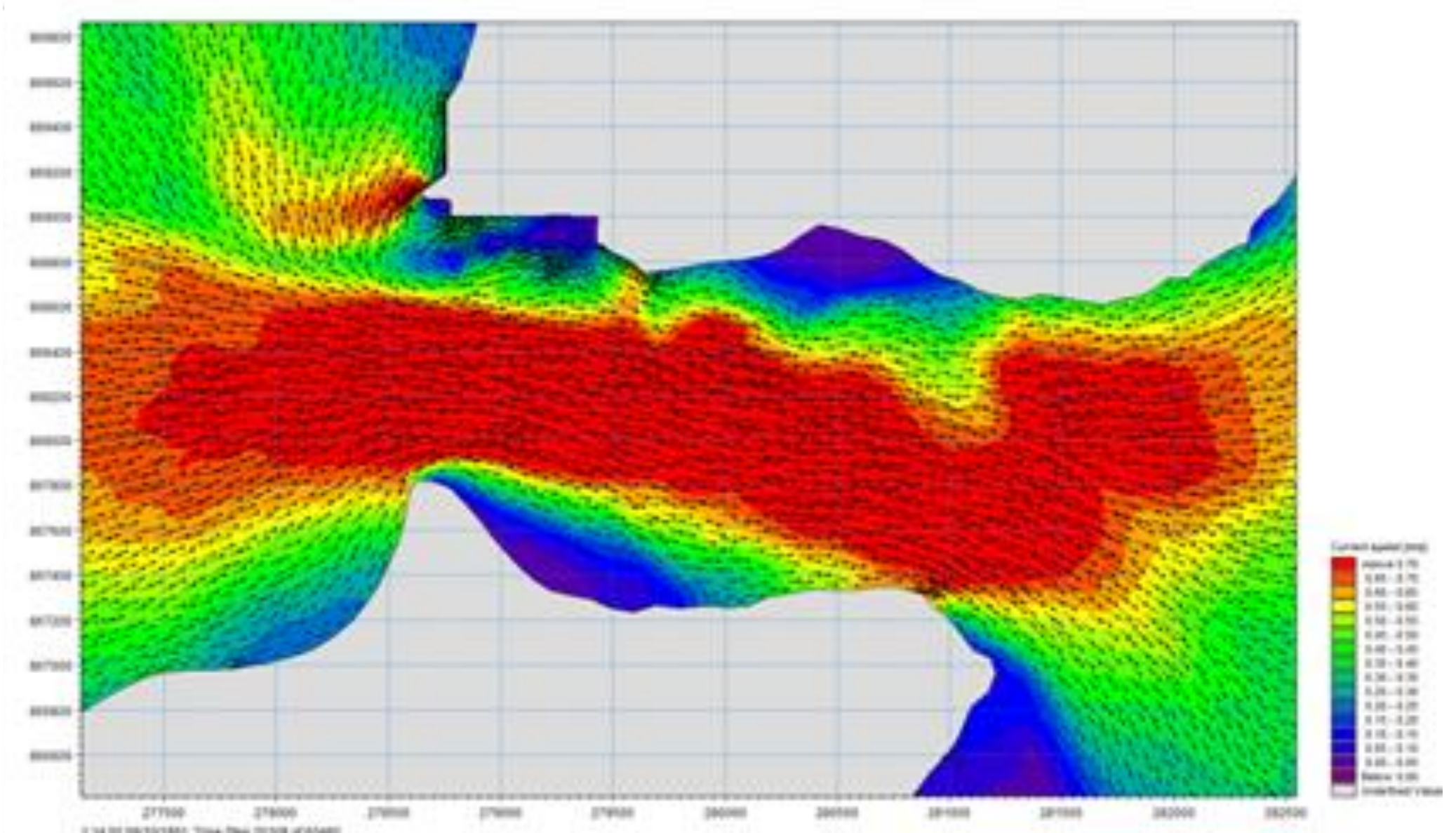
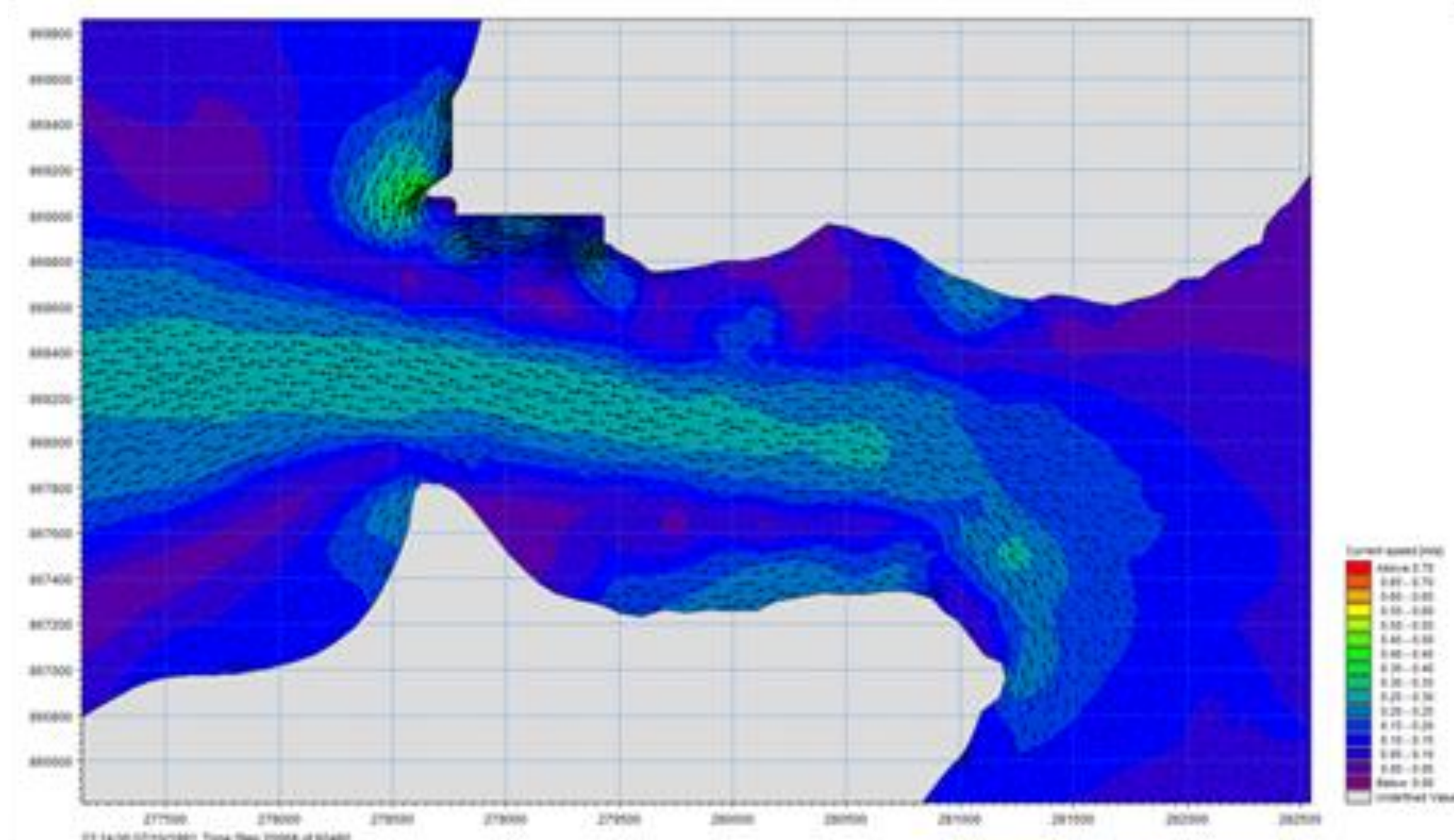


Figure 15: Tidal Currents of the Inner Moray Firth



Figures 16 & 17: Lowest and maximum extents of tidal current velocities in the Firth

Introduction

The Cromarty Firth lies in close proximity to several designated sites. Potential impacts upon these designations or indeed their associated Important Ecological Features (IEF) have been explored by means of a Habitats Regulations Appraisal (HRA).

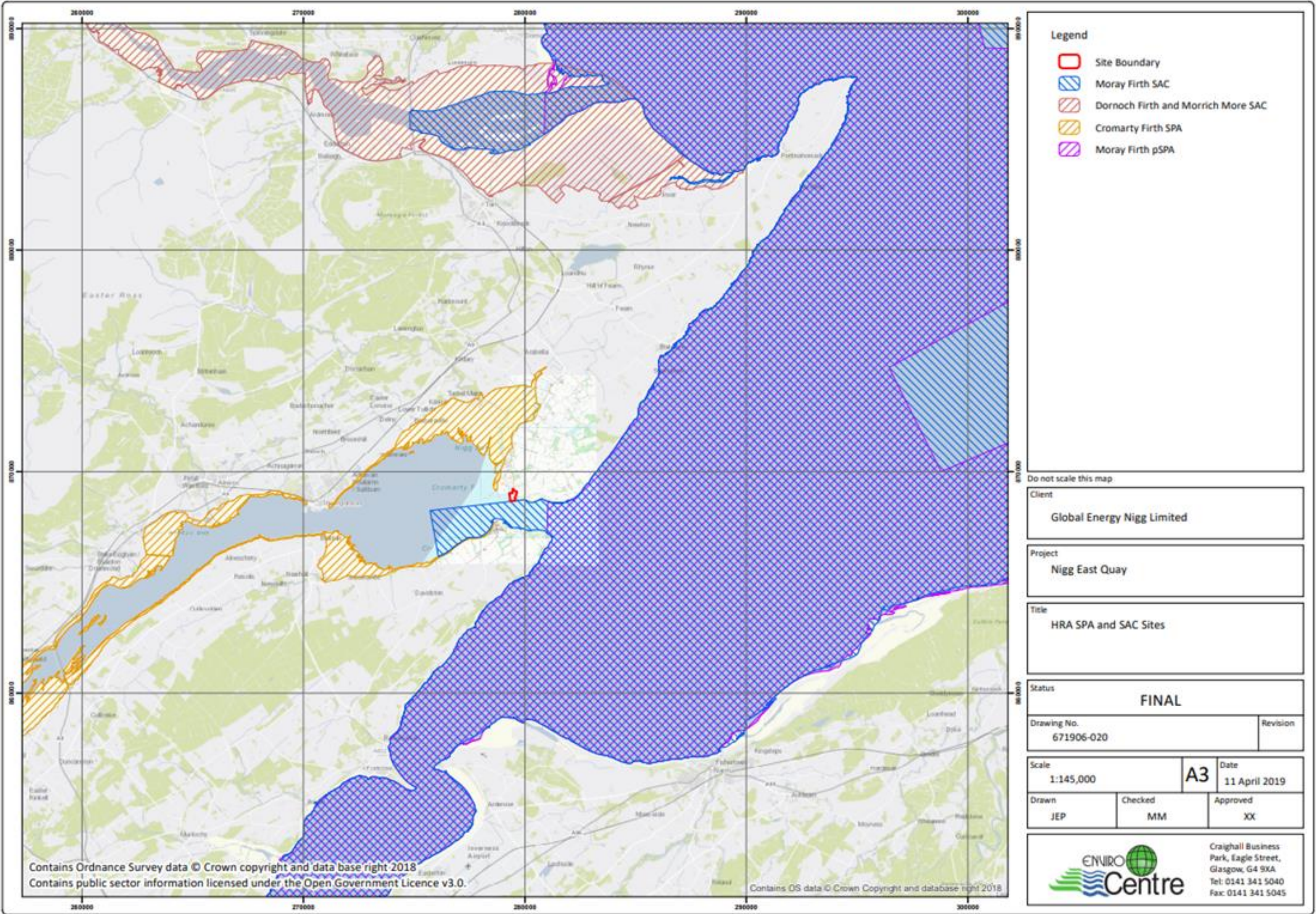


Figure 18: Marine Ecology Designations

Habitats Regulations Appraisal, Special Protection Areas and Special Areas of Conservation

Marine ecology investigations have centred upon assessment of underwater noise and sediment dispersion impacts upon cetaceans (i.e. Bottlenose dolphin) and fish. This involved the modelling of anticipated noise emissions and associated vibrations from specific piling and dredging activities. Noise impacts may disturb foraging or migratory behaviour, or cause auditory damage in certain marine species. Sediment plumes generated by piling and dredging have also been considered carefully due to their propensity to reduce visibility for foraging or migratory fish (i.e. *Atlantic salmon, including smolt*).

The distance between construction noise sources and the edge of the designated Special Protection Area (for ornithology) is greater than the 300m minimum separation distance specified and recommended by SNH.

Interim Results

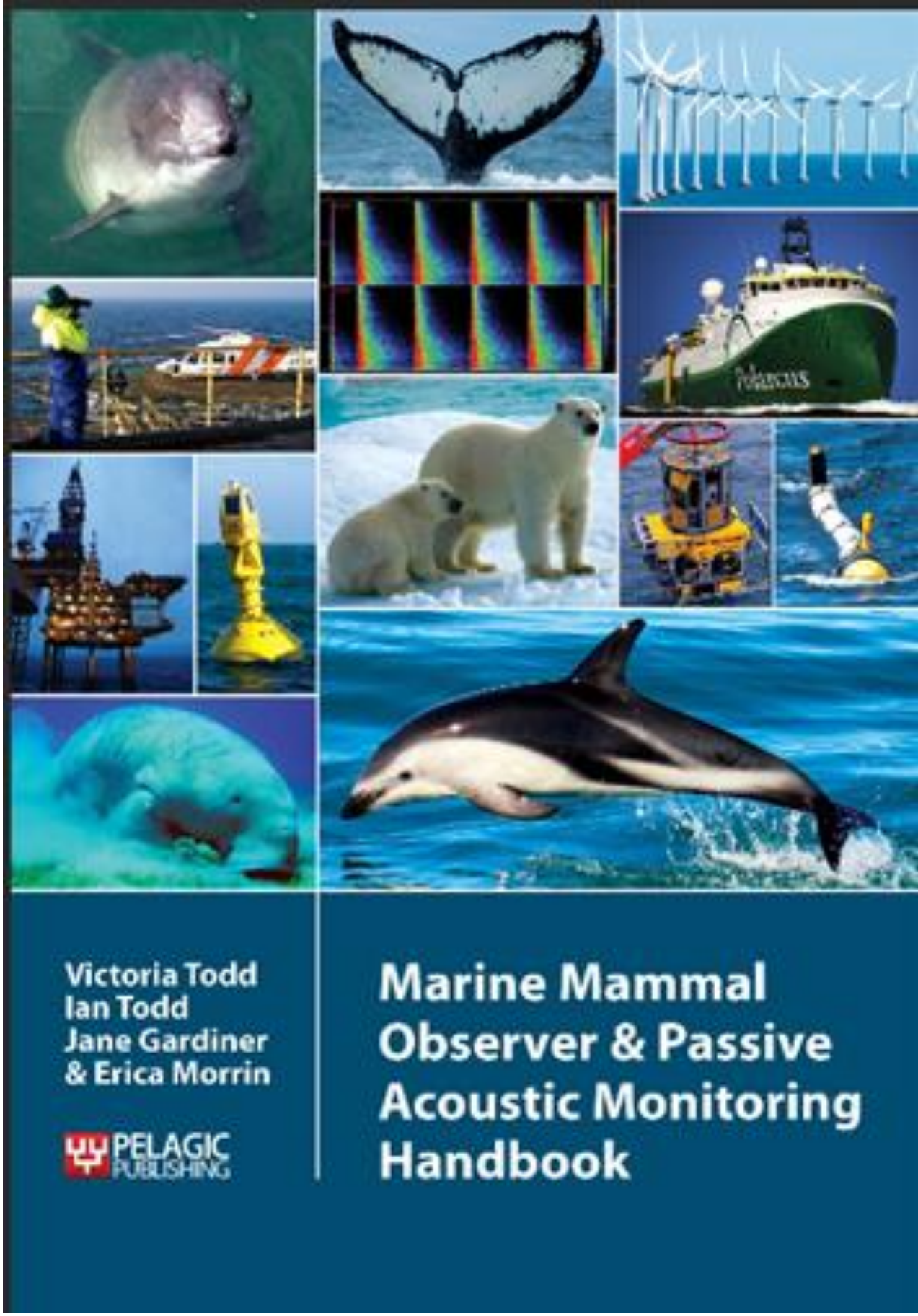
Recommendations pertaining to a Marine Mammal Protection Plan include the appointment of a Marine Mammal Observer and the potential use of underwater hydrophones (Passive Acoustic Monitoring) to detect marine mammals within a 500m mitigation zone of construction works (and 200m of disposal vessel), and take appropriate action. With these measures in place, no significant effects are anticipated.

Terrestrial Ecology

Terrestrial ecology was not found to necessitate full EIA-level assessment given the lack of habitats and protected species on site. The absence of otters at the proposed site was also confirmed. Bat surveys were scoped in due to the need to demolish the outbuildings associated with the former Dunskeath House.

Various bat surveys including Preliminary Roost Assessment, Winter Hibernation, and Dawn/Dusk surveys were undertaken from January through to May, with no conclusive bat population findings, other than small traces of droppings (Common pipistrelle). Findings suggest the site has a low habitat suitability.

Designation	Distance from Proposed Development	Designated Important Ecological Feature (IEF)
Cromarty Firth Site of Special Scientific Interest (SSSI)	0.59km west	Intertidal mudflats and sandflats
Cromarty Firth Special Protection Area (SPA)	0.59km west	Non-breeding birds
Cromarty Firth Ramsar Site	0.59km west	Intertidal mudflats, sandflats and waterfowl assemblage
Rosemarkie to Shandwick Coast Site of Special Scientific Interest (SSSI)	0.76km east	Maritime cliffs, geological features and breeding birds
Moray Firth Special Area of Conservation (SAC)	Adjacent to the east	Sandbanks, Bottlenose dolphin



Noise

Existing airborne noise was surveyed on 19th March 2019. This data forms the baseline upon which additional noise increases are compared.

Construction and operational noise was assessed by means of building a computed model from CADNA software. The software requires the input of parameters such as noise sensitive receptors (i.e. properties) to be together with activities and emissions associated with each source (i.e. HGV movements, crane operations, berthed rigs) to define the distribution and level of emissions. Primary receptors of Airborne Noise in proximity of the proposed site were identified as properties located in the settlements of Balnapaling/Nigg Ferry, Balnabruaich and Cromarty across the Firth. Noise Monitoring Locations were located at Shore Street/Millar Road, High Street/Shore Street and George Street in Cromarty; and in proximity to residences to the north and east of the site, just off the B9175.

Noise impact of the construction and operational phases of the East Quay were calculated for day and evening, 7 days per week. Effects were found to be predominately Not Significant for all receptors in Cromarty and Nigg. A marginal increase of 2dB is anticipated for the nearest properties at Balnapaling/Nigg Ferry (*photo right*). This is deemed to be barely perceptible. Findings suggest that a 2m high bund, positioned on the eastern margin of the laydown area would help mitigate any incremental increase on baseline noise across the operational phase.

Traffic and Transport

A Transport Assessment was undertaken by Systra to establish the baseline traffic and transport conditions together with predicted impact of development upon the local transport network. Of particular interest in the assessment, was additional trip generation associated with the project, namely from the delivery of construction materials and commuting of staff throughout both phases. An existing baseline was established by Traffic Counts undertaken at Arabella (which connects to the A9, to Inverness) and at the front gates of Nigg Energy Park.

No significant impacts are anticipated in terms of increases in traffic levels caused by the East Quay development. This can be attributed to the bulk of construction materials being sourced either:

- (i) on-site, i.e. dredge arisings reinstated as infill;
- (ii) imported by sea; or
- (iii) or sourced locally i.e. rock-chip surfacing imported from CastleCraig Quarry.

Results indicate that there is no requirement for road upgrade or junction analysis on the B9715 or A9.

A Construction Traffic Management Plan would be in operation for the duration of the works to ensure minimal disturbance to the local traffic network.

Cultural Heritage

The Desk Based Cultural Heritage Assessment (DBA) identifies all sites in proximity of the project which have been designated as having architectural, archaeological or landscape heritage, which may be potentially affected by the proposed development. Such assets include Conservation Areas, Scheduled Monuments, and Gardens and Designed Landscapes (GDL).

Terrestrial assets include the land of the former Dunskeath House (Scheduled Monument, Index No. 3319) and its associated outbuildings (some of which remain standing); Cromarty House (Inventory Designed Landscape, GDL 120); and various Category A Listed Buildings in north Cromarty.

Consideration of how the setting of each heritage asset will be understood, and, any bearing the project may have upon the significance and appreciation amenity of the asset - will be assessed in a staged approach. Undesignated wreck sites and unknown marine remains in proximity of the proposal will also be examined through the assessment of available bathymetric and seabed survey data, in proximity of the site.

Significant effects on the setting of any heritage asset or Conservation Area are considered unlikely. The original Dunskeath House was burned down in a fire in 1960. Mitigation measures have been devised and agreed for the demolition protocol of the remaining out-buildings of the old house. This will likely include the historical recording of the buildings which will require to be submitted to Historic Environment Scotland, in keeping with best practice guidelines.



Above: noise monitoring location at High Street/Shore Street, Cromarty



The original Dunskeath House above and only the eastern buildings below, thought to have been servants' quarters, remain.



Introduction

Doug Harman Landscape Planning have undertaken a Landscape and Visual Impact Assessment of the new quay in the wider context of development. The Zone of Theoretical Visibility (ZTV) was calculated from a view shed analysis across the Firth for distances of 5km and 15km. Viewpoints within this ZTV were subsequently agreed upon with the Highland Council, and visual material will be presented to support the viewpoint analysis.

Viewpoint Selection with Zone of Theoretical Visibility (ZTV) for East Quay and Jack-Up Rigs

Viewpoints were specifically chosen for their inherent value, be it recreational amenity, landscape/coastal character, or cumulative consideration. These are set out below.

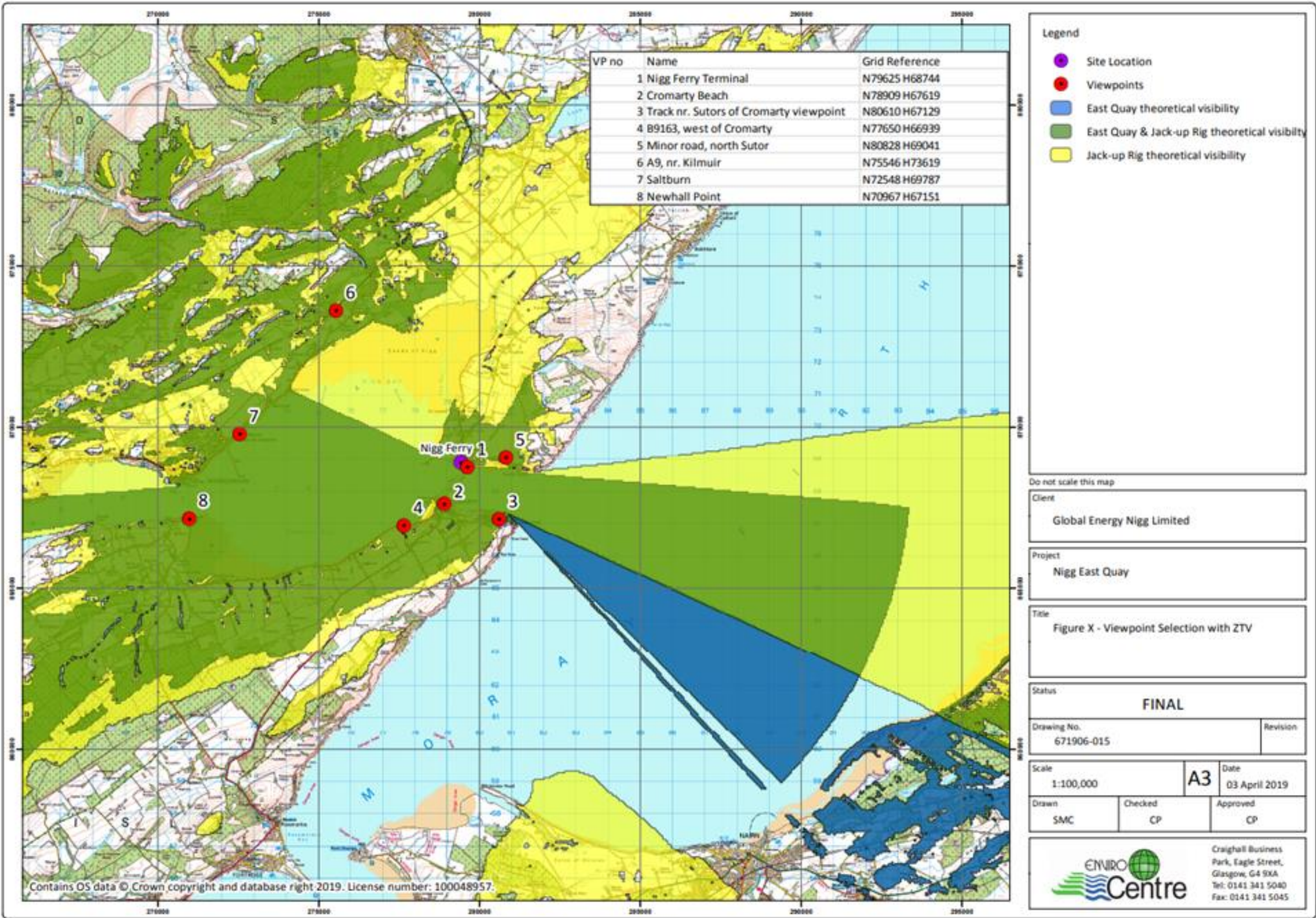


Figure 19: Viewpoint Selection with Zone of Theoretical Visibility (ZTV)

Proposed Viewpoint	Representative Receptors	Approximate Distance to Site
Nigg Ferry terminal	Visitors and recreational users	0.5km
Cromarty shore	Residents and visitors	1.1km
Track near Sutors of Cromarty Viewpoint	Visitors and recreational users	2.3km
B9163, west of Cromarty	Road users	2.2km
Minor Road, North Sutor	Road users	2.2km
A9, near Kilmuir	Road users	6.5km
Saltburn	Residents	7.4km
Newhall Point	Residents	8.6km

The EIA will conclude any visual impacts or predicted changes on landscape and coastal character. It should be noted that the wider assessment scope is currently being firmed up by the Highland Council.

Given the baseline of industrial development at the site and the masterplan approach to enhancing the facility, significant effects are unlikely, given the modest scale of the additional quay to the existing port infrastructure. For properties nearest to the development, effects are expected to be Not Significant due them being out-with alignment of sight, and aided by natural screening afforded by site topography and roadside vegetation at the B9175. Measures would be taken to ensure the addition of the East Quay would remain visually unobtrusive, for example in the use of subdued lighting.



View from Newhall Point



View from Cromarty shore at ferry slipway

Impacts of the proposed development upon navigation and vessel movement within the Cromarty Firth and the Inner Moray Firth will be incorporated into the assessment. Increased vessel movement has the potential to impact upon:

- (i) cetaceans such as Bottlenose Dolphin;
- (ii) navigational safety of other marine users;
- (iii) vessel noise emissions;
- (iv) water pollution from fuel contamination; and
- (v) numbers of invasive marine species from ship ballast.

Categorising specific vessel types and numbers, will help inform a robust navigational mitigation plan for the duration of the construction phase, and help manage any long term impacts of operational vessel movement at Nigg.



Typical berthing arrangement of anchored and unanchored vessels in the central Cromarty Firth. These comprise mostly of underwater operations vessels, port support vessels (i.e. tugs, tender craft), offshore support and cargo vessel. In addition, many fishing vessels operate around the berthed platforms, and service the aquaculture farms at the southern reaches of the Firth.

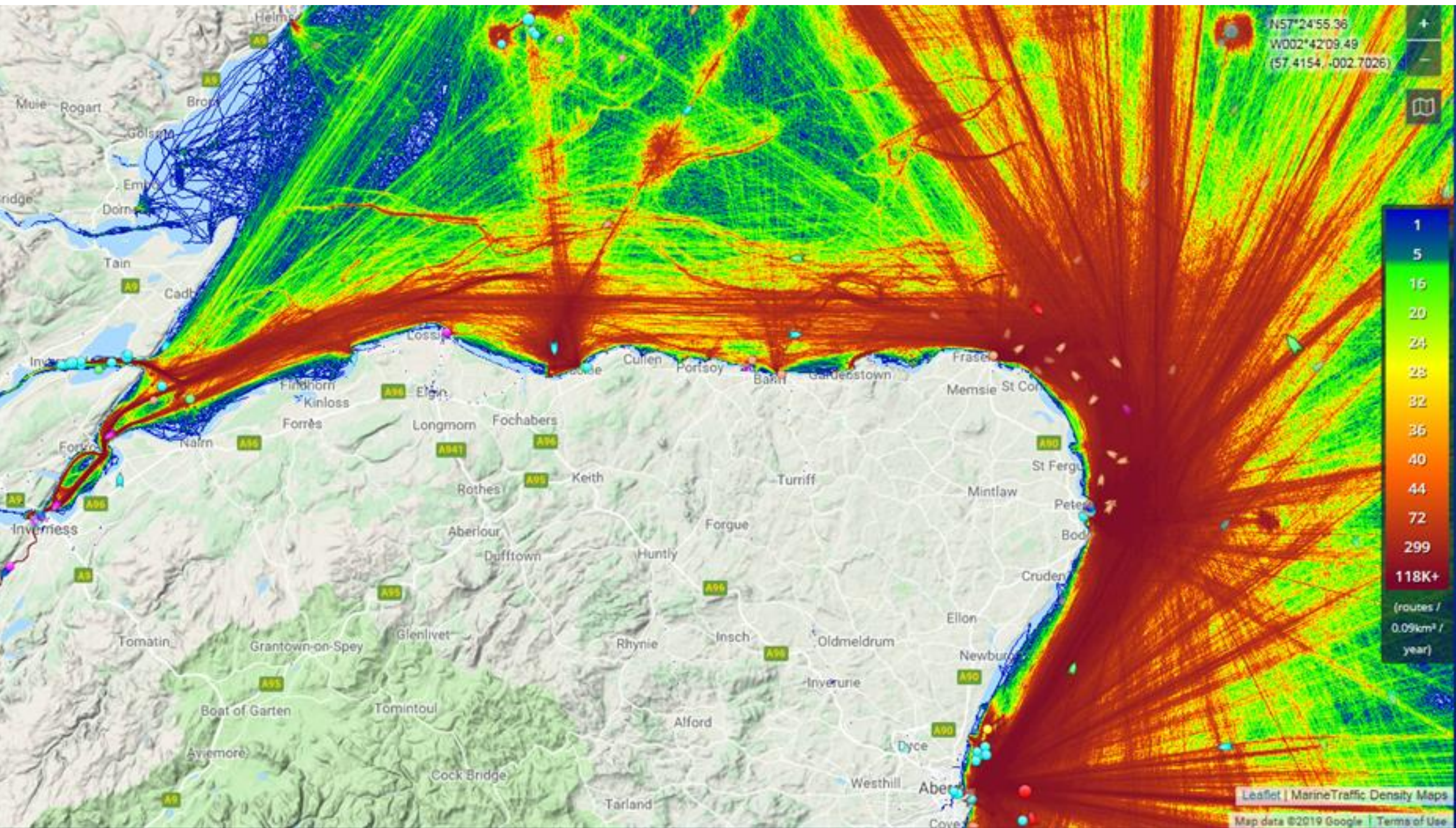


Figure 20: Route Density Maps record vessel movements from AIS Tracking, allowing baseline and predicted impacts to be assessed for the Cromarty Firth and Moray Firth.

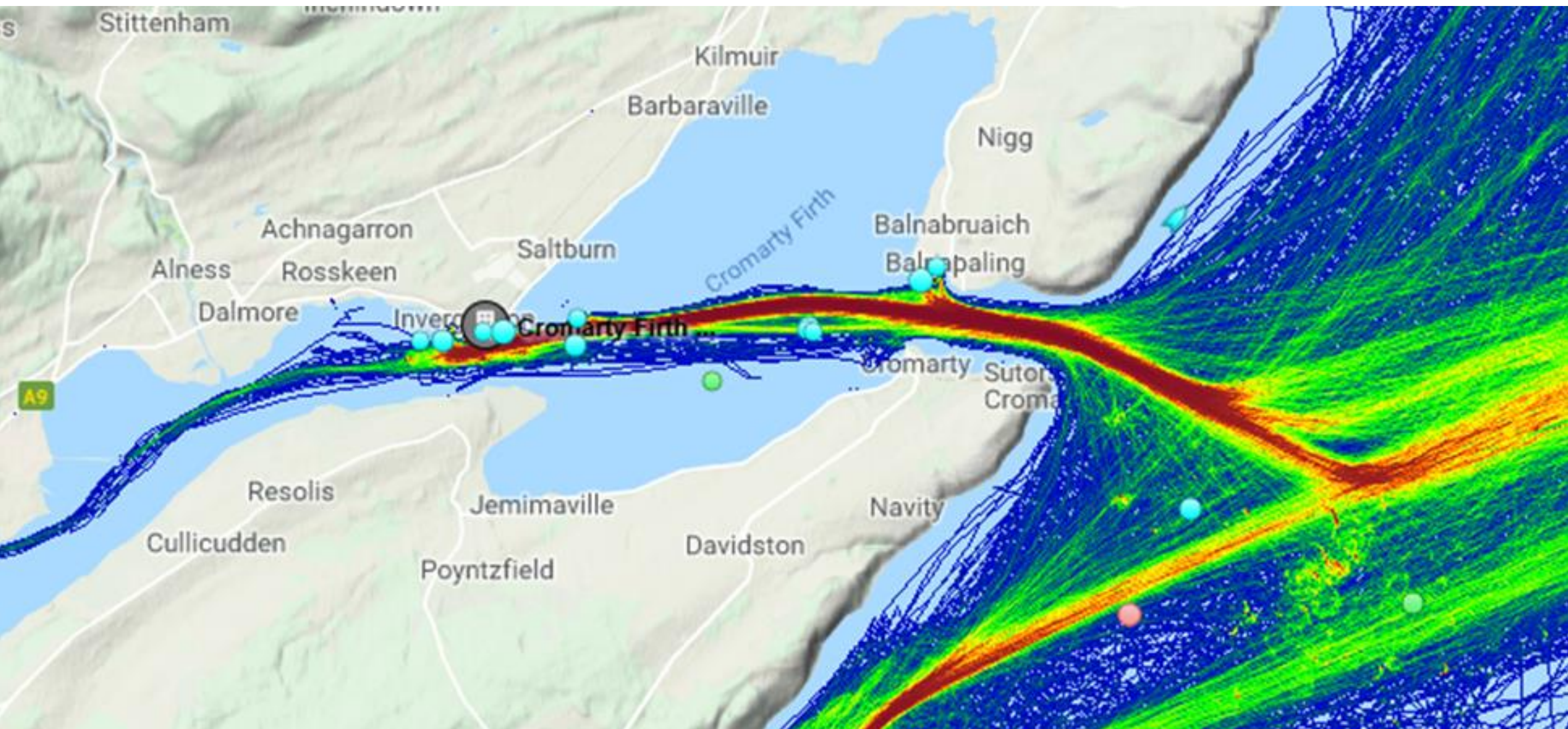


Figure 21: Route Density Map for the Cromarty Firth, Sutors area and Inner Moray Firth help establish typical patterns which can be applied to the proposed development

Benefits of the Proposed Development

It is considered that the proposals will help:

- significantly enhance the berthing and storage capacity of the Facility;
- maximise work opportunities for the Port;
- allow us to facilitate dry docking opportunities in the future;
- trigger investment on the site and into the wider economy;
- create new direct and indirect jobs;
- provide opportunities for the supply chain;
- build confidence for the future;
- further enhance the reputation of Nigg and the Cromarty Firth; and
- provide opportunities for both the Offshore Renewables and Oil and Gas sectors.

In addition, the proposed development:

- is in line with national, regional and local planning policies and guidance (*see below*);
- will enhance Nigg's reputation and attractiveness as a multi-function user facility; and
- demonstrates the Global Energy Group's long term commitment to continue to invest in and develop our flagship facility.



Conformity with the Development Plan

In the pre-application response Planning Authority officials advised that while not be strictly in accordance with the Development Plan allocation or the Supplementary Guidance, the proposed development does not necessarily conflict either. In this regard the following views are relevant: -

- The site largely lies within the wider Masterplan boundary, is contiguous with the existing allocation, and is compatible with existing land uses at Nigg Energy Park.
- Council officials acknowledge that land ownership was previously a factor in the proposed site not forming part of the allocation.
- The aims and general principles of the Masterplan will still be relevant to this site/proposal.
- As the East Quay element of this proposal is identified as a potential access to the sea in Option 2 of the Masterplan, the Council officials accept the principle subject to the relevant constraints being suitably addressed.
- Having lay down areas/working space to service the proposed new quay immediately adjacent to it, is more logical and efficient than utilising land to east of the existing complex across the B9175 road.

Pre-application Procedure to date

Proposal of Application Notice: Served on the Highland Council, Nigg & Shandwick Community Council, Cromarty Community Council and the Wakelyn Trust on 27 February 2019

Screening Opinion under Environmental Impact Assessment Regulations: requested from the Highland Council on 14 February 2019; received on 8 March 2019 — confirming that an EIA is required

Scoping Opinion under Environmental Impact Assessment Regulations: requested from the Highland Council as Planning Authority on 14 February 2019; received on 25 March 2019.

Press Notices:

- Planning consultation: published in Ross-shire Journal on 15 March 2019 informing of Public Exhibitions and inviting responses by 17 April
- Marine Licence consultation: published in Ross-shire Journal on 5 April 2019 informing of Public Exhibition

Public Events:

- Exhibition in The West Church Hall, Cromarty on 26 March 2019
- Exhibition in Nigg Village Hall, Nigg on 27 March 2019
- Further exhibition to comply with Marine Licencing (Pre-application Consultation) (Scotland) Regulations in The West Church Hall, Cromarty on 21 May 2109

WHAT HAPPENS NEXT?

Thank you for taking part.

YOUR COMMENTS WILL BE TAKEN INTO ACCOUNT BEFORE FINALISING THE PLANNING APPLICATION TO BE SUBMITTED AT THE END OF MAY 2019.

Please look out for this in the local press.

Please place comments sheets in the post box provided or return them by **28 May 2019 to:**

**G.H. Johnston Building Consultants Ltd
Willow House
Stoneyfield Business Park
Inverness
IV2 7PA**

Alternatively you can email your comments to: **admin@ghjohnston.co.uk**
or

alastair.kennedy@gegroupp.com

These exhibition boards can also be viewed on

www.nigg.com and
www.ghjohnston.com

Draft Timetable

- 28 MAY 2019: closing date for comments on exhibition to comply with Marine Licencing Regulations
- 28 MARCH to 31MAY 2019: consider comments and finalise proposals
- 31 MAY 2019: submit planning application to The Highland Council
- 10 SEPTEMBER 2019: application to be considered by North Planning Applications Committee
- NOVEMBER 2019: commence construction on site

