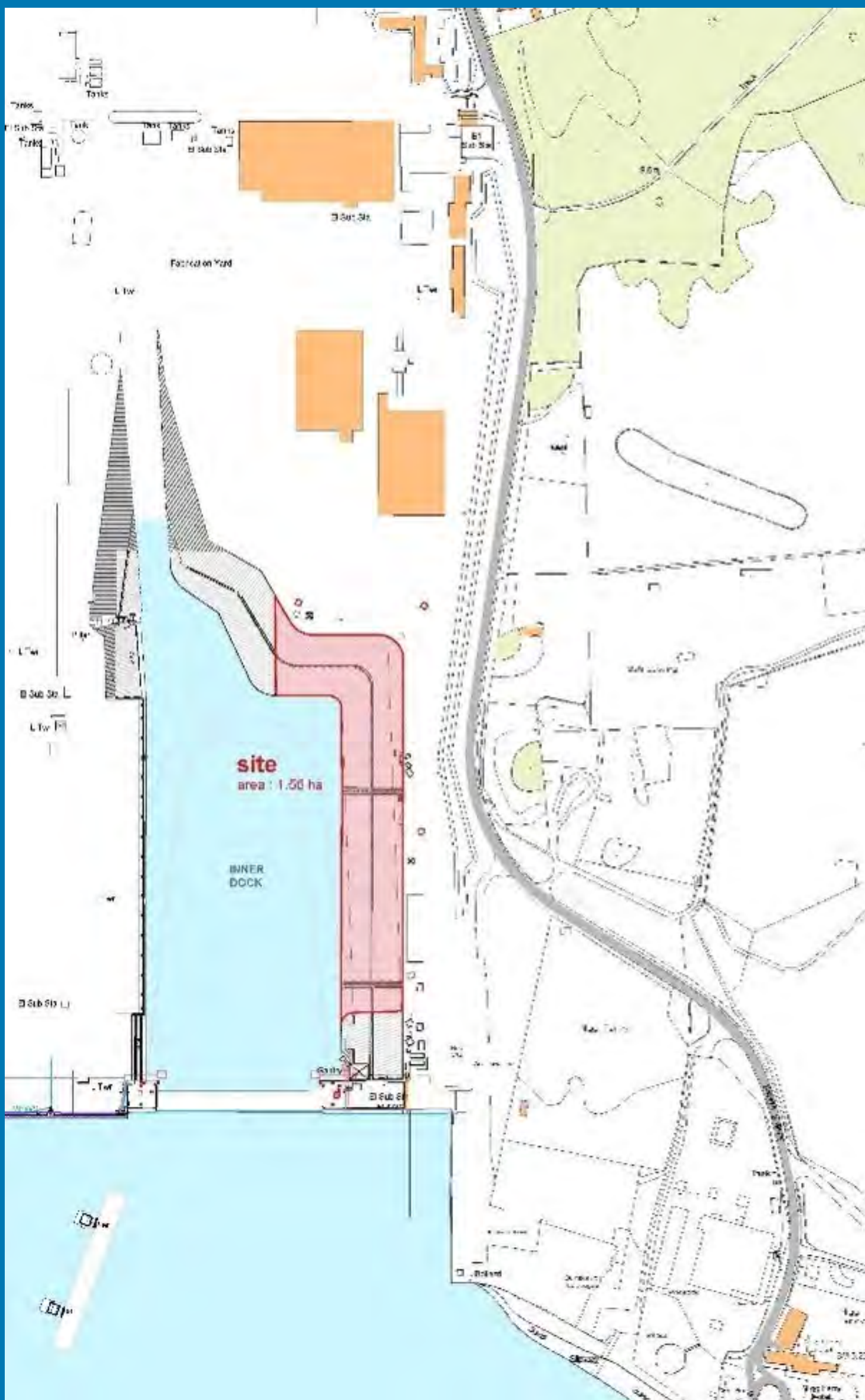


PROPOSED NEW QUAY ON THE EAST SIDE OF THE INNER DOCK AT THE PORT OF NIGG FOR LOADING HIGH-VOLTAGE CABLES FROM MANUFACTURING PLANT



MARINE LICENCE AND PLANNING APPLICATION
PRE-APPLICATION CONSULTATION
26 MARCH 2024
VICTORIA HALL, CROMARTY

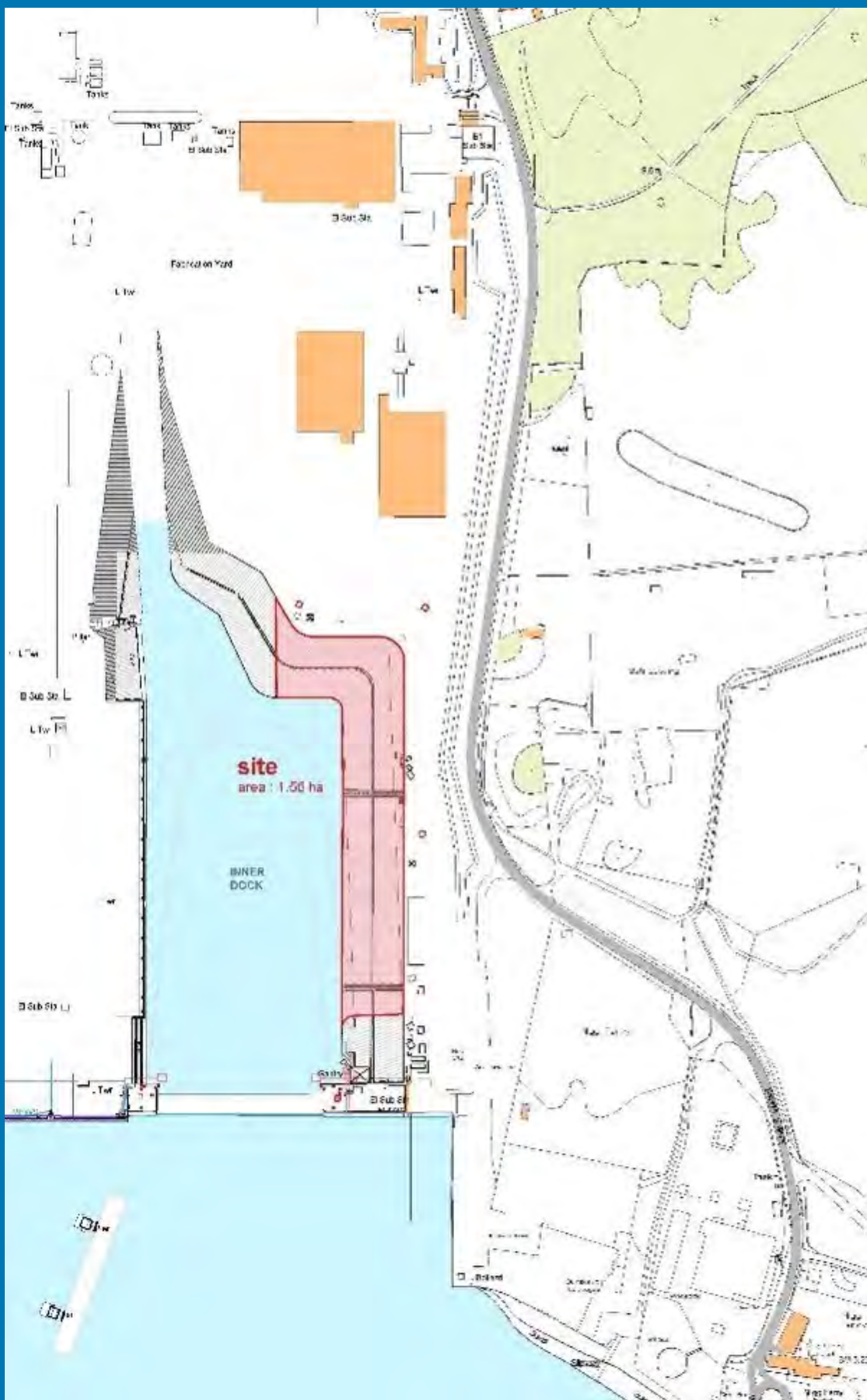
THE PORT OF
NIGG



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PROPOSED NEW QUAY ON THE EAST SIDE OF THE INNER DOCK AT THE PORT OF NIGG FOR LOADING HIGH-VOLTAGE CABLES FROM MANUFACTURING PLANT



MARINE LICENCE AND PLANNING APPLICATION
PRE-APPLICATION CONSULTATION
27 MARCH 2024
NIGG VILLAGE HALL

THE PORT OF
NIGG



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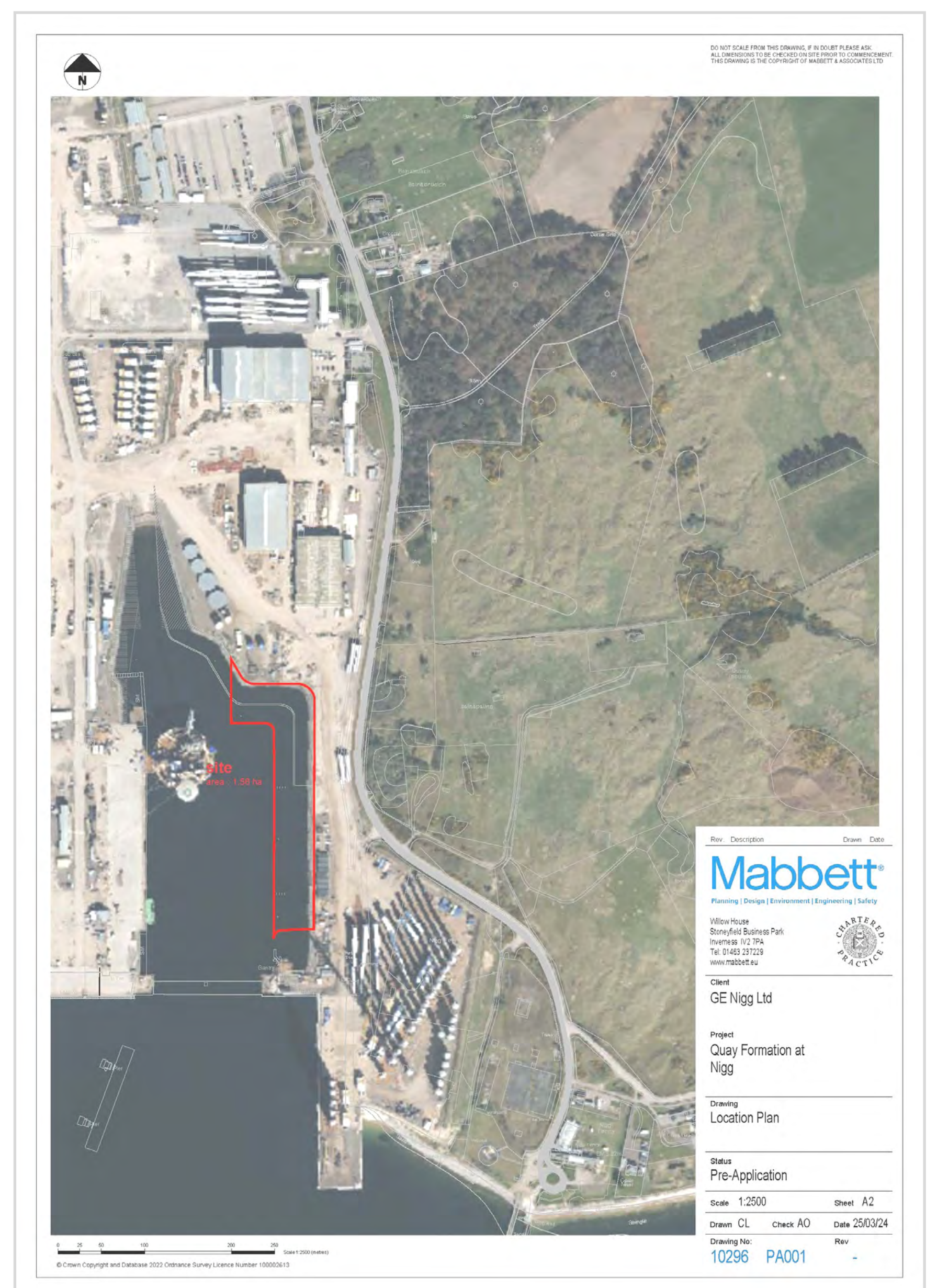
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INTRODUCTION / BACKGROUND

In advance of bringing forward formal Marine Licence and Planning applications, Global Energy Nigg Ltd is conducting Pre-Application Consultation **for the construction of a new berthing quay on the east side of the Inner Dock at the Port of Nigg**. Additional berthing space is required to accommodate ongoing expansion of renewable energy projects, in particular shipping of high voltage cables mainly for off-shore wind farm connections that will be manufactured at the approved new factory to the east of the B9175 road.

The Nigg Energy Park/Port of Nigg facilities are in a key location and part of a larger area earmarked for business and industrial development in successive Local Development Plans. This is arguably Scotland's premier energy industry hub supporting the renewables industry, with storage, laydown and yard logistics support, backed up by a multi-disciplinary workforce.

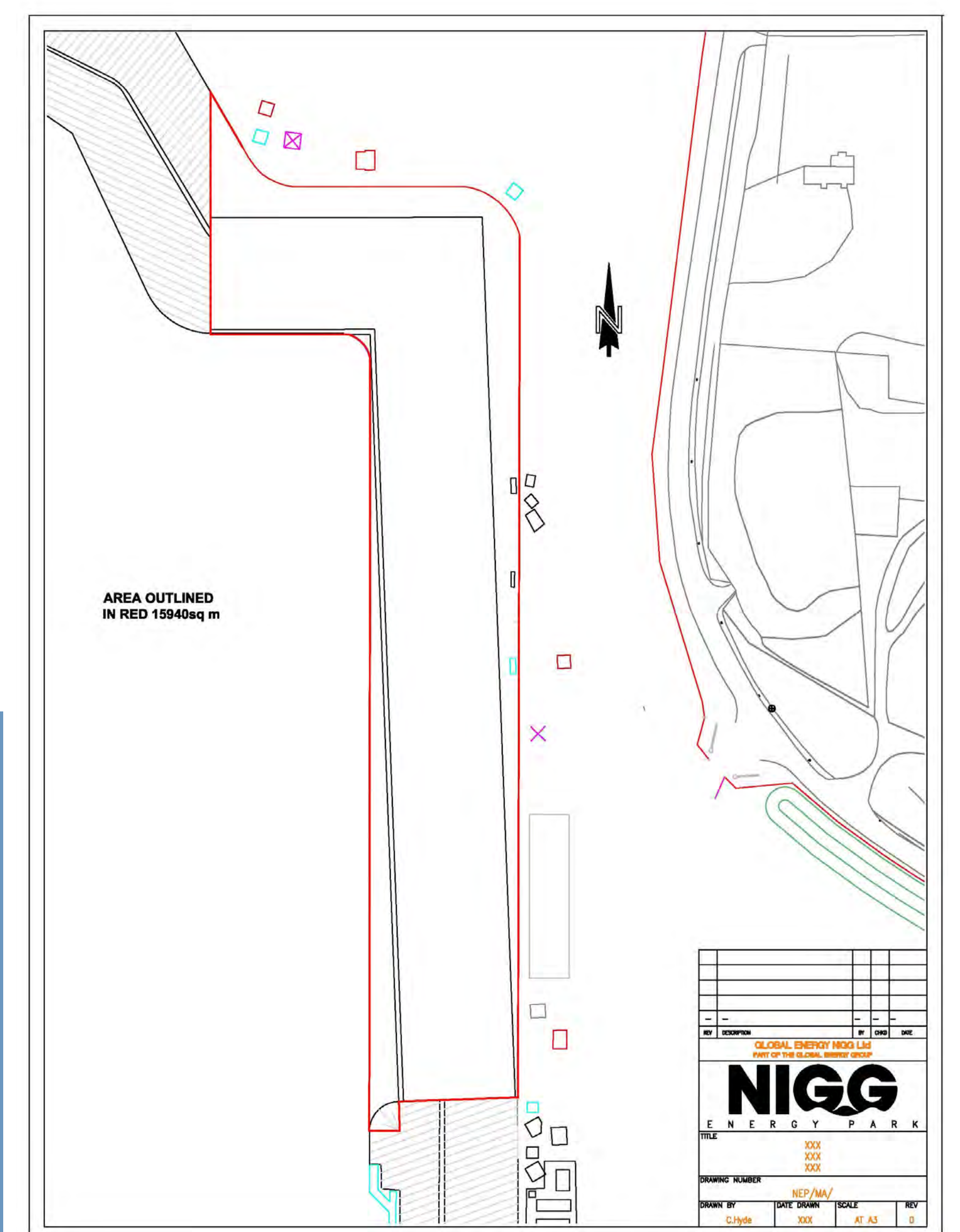
The development proposals now in preparation are part of the ongoing expansion of the Port to handle renewable energy initiatives in this rapidly growing sector of the Scottish economy. These also align with wider objectives for the Cromarty Firth area to provide energy security, movement towards *Net Zero* and the Inverness and Cromarty Firth Green Freeport.



Location Plan

The site area is approximately 1.6 hectares, so the proposed does not require to be the subject of statutory local community pre-application consultation and engagement under the relevant Planning legislation. The proposals do, however, require a Marine Licence and related formal consultation. This is therefore an opportunity to give your views to the applicants on the proposed development for their consideration before firming up on the detailed submissions to the Marine Directorate of the Scottish Government and the Highland Council as Planning Authority.

As the new quay is to handle vessels over 1,350 Tonnes, the proposals fall into Paragraph 8 (2), Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017. As such, an Environmental Impact Assessment Report (EIAR) and Marine EIA are required. Screening and Scoping Opinions have been sought from the Highland Council and the Marine Directorate.



Site Plan

To take part please examine the information and illustrations on display. Comments made will be accounted for in advance of finalising the proposals. You can leave your comments on the forms provided today or submit them by

12 APRIL 2024 via:

- ◆ email to [ymacdonald@mabbett.eu](mailto:yacdonald@mabbett.eu) or
- ◆ post to Mabbett Planning & Development, Willow House, Stoneyfield Business Park, Inverness, IV2 7PA

All of the information is available on www.mabbett.eu

PLEASE NOTE: No applications for a Marine Licence or Planning Permission have been submitted and your comments are only to Global Energy Nigg Ltd at this stage, not to The Highland Council.

THANK YOU FOR TAKING THE TIME TO PARTICIPATE.

SITE AND SURROUNDINGS



Overhead view



Elevated view from the south east



Elevated view from the south west



Current view from the south end of the Inner Dock



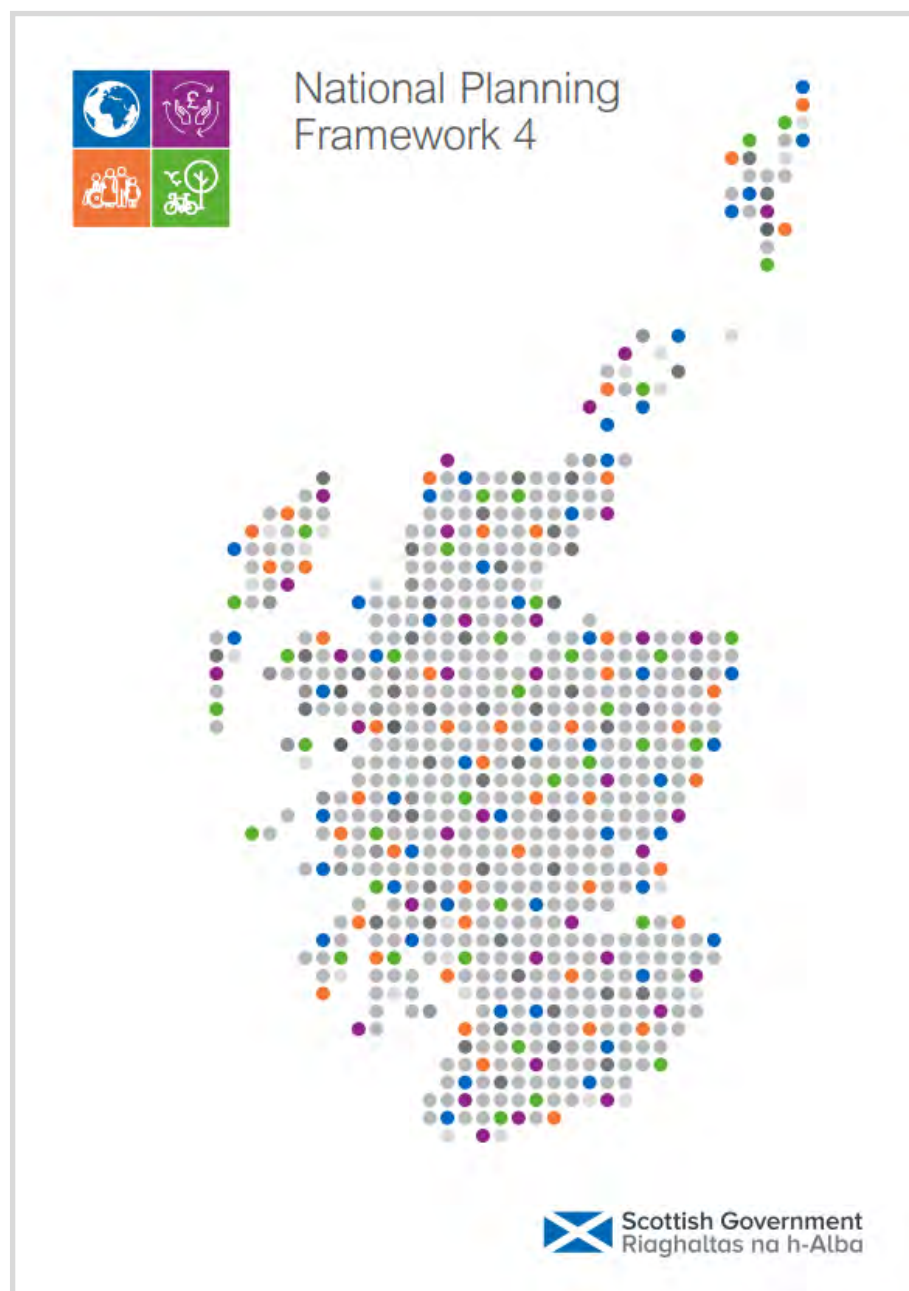
View from middle of the Inner Dock when 'dry' looking East to the proposed quay



Existing bund between the Inner Dock and the security fence adjacent to the B9175

DEVELOPMENT PLAN CONTEXT

NATIONAL PLANNING FRAMEWORK (NPF4) 2023



NPF4 was adopted on 13 February 2023 and is now part of the Development Plan. It comprises three distinct parts:

1. An overarching **spatial strategy for Scotland** in the future based on the need to reduce greenhouse gas emissions and embrace and deliver radical change so we can tackle and adapt to climate change, restore biodiversity loss, improve health and wellbeing, and build a wellbeing economy while striving to create great places.
2. **Detailed planning policies** for the development and use of land that are to be applied in the preparation of local development plans; local place plans; masterplans and briefs; and for determining the range of planning consents.
3. **A series of annexes** that provide the rationale for the strategies and policies of NPF4, which outline how the document should be used, and set out how the Scottish Government will implement the strategies and policies contained in the document.

NPF4's Regional Spatial Priorities explains that the North East area will evolve through a just transition, to move industry and business away from the oil and gas sector towards a cleaner, greener future. It recognises that the North East, along with the wider Moray and Cromarty Firths, has built on its oil and gas experience to pioneer new technologies. It also explains that the North area has experienced outmigration, with further population decline a risk. It recognises that the North area can make a strong contribution towards meeting the ambition for net zero.

Annex C provides more detail on Spatial Planning Priorities. It outlines for the North that key ports include the Cromarty Firth (including Nigg). It recognises that through Opportunity Cromarty Firth and other projects, new facilities and infrastructure will help ports adapt, unlocking their potential to support the transition from fossil fuels through oil and gas decommissioning, renewable energy (including the significant opportunities for marine energy arising from Scotwind) and low carbon hydrogen production and storage, and the expansion of supply chain and services. It expects that this will in turn benefit communities by providing employment and income for local businesses.

Many of NPF4's policies are relevant to consideration of the proposal, but attention is particularly drawn to the following: -

Policy 1 (Tackling the climate and nature crises) is an overarching policy that requires 'significant weight' to the global climate and nature crises.

Policy 3 (Biodiversity) requires all forms of development, to include appropriate measures to conserve, restore and enhance biodiversity proportionate to the nature and scale of development.

Policy 4 (Natural Places) intends to protect, restore and enhance natural assets making best use of nature-based solutions.

- ◆ Part (a) does not support proposals that will have an unacceptable impact on the natural environment.
- ◆ Part (b) requires development proposals that are likely to have a significant effect on an existing or proposed European Site to be subject to an "appropriate assessment" of the implications for the conservation objectives.
- ◆ Part (f) only supports development proposals that are not likely to have an adverse effect on species protected by legislation where the proposal meets the relevant statutory tests.

Policy 9 (Brownfield, vacant and derelict land and empty buildings) intends to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and help to reduce the need for greenfield development.

Policy 10 (Coastal development): intends to protect coastal communities and assets and support resilience to the impacts of climate change. Part (a) explains that proposals in developed coastal areas will only be supported where they do not increase the risk to people of coastal flooding or erosion and that they take into account long term projected climate change.

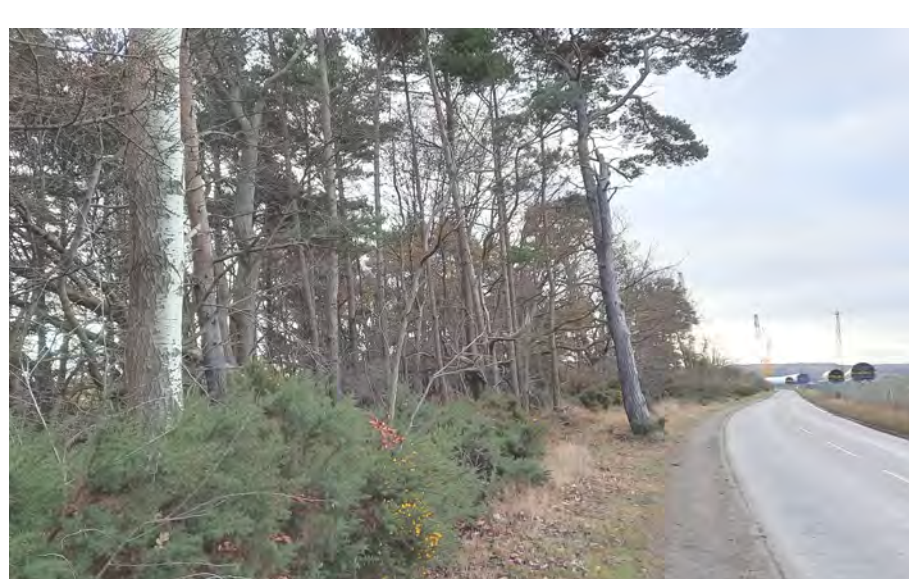
Policy 18 (Infrastructure first) intends to encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.

Policy 20 (Blue and green infrastructure) intends to protect and enhance blue and green infrastructure and their networks. Part (a) only supports development proposals that result in fragmentation or net loss of existing blue and green infrastructure where it can be demonstrated that the proposal would not result in or exacerbate a deficit in blue or green infrastructure provision, and the overall integrity of the network will be maintained.

Policy 22 (Flood risk and water management) intends to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. Part (a) supports development proposals at risk of flooding or in a flood risk area if they are for water compatible uses.

Policy 23 (Health and Safety) intends to protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing. Part (e) does not support development proposals that are likely to raise unacceptable noise issues. A Noise Impact Assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.

Policy 26 (Business and Industry) - intends to encourage, promote and facilitate business and industry uses and to enable alternative ways of working such as home working, live-work units and micro-businesses. Part (a) supports proposals for business and industry uses on sites allocated for those use in the Local Development Plan.



HIGHLAND-WIDE LOCAL DEVELOPMENT PLAN 2012

The Highland wide Local Development Plan (HwLDP) sets out a range of planning policies applicable for the whole Highland Council area. The HwLDP will continue to be used alongside NPF4, until it is replaced by a new style LDP. In the meantime if there is incompatibility between the LDP and the NPF, whichever is the more recent shall prevail. That requirement does not take away from the fact that the HwLDP must, whilst still part of the adopted Development Plan, be part of the consideration and, as such the following policies are considered relevant: -

Policy 51 Trees and Development - supports development which promotes significant protection to existing hedges, trees and woodlands on and around development sites. There is Supplementary Guidance related to this policy.

Policy 56 Travel - requires development proposals that involve travel generation to include sufficient information with the application to enable to Council to consider any likely on- and off- site transport implications of the development.

Policy 57 Natural, Built and Cultural Heritage - requires all development proposals to be assessed taking into account the level and importance of these features, the form and scale of the development and any impact on the feature and its setting.

Policy 61 Landscape requires new development to reflect the landscape characteristics and special qualities identified in the relevant NatureScot Landscape Character Assessments.

Other policies from HwLDP that are relevant include:

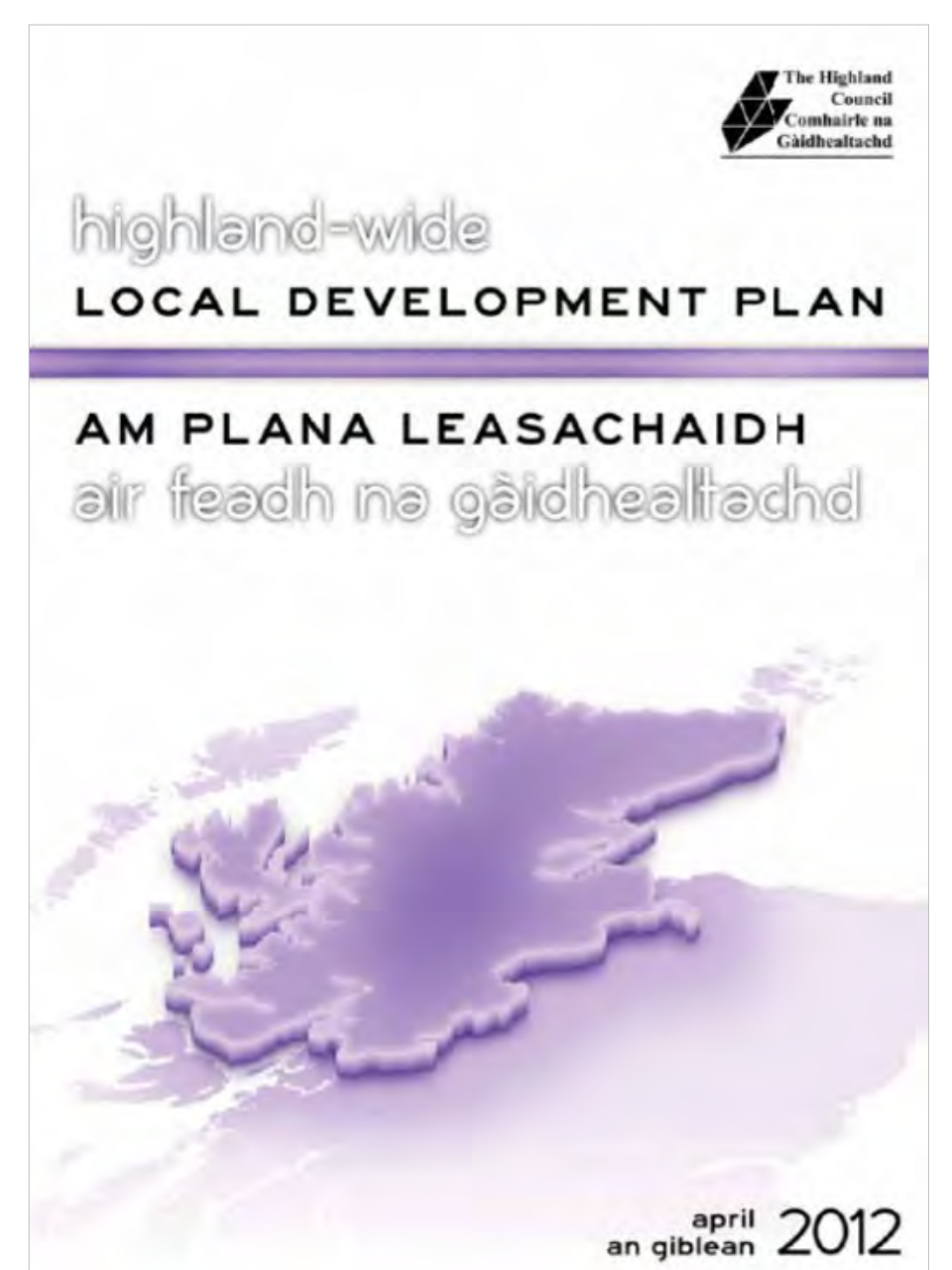
- Policy 58 - Protected Species
- Policy 59 - Other Important Species
- Policy 60 - Other Important Habitats
- Policy 63 - Water Environment
- Policy 64 - Flood Risk
- Policy 66 - Surface Water Drainage
- Policy 72 - Pollution

Policy 28 Sustainable Design - assesses proposals on the extent to which they are compatible with a range of factors, including impacts on individual and community residential amenity and demonstrating high quality siting and design. There is Supplementary Guidance related to this policy.

Policy 23 Nigg - allocates the existing Nigg Yard, Oil Terminal and three areas of land to the east of the B9175 for business and industry uses. It explains that the Council will support the development of Nigg Yard and proximal lands in line with its approved Nigg Development Masterplan.

Policy 30 Physical Constraints - explains that where a proposed development is affected by any of the constraints set out in Physical Constraints: Supplementary Guidance developer must demonstrate compatibility with the constraint or outline appropriate mitigation measures to be provided.

Policy 41 Business and Industrial Land - directs proposals for new business to sites allocated for this use.



Nigg Development Master Plan Area



INNER MORAY FIRTH LOCAL DEVELOPMENT PLAN

The Inner Moray Firth Local Development Plan 2 (as Examined by Reporters in 2023) has been under Review since 2019. This will become part of the Highland Council's statutory development plan in mid 2024. This guides where future development should and should not occur in the Inner Moray Firth area. It provides details of the sites allocated for developments ranging from residential, mixed-use, commercial, retail, and industry.

This Plan recognises Nigg as one of the UK's most important energy facilities that provides multi sector capability that combines some of the largest dry dock and construction and assembly workshops in Europe with a large deepwater quayside. It outlines future potential and ambitions of the wider Cromarty Firth area, including the successful bid for Green Freeport Status.

The general policies of this Plan carry limited weight as a material consideration given they were written prior to the publication of NPF4 and there were a number of objections to them during consultation on the Proposed Plan. The outcome of the Plan's Examination carried out in 2023 has not resulted in any significant changes relative to the provisions for Nigg.

It allocates Nigg Energy Park/the Port of Nigg as NG01 for industrial use. The boundary was essentially carried forward from the 2015 adopted IMFLDP with the addition of land to the north between the B9175 and single track road at Lower Pitcalzean. The allocation contains numerous developer requirements, including a

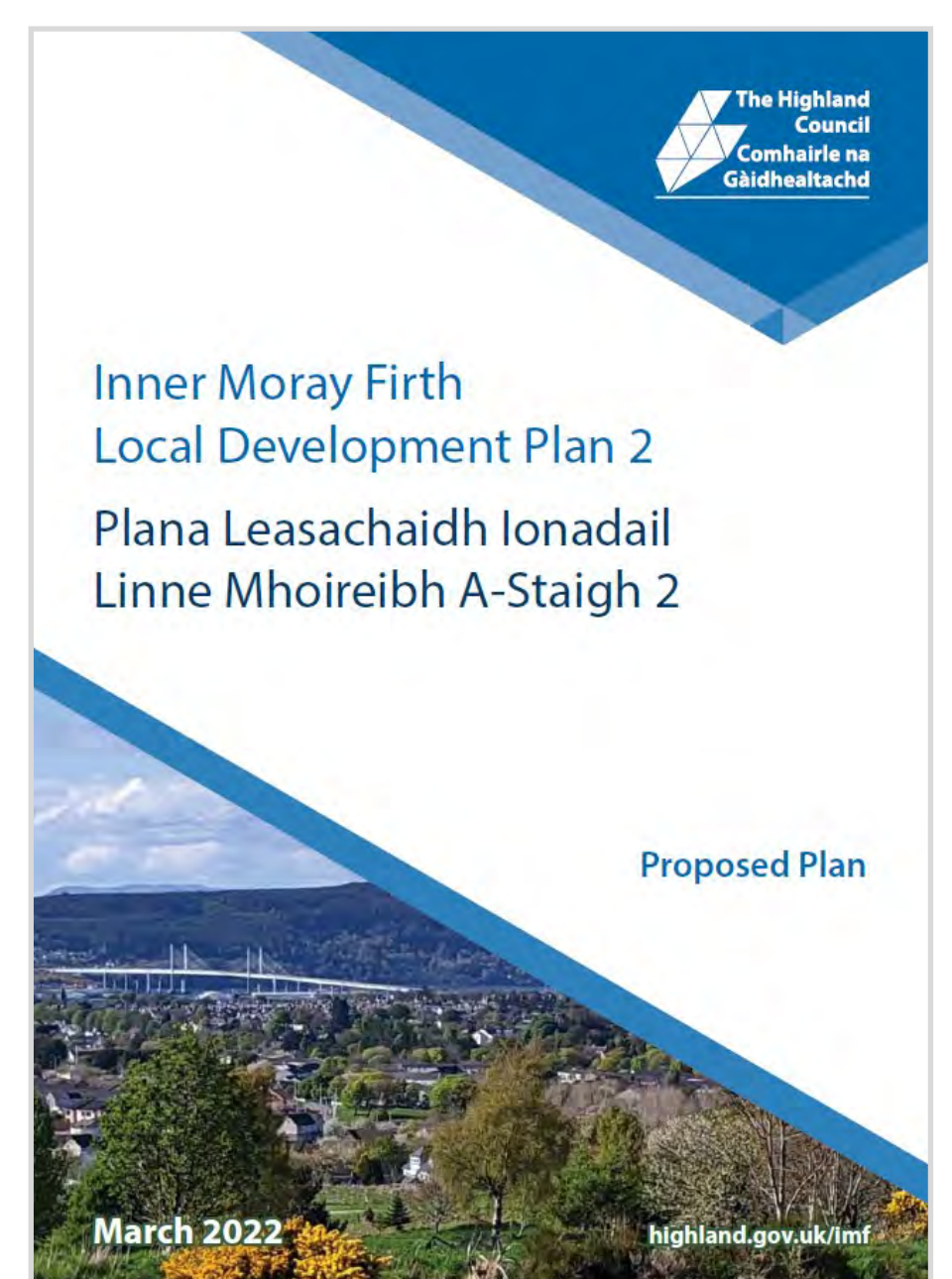
developer masterplan. These include a number of additional developer assessments to help limit impacts on residential amenity and ensure appropriate access arrangements. Additionally, the Council supported an expansion of the site to reflect the Green Freeport boundary.

The IMFLDP2 Examination Report recommends the following changes to the developer requirements: -

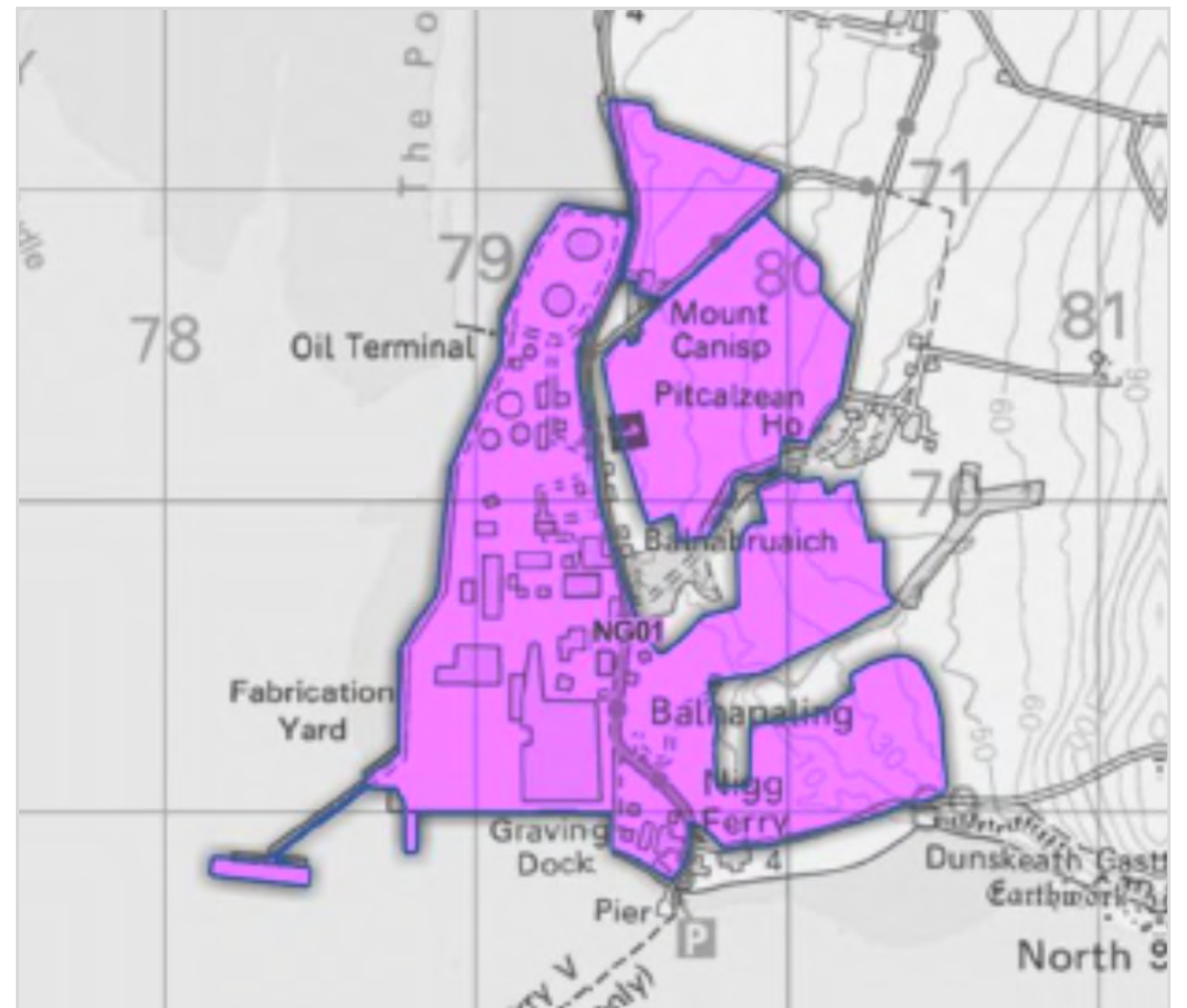
- ◆ Programme of decommissioning/restoration in event of post operation/redundancy..
- ◆ Consider the need for support and enhancement to the Nigg-Cromarty ferry service.
- ◆ Replacing the words "Noise Mitigation Plan (including construction and operational phase and disturbance effects)" with "Noise impact assessment (considering both construction and operation) and any other related impact assessments such as that relating to air quality, light, odour and vibration."
- ◆ Appropriate setbacks, landscaping and other mitigation to safeguard amenity and privacy of neighbouring residential properties.

The following developer requirements relevant to the proposed new quay will still apply: -

- ◆ Need to ensure no adverse impact on the water quality of the Outer Cromarty Firth;
- ◆ Flood risk assessment;
- ◆ Drainage impact assessment;



- ◆ Landscape and visual impact assessment;
- ◆ Transport assessment including details of potential impact and alterations to B9175 and measures which promote the transport hierarchy;
- ◆ Noise assessment and inclusion of necessary mitigation;
- ◆ Demonstration of no adverse effect on the integrity of the Dornoch Firth and Morrich More Special Area of Conservation, Cromarty Firth Special Protection Area/RAMSAR, Moray Firth Special Area of Conservation, and the Moray Firth Special Protection Area by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth;
- ◆ Construction environmental management plan and operational environmental management plan both including prevention of sedimentation, pollution, noise, disturbance, and avoiding spread of invasive non-native species (Common Cord Grass *Spartina Anglica*);
- ◆ Potential impact on harbour seals should be addressed, assessment to consider impact and any required mitigation for harbour seals that use near by haul out sites;
- ◆ Oil spill contingency plan;
- ◆ Boat traffic management plan.



Nigg Inset Map

INVERNESS & CROMARTY FIRTH GREEN FREEPORT

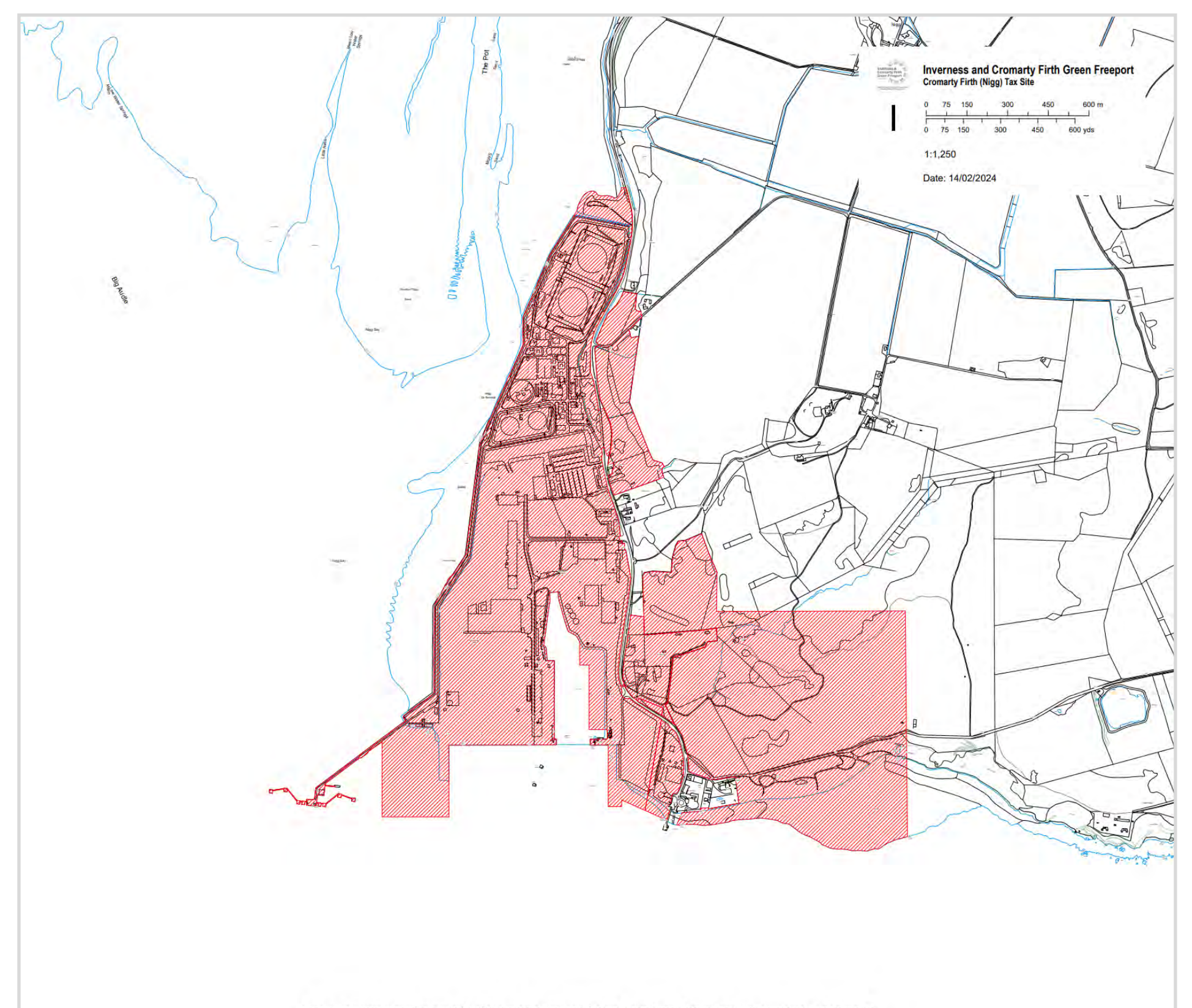
Green Freeports are being promoted by UK and Scottish Governments as large, zoned areas within a defined boundary within which operators and businesses can benefit from a package of tax and other incentives through a combination of devolved and reserved levers. Importantly, they are intended to deliver a wide range of significant social, environmental and economic benefits to their surrounding areas and region. The confirmed Inverness and Cromarty Firth Green Freeport clearly has the potential to deliver against local and national outcomes and its delivery is reinforced by the Highland Council's Indicative Regional Spatial Strategy, the new Inner Moray Firth Local Development Plan and the emerging vision for a net zero Highland.

The Inverness and Cromarty Firth Green Freeport company is backed by Port of Cromarty Firth, Global Energy Group, Port of Inverness, Ardersier Port and The Highland Council alongside over forty regional and national businesses, public sector organisations and academic bodies. Green Freeport status will maximise local and Scotland-wide benefits from a pipeline of renewable energy projects placing the Highlands at the heart of the drive towards net-zero potentially creating up to 15,000 jobs locally with a further 10,000 estimated across the rest of Scotland and the UK.



The proposed Green Freeport tax sites put forward as part of the successful bid are:

1. a cluster of sites in and around Invergordon comprising the Invergordon Service Base (CFPA), Railway Sidings, Admiralty Pier, Saltburn Pier and Cromarty Firth Industrial Park;
2. the area including Nigg Energy Park and Pitcalzean Farm (indicated on the map, right); and
3. a cluster of sites in Inverness connecting the Port of Inverness, Longman Former Landfill and the Inverness Campus.



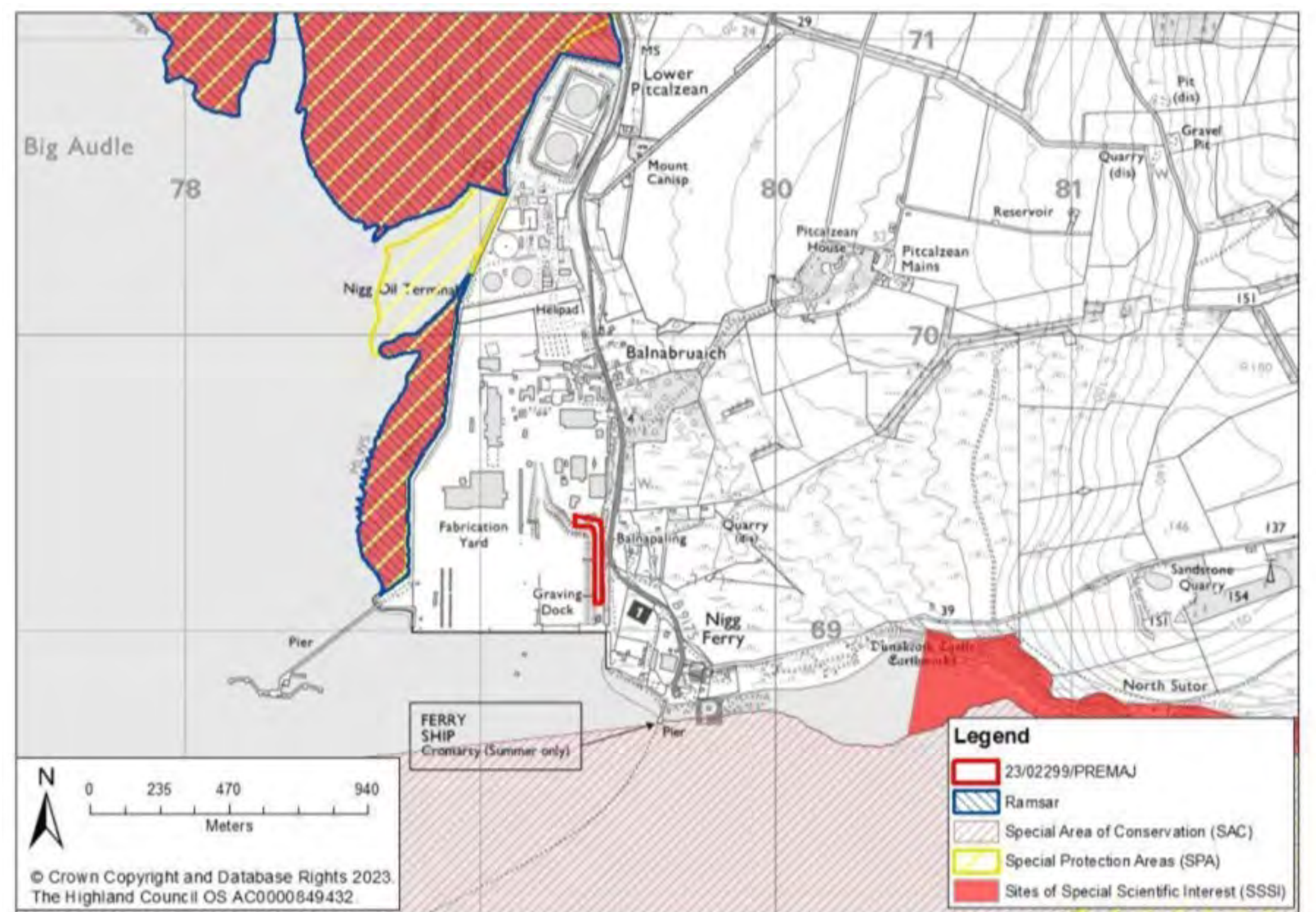
KEY ENVIRONMENTAL ISSUES

NATURAL HERITAGE AND MARINE LICENCING

Marine Ecology

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 shadow Habitats Regulations Appraisal (HRA).

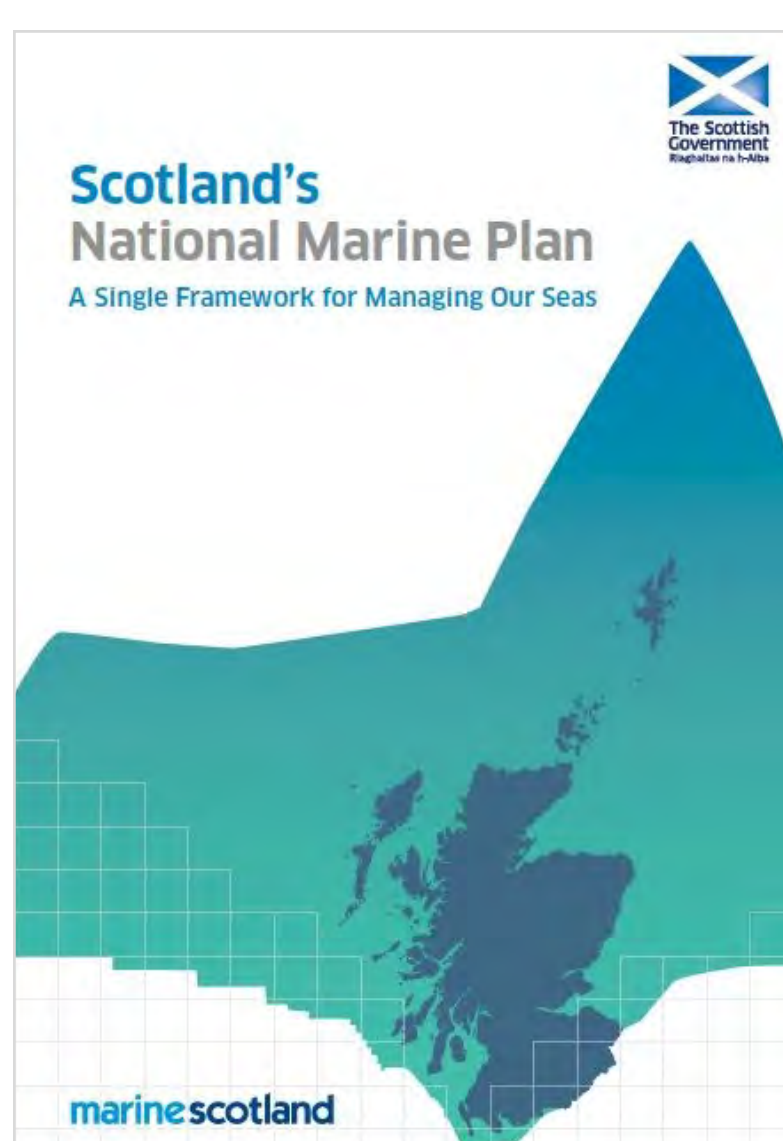
Designation	Distance from Proposed Development	Designated Important Ecological Feature (IEF)
Cromarty Firth Site of Special Scientific Interest (SSSI)	0.59km west	Intertidal mudflats and sandflats
Cromarty Firth Special Protection Area (SPA)	0.59km west	Non-breeding birds
Cromarty Firth Ramsar Site	0.59km 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



Scotland's National Marine Plan (2015)

This Plan covers both Scottish inshore waters (out to 12 nautical miles) and offshore waters (12 to 200 nautical miles). The Scottish Parliament can legislate in relation to activities affecting the marine environment in Scotland's inshore waters, Marine planning interacts with other planning and consenting processes within, and adjoining, the Scottish marine area.

Marine planning is in the process of being implemented at a local level within 11 Scottish Marine Regions, extending out to 12 nautical miles. The boundaries of these Regions are shown on the map right. Within these Regions regional marine plans are in the process of being developed by Marine Planning Partnerships to take account of local circumstances and smaller ecosystem units. The regional marine plan for the Moray Firth, within which the application site is located, has not been prepared.

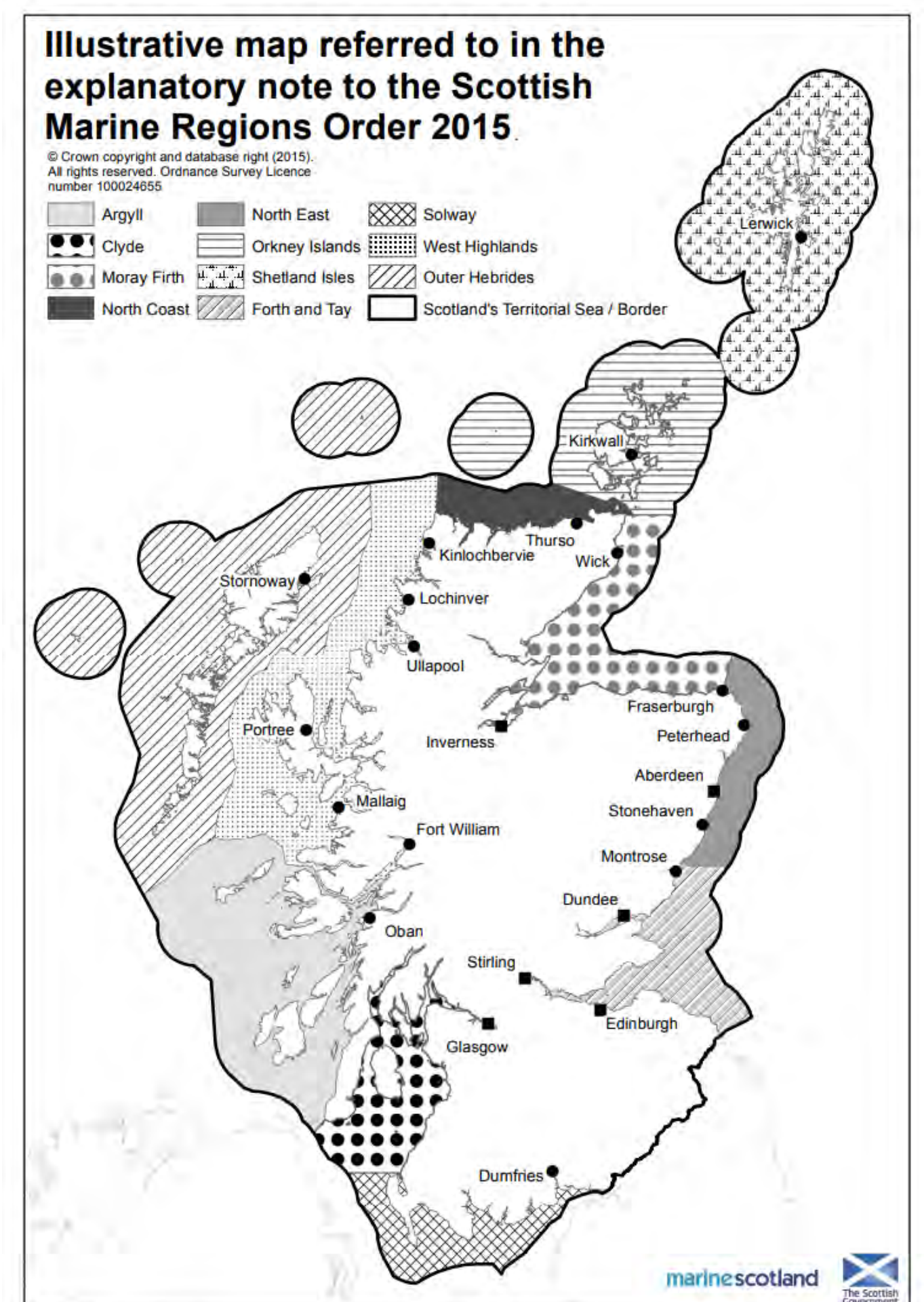


Marine Licencing

Certain activities in the marine area, such as most deposits in, and removals from the sea and seabed; construction works; dredging and the use of explosives require a marine licence.

Since April 2014, prospective applicants for marine licences for certain activities require to carry out a public pre-application consultation. Applications affected will include those activities with the potential to have significant impacts upon the environment, local communities and other legitimate uses of the sea. The purpose of these new requirements is to allow local communities, environmental groups and other interested parties to comment upon proposed marine developments at an early stage - before an application is submitted to the Marine Directorate Licencing Operations Team (MD-LOT).

This process also requires 6 weeks notice in advance of a public consultation event and consultation with statutory consultees of MD-LOT, which include The Maritime and Coastguard Agency, SEPA and NatureScot. Thereafter a pre-application publication report must be prepared and submitted with the marine licence application.



POTENTIAL VESSEL AND NOISE IMPACTS

Vessel Movement/Navigation

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) umbers 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.

Operational Noise

The development requires a Noise Impact Assessment to be submitted to, and approved in writing by, the Planning Authority. This shall assess the likely impact of noise emanating from the development on neighbouring properties. The following also comprise part of the assessment: -

- ◆ A description of noise sources and the proposed locations and operating times of the same.

- ◆ A description of any noise mitigation methods that will be employed.
- ◆ A survey of current ambient (LAeq) and background (LA90) noise levels at appropriate locations.
- ◆ A prediction of noise levels resultant at neighbouring noise sensitive locations, for the operational phase of the proposed development.

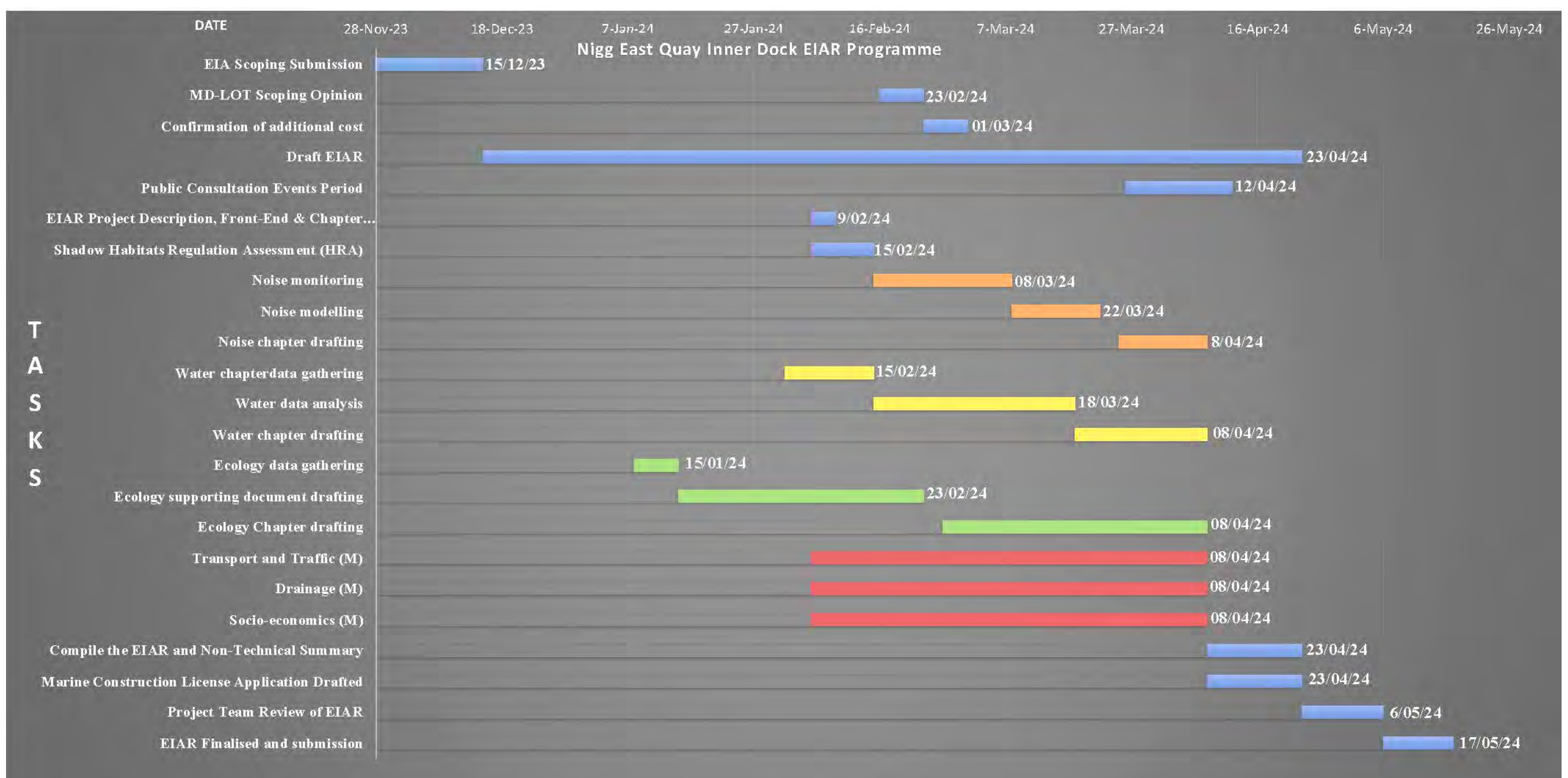
- ◆ The predicted noise levels in comparison with relevant standards.
- ◆ Consideration of the noise cumulatively.

An operational noise management plan will also consider potential measures to reduce cumulative noise levels from this development and from the existing site.



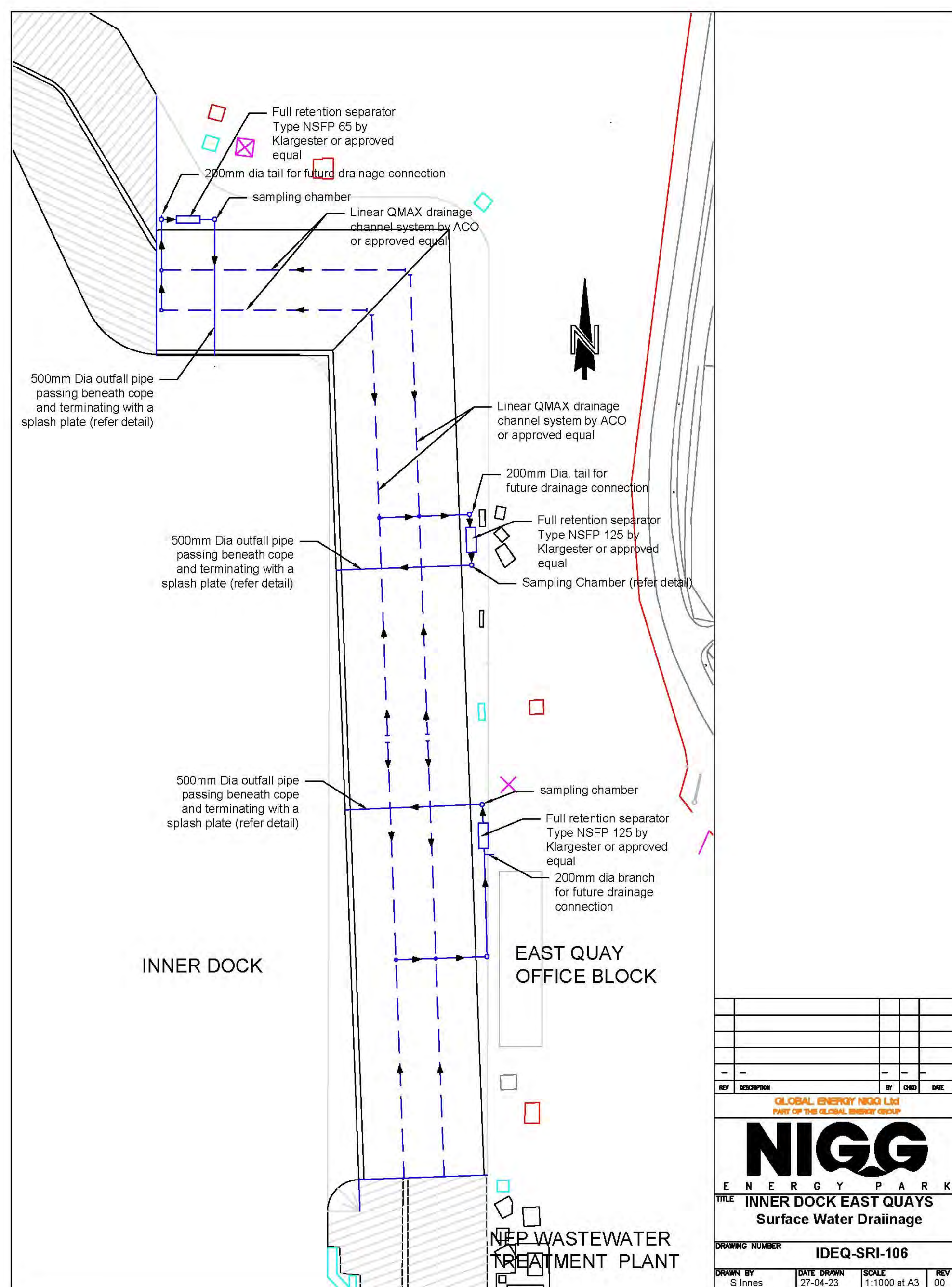
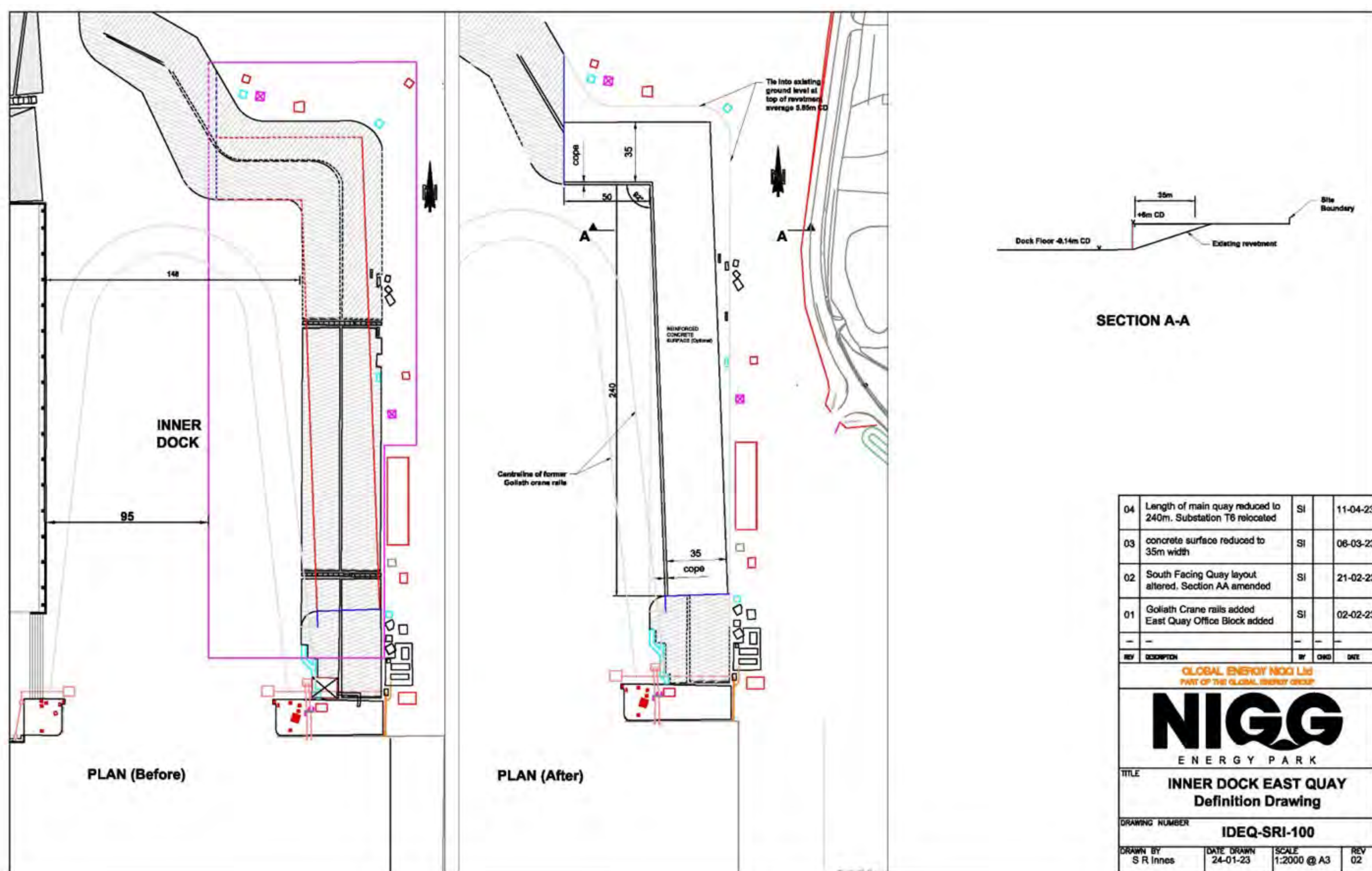
ENVIRONMENTAL IMPACT ASSESSMENT

EIA Report Programme



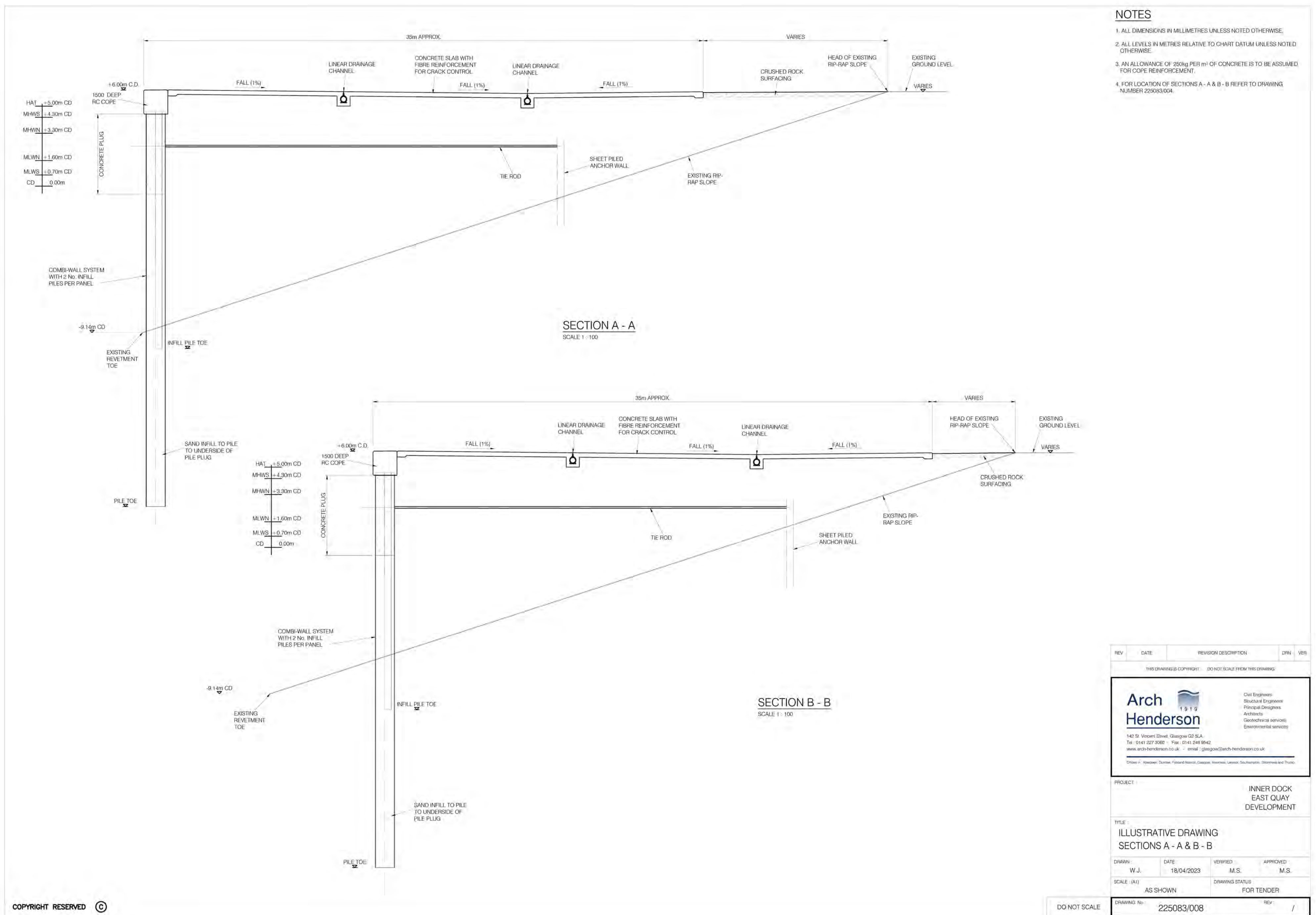
DETAILED PROPOSALS

SITE LAYOUT PLANS



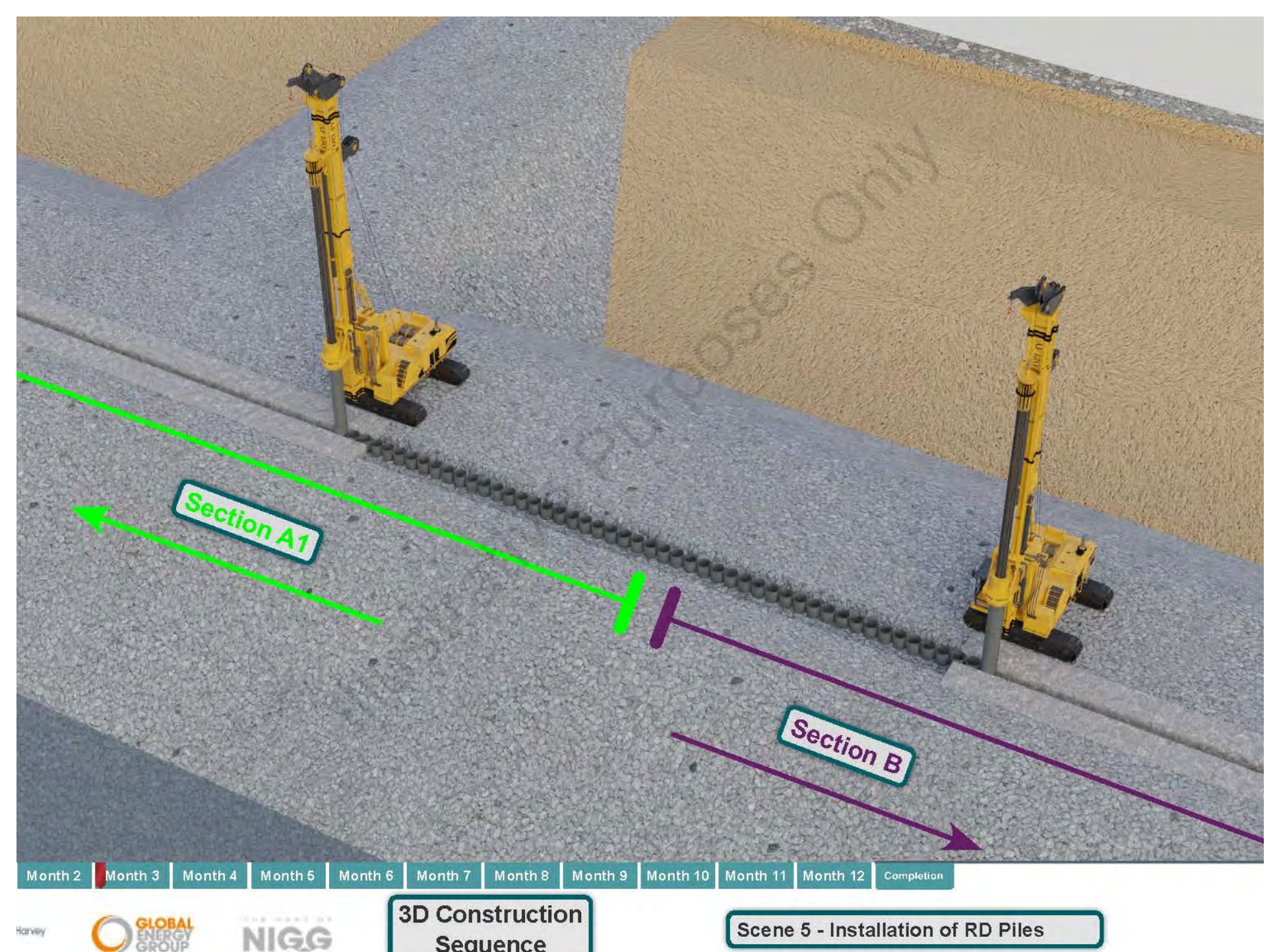
Proposed drainage

PROPOSED SECTIONS



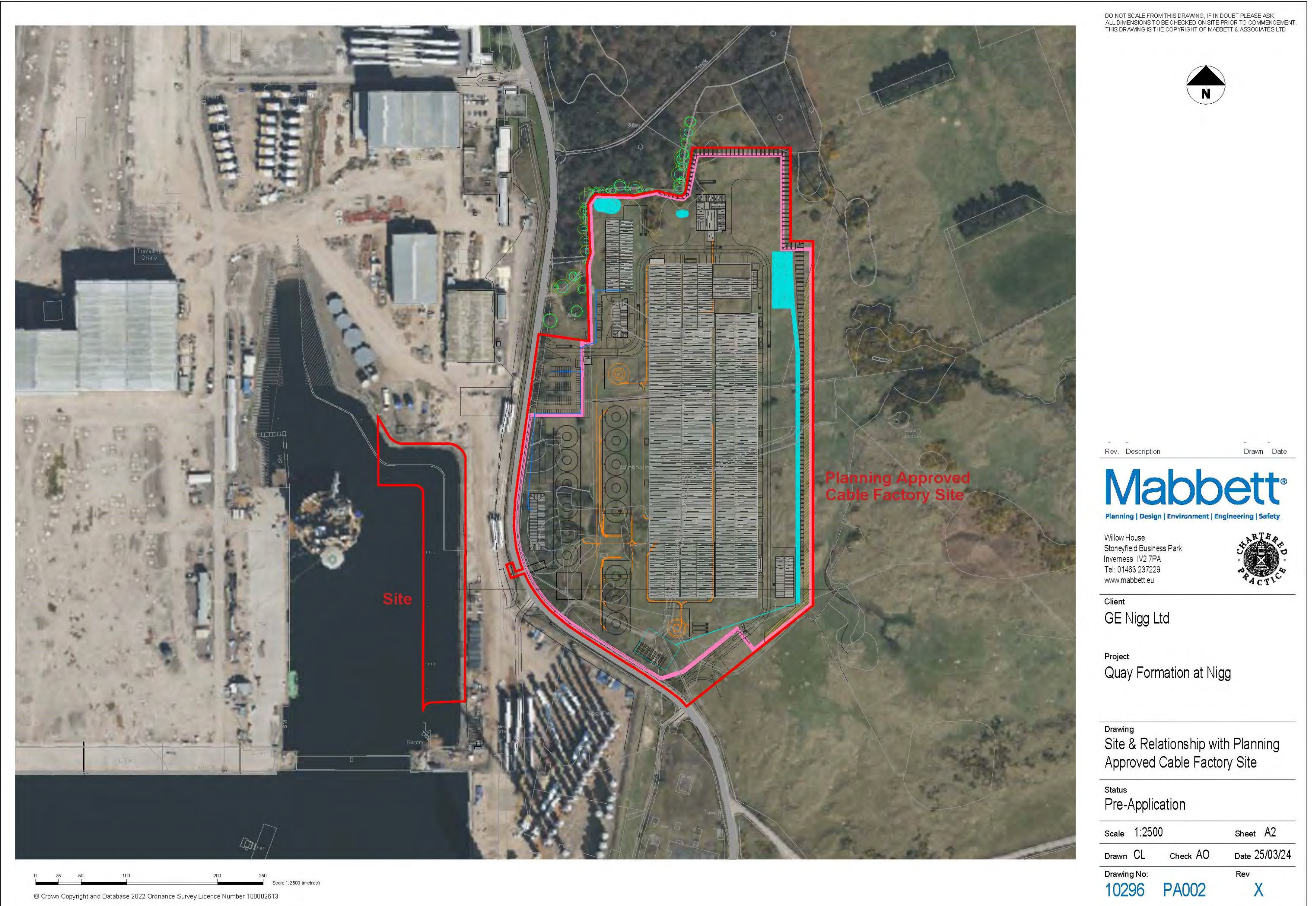
Rock drilling and piling

- form of construction similar to the East Quay
- as bedrock is quite near the surface front walls consisting of tubular king piles at 3m centres with sheet piles infilling between is proposed
- tubes allow rock drilling and auguring ahead of pile placement with minimal impact piling
- the piles to penetrate the bedrock by around 10m to provide adequate fixity as rock is fairly weak and friable
- king piles will either be tied back to tubular anchor piles, or a sheet piled anchor wall, which will be confirmed in the final design

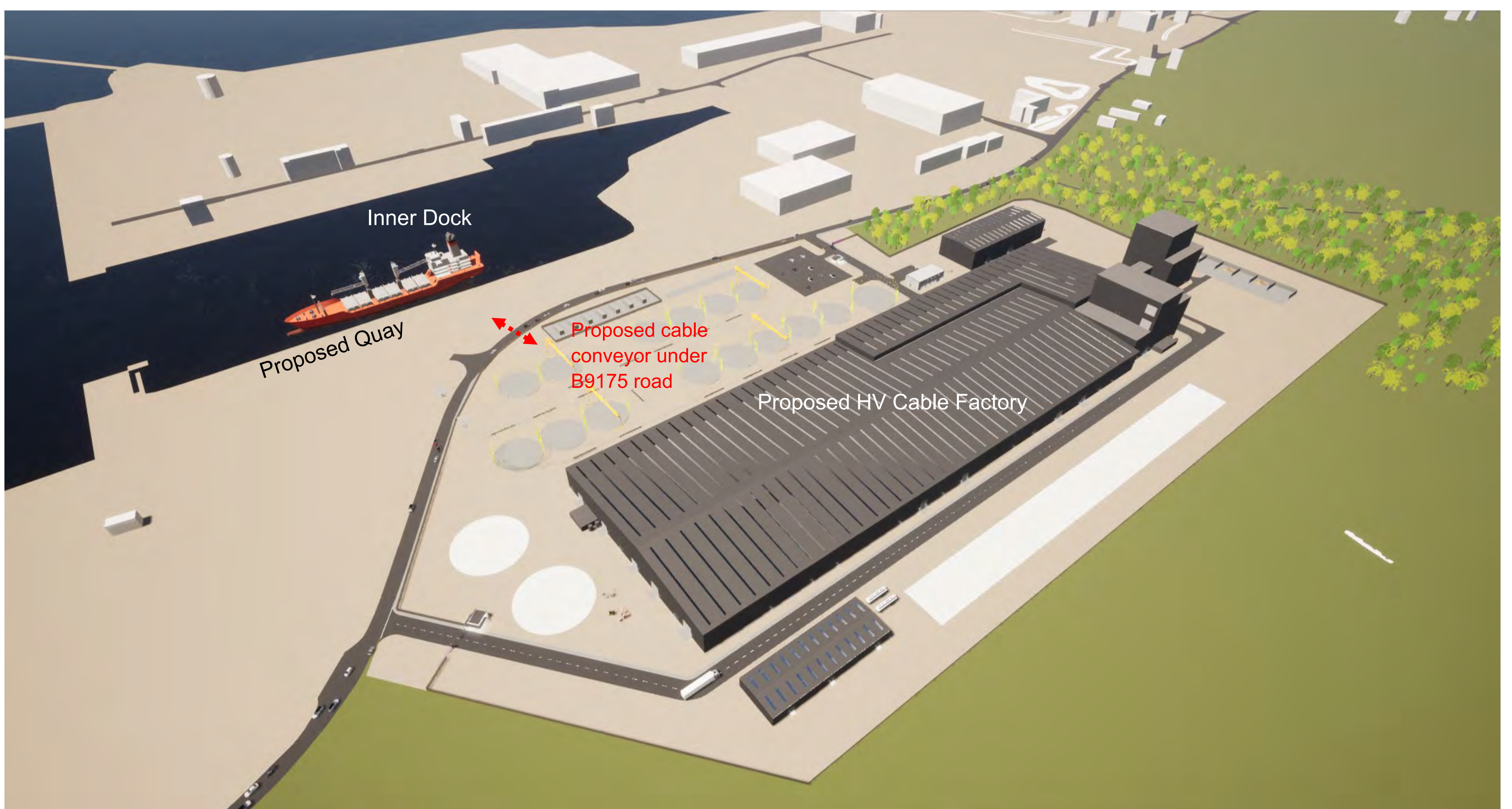


RELATIONSHIP WITH PROPOSED CABLE FACTORY

Location with Site and Approved HV Cable Factory Site



3-D image looking west



PROPOSED CONSTRUCTION SEQUENCE IMAGES

