

Dragados

**Aberdeen Harbour Expansion
Project**

**Detailed Mitigation and
Compensation Plan (DMCP)**

AHEP DMCP April 2017

Final | 3rd April 2017

This report takes into account the particular instructions and requirements of our client

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party

Job number 247468

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Appendix A

Consultation Report

1 Introduction

Dragados, the main contractor for the Aberdeen Harbour Expansion Project (AHEP), have prepared this Detailed Mitigation and Compensation Plan (DMCP) on behalf of Aberdeen Harbour Board (AHB). The DMCP describes the proposed measures which will deliver environmental and community benefits in the areas adjacent to the AHEP, including landscaping, access improvements and new amenities including play facilities, outdoor classrooms and viewpoints. The purpose of this document is to inform Aberdeen City Council (ACC) and interested stakeholders on the proposed measures.

A wide range of mitigation measures have been identified in the AHEP Environmental Statement (ES) and subsequent submissions for AHEP which are not included in this DMCP as they will be delivered through other established statutory regimes (i.e. conditions/requirements on the Planning Permission in Principle, Harbour Revision Order and/or Marine Licences). These measures will be developed in the Construction Environmental Management Document (CEMD) prior to and during construction.

In addition to the mitigation measures delivered through the DMCP and the above statutory regimes, Dragados have committed to a plan of Community Benefits and Deliverables which includes schemes and initiatives which will provide long term tangible benefits to the local community. Examples include:

- A Local Training Plan which will establish targets across the following areas: work experience placements; construction curriculum support activities; graduates; apprenticeships; job starts; and SNVQ's for supply chain partners.
- An Education Programme through which the Community Engagement Manager will deliver a programme of engagement to local schools and educational establishments, offering talks; work experience placements; research briefs; and support for curriculum materials.
- A TimeBank will be established which will offer 100 days of volunteer time from Dragados and its supply chain per annum during the construction phase, to support community based initiatives.
- A Community Investment Fund, through which Dragados pledge a sum of £70,000 for the duration of the project, to run alongside the TimeBank and provide grants to support local community initiatives.

It is through a combination of the above range of mitigation, compensation and community benefit deliverables that Dragados aim to provide meaningful and lasting local benefit resulting from the AHEP.

1.1 Section 69 Legal Agreement

A legal agreement has been signed between ACC and AHB under Section 69 of the Local Government (Scotland) Act 1973 ('the Section 69 Agreement') which requires AHB to undertake a variety of actions, including the production and implementation of a DMCP. This DMCP responds to a range of mitigation and compensation requirements identified by ACC in their formal consultation to Transport Scotland on the Harbour Revision Order (Committee

Report – 10th December 2015) and subsequent requests. The DMCP is informed by ACC's feedback on the Environmental Statement and associated Planning Application(s).

2 Strategy

2.1 Guiding Principles

The preparation of the DMCP has been shaped by various guiding principles, and the mitigation and compensation measures proposed have been considered in the context of the objectives within the following policy framework:

- National Planning Framework 3;
- Scottish Planning Policy 2014;
- Aberdeen City and Shire Strategic Development Plan 2014;
- Aberdeen Local Development Plan (LDP) 2012;
- Proposed Aberdeen LDP due to adoption 2016 and relevant supporting Supplementary Guidance documents; and
- Other ACC guidance including: Open Space Strategy and Audit; Landscape Strategy; Trees and Woodlands Guidance etc.; and
- Draft Nigg Bay Development Framework.

The guiding principles of this DMCP that are relevant to the policy context outlined above include:

- a) Effective landscape mitigation and proportionate landscape enhancement;
- b) Usable open space enhancements to meet the needs of the local community;
- c) Effective environmental mitigation and enhancement;
- d) Enhanced open space provision allowing for improved opportunities for open space and the creation of additional informal recreational areas;
- e) Effective habitat management and enhancement to enable the protection and enhancement of local wildlife and biodiversity;
- f) Improved accessibility both for pedestrians and cyclists;
- g) Enhanced leisure and recreational opportunities including opportunities to increase tourism activity in the vicinity of Nigg Bay; and
- h) Collaborative working between local stakeholders to inform and shape the compensation and mitigation measures sought within Nigg Bay.

The actions identified within this DMCP will comply with relevant environmental regulations and standards, including obtaining planning permission where required.

2.2 Geographical Scope

The scope of the DMCP includes those areas adjacent to the AHEP, as shown in Figure 1: Geographical Scope of DMCP (excluding changes to cycle route south of the railway bridge).

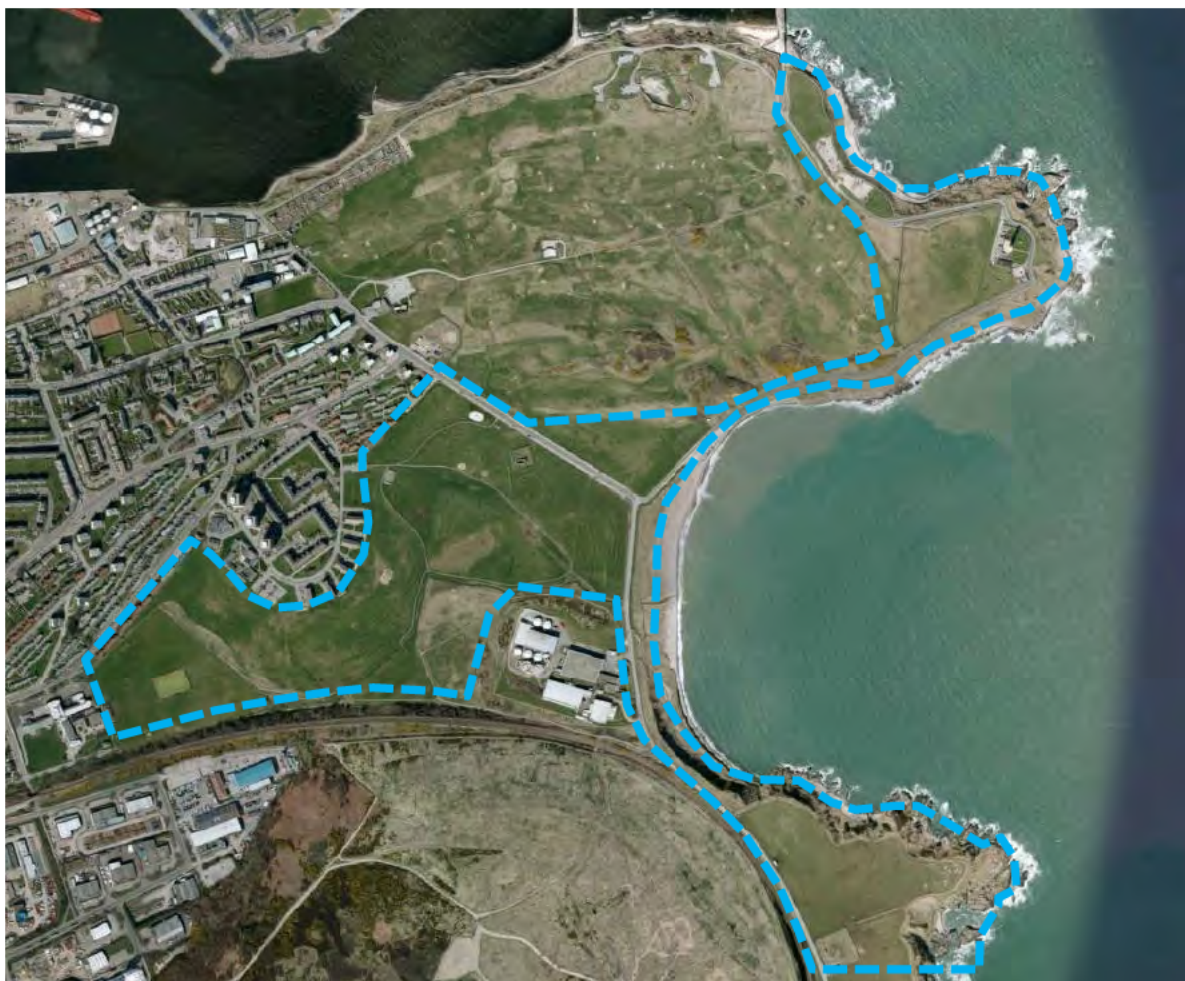


Figure 1: Geographical Scope of DMCP

2.3 Programme Stages / Consultation Strategy

There are no statutory consultation approaches for the preparation of a DMCP; however, AHB and Dragados recognise the importance of seeking the advice and opinions of the local community on the suitability of the proposed mitigation and compensation measures. Table 1 sets out the stages of developing the DMCP.

Table 1: Stages of developing the DMCP

DIALOGUE	Initial consultation and design work with ACC and other statutory consultees and regulators, including Scottish Natural Heritage (SNH), Scottish Environment Protection Agency (SEPA) and Historic Environment Scotland (HES).	Summer 2016
	Public exhibition on the DMCP strategy	November 2016
PRODUCTION	Prepare the DMCP, incorporating feedback from the consultation and public exhibition	November 2016
	Adoption of DMCP by ACC and AHB	Early 2017

2.3.1 Consultation on the DMCP

The DMCP has been available on AHB's website (www.aberdeen-harbour.co.uk) with contact details for feedback. Copies of the DMCP were also provided to local Community Councils (Torry, Cove & Altens and Nigg).

A two-day public exhibition was held at Tesco, Wellington Road, on Wednesday 2nd November 2016 and Thursday 3rd November 2016 which garnered the views of members of the local community. Tullos Primary School has been consulted in relation to outdoor classrooms and other relevant facilities.

A summary of the consultation feedback received is available in the Consultation Report (Appendix A).

3 Proposed Mitigation and Compensation Measures

The mitigation and compensation measures to be delivered under the DMCP have been split into 10 categories:

- Category 1: Landscaping within St Fittick's Park
- Category 2: Access improvements
- Category 3: New play facilities
- Category 4: St Fittick's Church landscape enhancement
- Category 5: Viewpoints
- Category 6: Information boards
- Category 7: Coastal footpath and cycle path
- Category 8: Car parking
- Category 9: Outdoor classrooms
- Category 10: Temporary visitor centre

The mitigation measures planned under the ten categories described above will, both individually and in combination, enhance the existing amenities around the AHEP for the benefit of the local community and natural environment.

The measures identified are all on land belonging to ACC, and are therefore subject to permission from ACC.

As agreed in the Section 69 Agreement, apart from Category 1 the maintenance for all mitigation and compensation measures proposed in the DMCP will transfer to ACC once installed. Details of the maintenance arrangements for Category 1 are described in Section 3.1.

Table 2 provides delivery timescales for each of the categories identified.

Table 2: Delivery timescales for each category identified

Category	Timeline
1: Landscaping within St. Fittick's Park	No later than first planting season after construction commences.
2: Access improvements	No later than six months after construction commences
3: New play facilities	No later than six months after construction commences
4: St Fittick's Church landscape enhancement	No later than first planting season after construction commences
5: Viewpoints	No later than six months after construction is complete
6: Information boards	No later than six months after construction is complete
7: Re-align coastal footpath and cycle path	Temporary realignment prior to any construction works that require closure of path Permanent realignment no later than six months after construction is complete
8: Car parking	Greyhope Bay Car Park - No later than two months after construction commences Laybys – No later than six months after construction is complete
9: Outdoor Classrooms	No later than six months after construction commences
10: Temporary visitor centre	No later than six months after construction commences

Each of these categories is described in more detail in the remainder of this section.

3.1 Category 1: Landscaping within St Fittick’s Park

Landscape Strategy

St Fittick’s Park is located in a coastal position south east of the city. Within the Park runs the East Tullos Burn which in 2014 was transformed as part of the East Tullos Burn Improvement Project. The aim of the project was to improve the Burn and adjacent landscape to improve water quality, create an attractive community resource and become a wildlife haven. The existing St Fittick’s Park is therefore a young landscape which consists of significant swathes of woodland planting, wildflower meadow, amenity grass areas and wetland areas. Each of these landscape character areas is establishing well and the character of the Park incrementally evolving.

Whilst AHEP have proposed works within St Fittick’s Park such as extensions of wild grass areas and extensions to wild flower meadows, Aberdeen City Council have advised these are ‘not required or unsuitable for the area’ and have been removed from the DMCP. Plans to improve and extend the existing hedgerow adjacent to St Fittick’s Road and Coast Road are still to go ahead accepting concerns from ACC on growing success.



Photograph 1: St Fittick’s Park



Photograph 2: Existing Path and wild grass areas



Photograph 3: St Fittick's Park

CATEGORY 1 MAP | Landscaping within St Fittick's Park



3.2 Category 2: Access Improvements

3.2.1 St Fittick's Park

Access improvements will include new pedestrian access routes to connect play facilities and residential areas, and improved connectivity between St Fittick's Road, Church and the wider park through the provision of new pedestrian paths and the upgrading of existing paths.

- a) The surfaces will be consistent with surface treatment found elsewhere in the Park (Photograph 4: Existing path in St Fittick's Park). This will be a mixture of macadam and unbound surface.
- b) Over time, should new desire lines develop due to implementation of the DMCP, these will be considered for formalising.

3.2.2 Greyhope Bay and Girdleness Headland

The path between Torry Battery, Greyhope Bay Car Park and the Foghorn (See Photograph 6: Existing informal path to Foghorn and path at Girdleness) will be formalised to provide a continuous gravel footpath, positioned off the road where space allows. This will give pedestrians the option to take an off-road path around the headland rather than walk next to the road.

In places (for example to the south side of the Greyhope Bay car park), localised grading of the landscape provides opportunities for Disability Discrimination Act (DDA) compliant access.



Photograph 4: Existing path in St Fittick's Park



Photograph 5: Existing path in St Fittick's Park



Photograph 6: Existing informal path to Foghorn

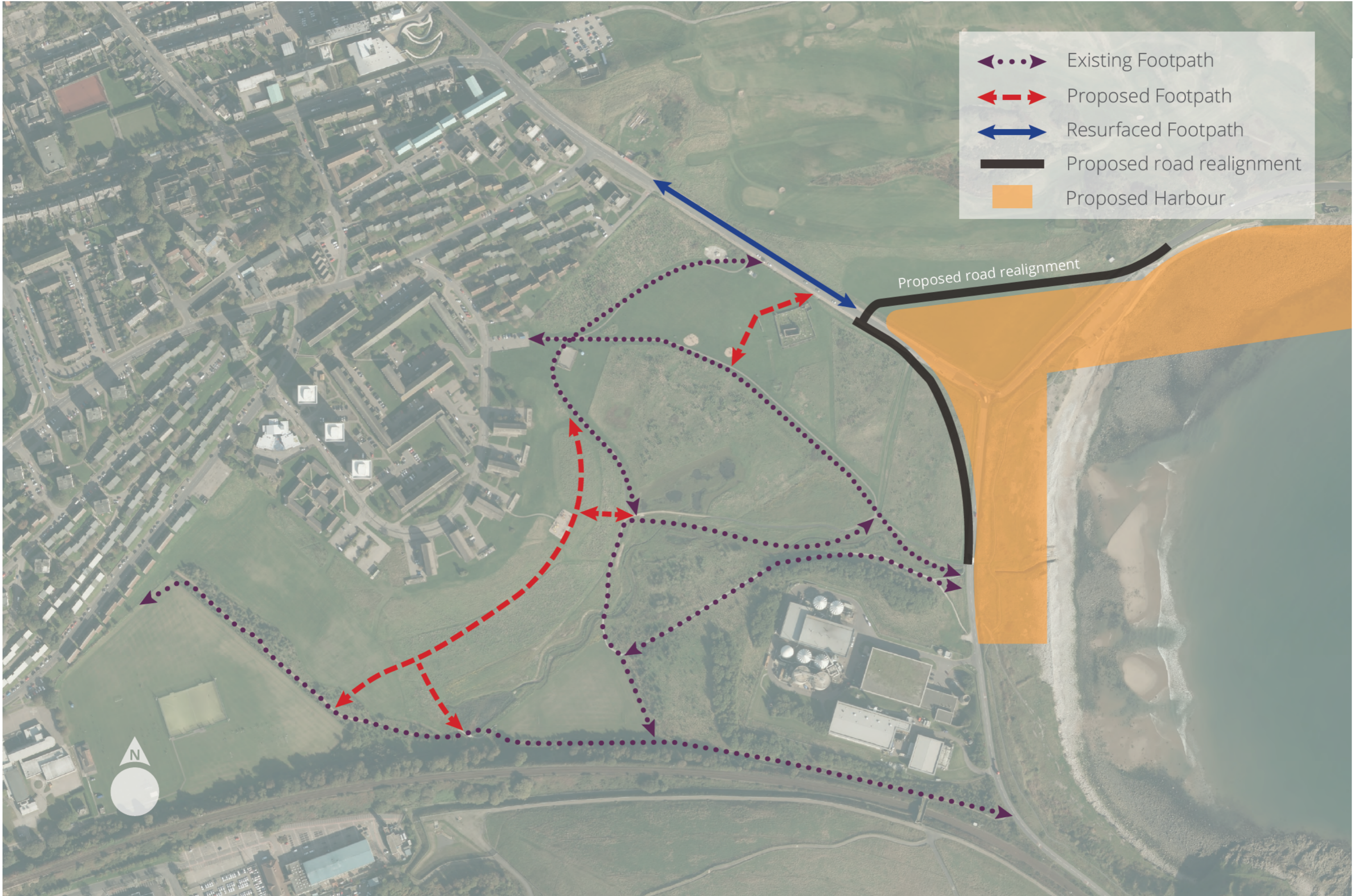


Photograph 7: Existing informal path Girdleness



Photograph 8: Existing path in St Fittick's Park

CATEGORY 2 MAP | Access Improvements



CATEGORY 2 MAP | Access Improvements

- Proposed footpath - set back from the road
- Improve existing footpath
- Temporary footpath
- Temporary Visitor Centre
- Existing footpath
- Proposed Harbour



3.3 Category 3: New Play Facilities

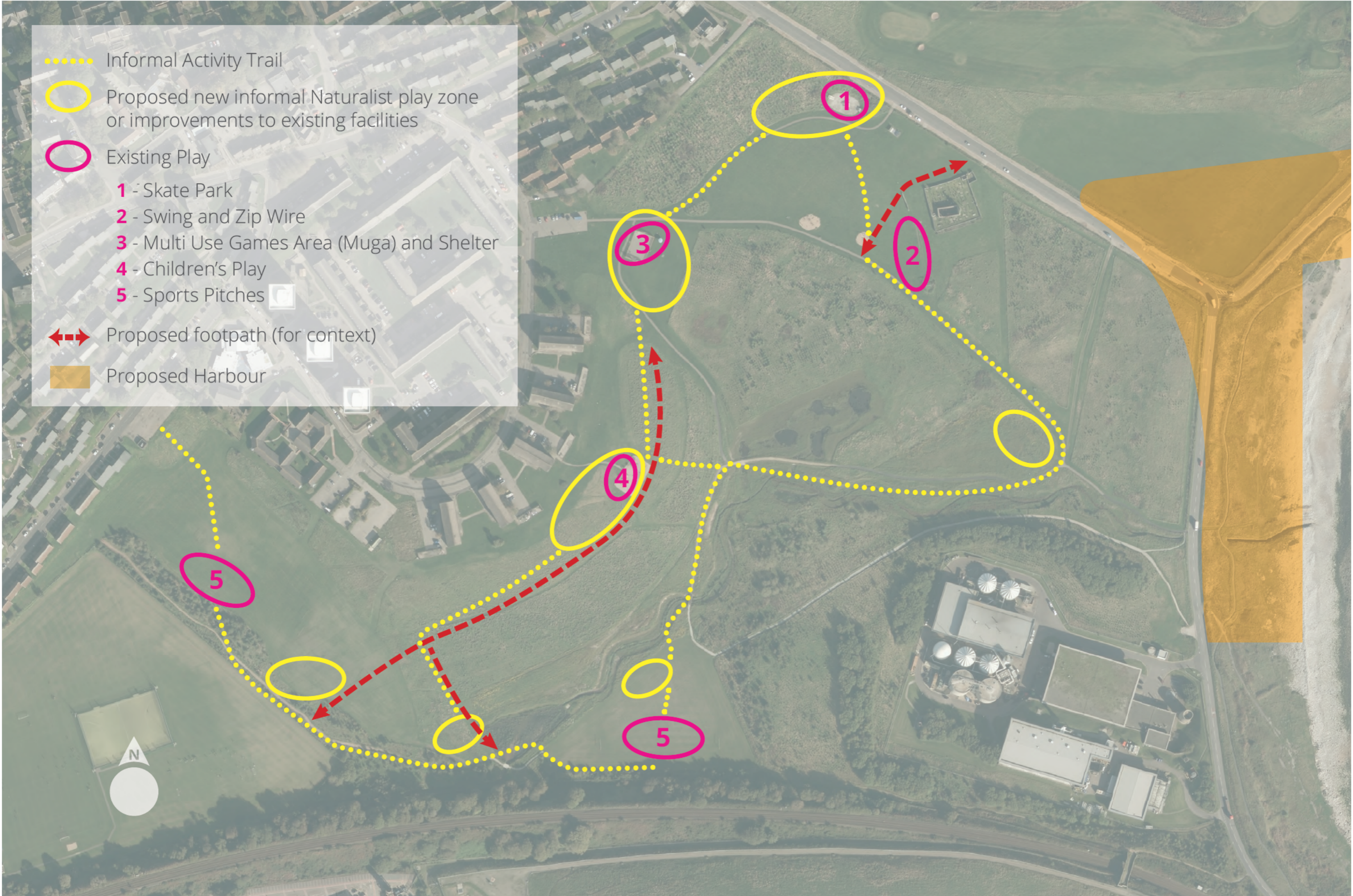
The current play facilities provided within St Fittick’s Park include a skate park, swing, zip wire, Multi Use Games Area (MUGA), shelter, children’s playground and a number of grass sports pitches. AHEP will work with ACC to improve these existing facilities and add new play facilities to the park should they be required.

The new play facilities suggested will introduce a series of simple informal naturalistic play areas which form part of the wider landscape (see Photograph 9a, b, c, d: Naturalistic play). These play or activity areas will consist of boulders, landform, logs and simple structures which will allow users of any age to develop their own games and activities. Locations of these activity areas will complement the existing play facilities and be connected by an informal network of activities, i.e. a boulder walk or logs for balancing. The connected informal network will be promoted as a circular activity trail utilising the entire Park, broadening the play and community offer. The trails will take into account wildlife areas and existing habitats. In addition to the proposed play facilities, additional park benches could be installed in these areas. Following comments made by ACC, AHB/Dragados will agree with ACC through Condition 4 of the Matters Specified in Conditions whether the existing play facilities will be improved, or the naturalistic play areas will be installed.



Photograph 9a, b, c, d: Naturalistic play areas

CATEGORY 3 MAP | **New Play Facilities**



3.4 Category 4: St Fittick's Church Landscape Enhancement

St Fittick's Church is surrounded to the south and west by open park, to the north by St Fittick's Road and to the east by a young maturing woodland. Adjacent to St Fittick's Church is a zip wire and skate park (See Photograph 10a, b, c: Areas surrounding St Fittick's Church).

Planting and management will include:

- a) An improved and extended hedgerow is proposed along the north west boundary of St. Fittick's Park
- b) A new footpath will be provided enabling improved pedestrian access to St Fittick's Church from St Fittick's Road, and to the existing path network within the park.
- c) The modern fence that runs along one side of the church wall will be removed to improve the visual setting (subject to an assessment of the wall stability).



Photograph 10a, b, c: Areas surrounding St Fittick's Church

CATEGORY 4 MAP | St Fittick's Church Landscape Enhancements

- Proposed footpath (for context)
- Proposed native hedgerow/
improve existing hedgerow
- Proposed Harbour



3.5 Category 5: Viewpoints

There are a number of key existing viewpoints within the vicinity of Nigg Bay and the provisions within the DMCP will both improve access to existing viewing areas and provide bespoke new viewing platforms.

The provision will include:

- a) A new viewing platform between the Foghorn and Greyhope Bay
- b) Improved access to existing Foghorn viewpoint/information boards and to the information boards at the north of Greyhope Bay car park
- c) Once construction is complete, the temporary visitor centre situated in Walker Park will be removed and converted to a permanent viewing platform
- d) A new viewing platform at Greg Ness (See Photograph 11: Existing Foghorn viewing area Photograph 12: Existing seat at Girdleness
Photograph 13: Proposed viewpoint at Greg Ness).



Photograph 11: Existing Foghorn viewing area



Photograph 12: Existing seat at Girdleness



Photograph 13: Proposed viewpoint at Greg Ness

The viewing platform design specifications include:

- a) Robust stone and earth enclosures providing low level shelter and the opportunity for seating to appreciate the views.
- b) Stone, possibly extracted during the harbour construction process, will be utilised for their construction, whilst materials uplifted during the construction programme will be reused to cap the low walls, if suitable.
- c) Surfaces within enclosures will be bound gravel to coordinate with the coastal footpath network
- d) The scale and shape of each viewing platform will be unique and respond to the local site character and the view to be appreciated.
- e) Each viewing platform will be a discovery along the coastal footpath rather than a dominant and intrusive feature along the coastline.



Photograph 14a, b, c, d, e, f: Indicative viewing platforms

CATEGORY 5 MAP | Viewpoints



3.6 Category 6: Information Boards

There are a number of existing information boards around the Nigg Bay area and to complement these six new boards will be installed. The exact content of each information board will be agreed through further consultation with ACC and other local interested parties. Each board will provide a unique insight into this area of Aberdeen and the coast. Materials used will tie in with the design of viewing platforms (Category 5) and outdoor classrooms (Category 9) to create an integrated approach which can be enjoyed alongside the Torry Coastal Trail. The information boards will be robust to withstand the environmental conditions around the coastline.


Proposed locations and content of boards are as follows:


- 1) New Girdleness viewpoint: Showing the history of Aberdeen Harbour and shipping routes
- 2) New Walker Park viewpoint: Walker Park / Girdleness Lighthouse / Aberdeen Harbour Expansion Project
- 3) Foghorn viewpoint: Information on the 'Torry Coo'
- 4) Greg Ness viewpoint: Information on the history of Nigg Bay and the Aberdeen Harbour Expansion Project
- 5) St Fittick's Park: Industrial Heritage; information on the fishing station, salt pans and kelp works
- 6) Nigg Bay Site of Special Scientific Interest (SSSI): Information on the features of the SSSI, to replace the board within the Nigg Bay car park that will be removed during AHEP construction.

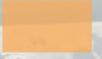


Photograph 15a, b, c, d: Potential information board designs

CATEGORY 6 MAP | Information Boards

 Existing Information Boards

 Proposed Information Boards
- see section 3.6 for further details

 Proposed Harbour



3.7 Category 7: Re-align Coastal Footpath and Cycle Path

Sections of the coastal footpath and cycle path will be temporarily realigned during construction works, maintaining a continuous path throughout. The design will seek to provide a simple continuous bound gravel footpath to formalise this route.

Localised grading of the landscape will provide opportunities for DDA compliant access to key viewing areas whilst the simple surface will complement the setting. The specification of all the proposed coastal and cycle path works will be compliant with the details consented through the Roads Construction Consent process and as such will meet the requirements of ACC.

The temporary paths will be regularly inspected by Dragados/AHB throughout construction phase. Once construction is completed, permanent realignment of the coastal footpath will be undertaken by Dragados/AHB, then maintenance transferred to ACC.



Photograph 16 a, b, c: Existing Coastal Path



- Improve existing footpath
- Rerouted coastal footpath post construction
- Coastal path during construction
- Existing coastal footpath retained post construction
- Proposed Harbour



3.8 Category 8: Car Parking

Two types of parking will be provided: improving the largely unusable car park at Greyhope Bay; and new laybys on Greyhope Road and Coast Road. During construction of AHEP, separate parking for staff and visitors will be provided within the temporary construction compounds.

Greyhope Bay Car Park

- a) The existing car park surface is in poor condition with large sections currently unusable (Photograph 17: Existing car park at Greyhope Bay). The provision will include installing a continuous surface through filling and consolidation of large pot holes. Surface materials will remain as gravel to maintain the simple coastal character.
- b) Improvements to the car park entrance are proposed such as an entrance gateway of local stone. The entrance way and alterations to the car park will consider the need to minimise the ease of fly tipping and unwelcomed overnight and longer stay parking by larger vehicles.
- c) Upgrades to the car park will be coordinated with the access improvements, temporary visitor centre, viewing platforms and information boards to ensure this parking facility is well connected to the coastal footpath.

Laybys

In character these would be extensions of the highway construction to ensure robust, accessible and functional parking provision is provided throughout the year, providing up to 9 roadside parking spaces.



Photograph 17: Existing car park at Greyhope Bay

CATEGORY 8 MAP | Car Parking



3.9 Category 9: Outdoor Classrooms

Two outdoor classrooms are proposed: one at Greyhope Bay and another within St Fittick’s Park. The design specification is as follows:

- a) The classrooms will be located along the network of footpaths with access for all abilities.
- b) In character these will be larger a version of the viewing platforms described in Category 5 and supplemented with further native coastal planting such as gorse and heather to soften, screen and guide the movement of pupils.
- c) Each classroom will be designed to respond to the topography and local setting to ensure a captivating space is achieved. Where possible locally sourced stone will utilised be to create a robust and permanent amphitheatre.
- d) The classrooms will be of a robust construction that can withstand the coastal environment. For this reason, and as school visits would only take place when weather conditions are forecast to be favourable, it is not intended to construct roof to the classrooms.



Photograph 18a, b, c, d, e: Possible outdoor classroom designs

CATEGORY 9 MAP | Outdoor Classrooms



3.10 Category 10: Temporary Visitor Centre

A temporary visitor centre will be constructed within Walker Park to enable interested parties to observe the construction of the AHEP and learn more about the project. The design specification is as follows:

- a) The temporary visitor centre will be a standalone connected and elevated prefabricated cabin, which will be operational throughout the duration of the construction period.
- b) Landscaping and planting (i.e. prickly shrubs) will be used around the visitor centre to prevent close access to the windows to discourage vandalism.
- c) The south side of the centre will have a fully glazed window to provide an overall view of the works within Nigg Bay.
- d) The north side of the centre will have a DDA compliant ramp for wheelchair access.
- e) The visitor centre will be removed once the construction period is complete.
- f) A smaller permanent viewing platform and an information board will replace the visitor centre as described in Category 5.

The temporary visitor centre will house classroom space and exhibitions concerning the AHEP and the Nigg Bay area. This will include displays such as information panels; video overviews of the works, which will be regularly updated to reflect progress; a Virtual Reality Model; and live links to webcams/time-lapse cameras installed on the site. AHB and Dragados will host visits from stakeholders at the visitor centre and provide talks and workshops. School visits will be encouraged with a focus on inspiring the younger generation to consider careers in engineering, maritime and environmental management.



Figure 2: Indicative images of the temporary visitor centre

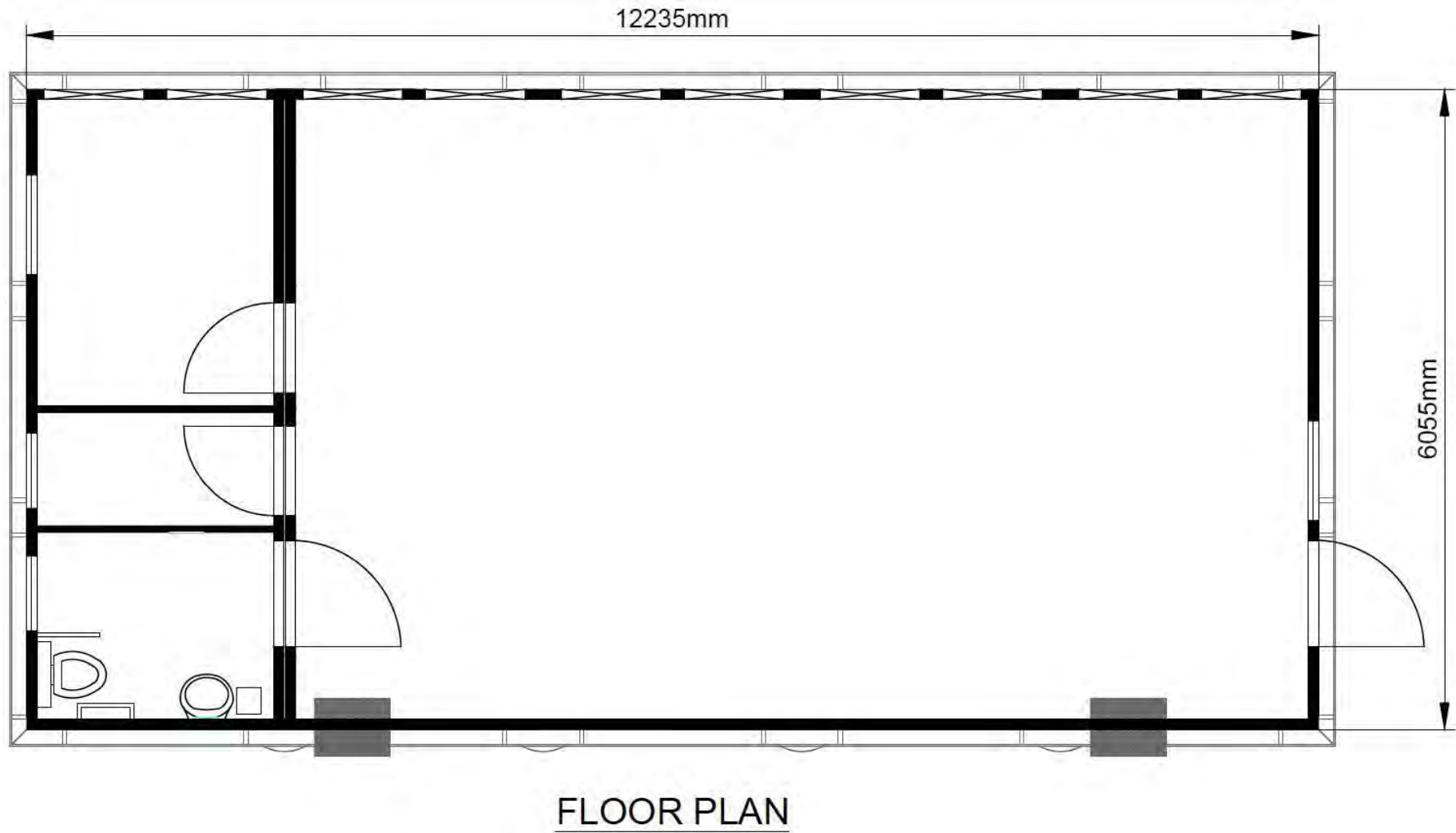


Figure 3: Floor plan of temporary visitor centre

CATEGORY 10 MAP | Temporary Visitor Centre

