



ABERDEEN HARBOUR  
EXPANSION PROJECT  
*November 2015*

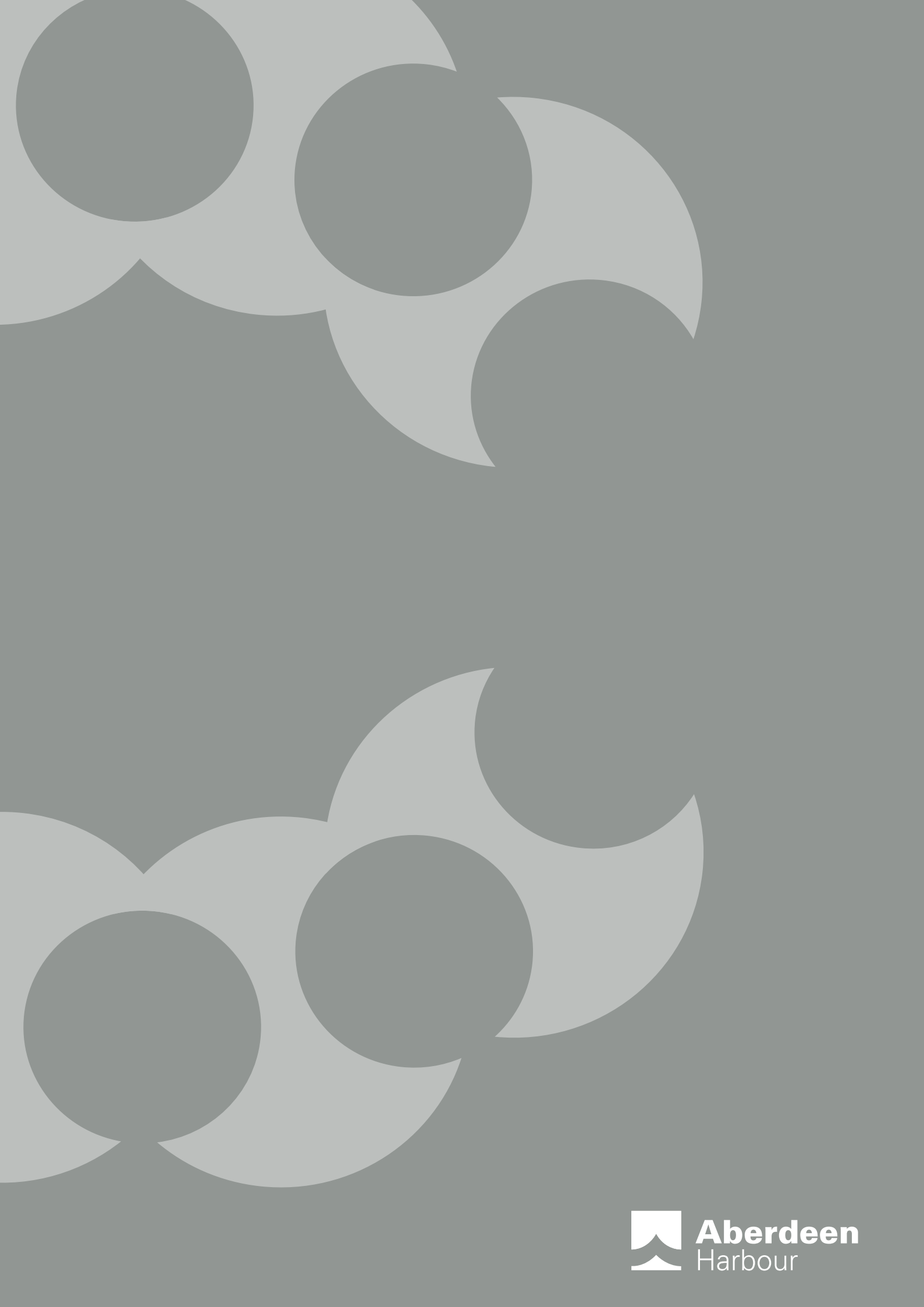
# PRE-APPLICATION CONSULTATION REPORT



**BARTON  
WILLMORE**

 **Aberdeen**  
Harbour





## **ABERDEEN HARBOUR EXPANSION PROJECT**

APPLICATION FOR MARINE LICENCE

APPLICATION FOR PLANNING PERMISSION IN PRINCIPLE

FOR

NATIONAL DEVELOPMENT COMPRISING CONSTRUCTION OF NEW INFRASTRUCTURE TO FACILITATE THE CREATION OF A NEW DEEP WATER HARBOUR, INCLUDING NEW ROADS, PARKING AND MEANS OF ACCESS, TEMPORARY CONSTRUCTION AND FABRICATION AREAS AND OTHER ASSOCIATED DEVELOPMENT WHICH MAY INCLUDE PUBLIC REALM AREAS, PATHS, LIGHTING AND SIGNAGE.

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# PRE-APPLICATION CONSULTATION REPORT

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An aerial photograph of a coastal city, likely Glasgow, Scotland. The image shows a dense urban area with a mix of residential and industrial buildings. A large harbor is visible on the left, with several ships docked. The city is surrounded by green hills and a body of water in the background. The text '1 INTRODUCTION' is overlaid in the center.

# 1 INTRODUCTION



1.1. This Pre-application Consultation ('PAC') Report has been prepared, on behalf of Aberdeen Harbour Board ('AHB') ('the applicant'), to provide information on the consultation procedures and feedback comments received as part of the pre-application process undertaken in relation to an application for Planning Permission in Principle ('PPP') for:

'National development comprising construction of new infrastructure to facilitate the creation of a new deep water harbour, including new roads, parking and means of access, temporary construction and fabrication areas and other associated development which may include public realm areas, paths, lighting and signage' at land at Nigg Bay, Aberdeen (including land at Walker Park, St Fitticks and Gregness) ('the Site').

1.2. The proposed development forms part of the Aberdeen Harbour Expansion Project ('AHEP') which aims to expand the existing harbour operations into Nigg Bay.

1.3. The development components associated within the AHEP include the following:

**Harbour Related Works and Works within the Marine Environment:**

- Formation of quays and hard standings;
- Laydown areas;
- Internal access roads;
- Construction of two breakwaters;
- Dredging;
- Navigation lights; and
- Monopiles/spar buoys to define the limits of safe navigation at the south of the bay.

**Works required to Facilitate the Harbour:**

- Provision/realignment of roads;
- Temporary construction/site establishment areas; and
- Off-road cycle path improvements.

1.4. As outlined within the accompanying Planning Statement, prior to the construction and operation of the proposed harbour/AHEP, statutory approvals are also required in accordance with two other consenting regimes, as follows:

- Harbour Revision Order (HRO): To cover all harbour related development components (including: dredging and the formation of breakwaters, quays and other associated development); and
- Marine Licence (ML): To cover all marine related development components below the mean high water springs (i.e. the highest level reached by the sea at high tide) including dredging, land reclamation and the construction of breakwaters and quays.

1.5. It should be noted that whilst the pre-application consultation undertaken has related to all three consenting regimes and detailed consultation has been undertaken over the last 2-3 years in relation to the Nigg Bay Development Framework, the discussion set out within this PAC Report focuses, primarily, on those consultation approaches undertaken in relation to the development components associated with this application for PPP and ML.

1.6. This approach accords with Section 35C of the Planning etc (Scotland) Act 2006, as amended, requiring the preparation of a PAC report for all major or national developments to demonstrate compliance with the requirements within Section 35B of the aforementioned Act. In response to this, detailed requirements for PAC reports are identified within Section 7 of the Development Management Procedures (Scotland) Regulations 2013 and this report complies with such requirements. In addition to complying with the aforementioned requirements, we also have taken the opportunity to provide information of the other consenting regimes. Please refer to the following sections for further discussion.



## STATUTORY REQUIREMENTS FOR PRE-APPLICATION CONSULTATION (PLANNING)

1.7. Importantly, this Report has been prepared in accordance with the requirements set out in the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 and the Planning etc. (Scotland) Act 2006.

1.8. It also accords with the requirements set out within Circular 3/2013 'Development Management Procedures'. This circular emphasises that the Scottish Government wants to encourage

"improved trust and open, positive working relationships from the earliest stages in the planning process and to provide, where possible, an early opportunity for community views to be reflected in proposals" (paragraph 2.1).

The Circular also states that "pre-application consultations with the community and pre-application discussions with the planning authority and statutory consultees are intended to add value at the start of the development management process" (paragraph 2.2). It is considered that the above guidance has been reflected fully within the approach taken by the applicant prior to submission of the PPP application.

1.9. The key thrust of current Development Management Procedures is to ensure that communities be informed of proposals prior to the submission of national or major planning applications in order to enable participation, consultation and ultimately, contribution (i.e. comments) from members of the local community on the proposed development during the course of this PAC process. In line with the aforementioned Regulations, whilst the engagement undertaken at this stage in the process application must be meaningful, there is no obligation to take on community views or reflect them in any subsequent planning application.

1.10. This report also demonstrates compliance with supporting advice from the Scottish Government in relation to community Engagement. PAN3/2010 – Community Engagement seeks to ensure that engagement with members of the public is meaningful, and proportionate, happens at an early stage to shape proposals (paragraph 7).

1.11. In relation to the role of applicants and their agents, PAN3/2010 (paragraph 21) states that

"early consultation provides an opportunity for prospective applicants to both ensure they are better informed about the community's view of the proposed development and to address these concerns where they can be tackled".

1.12. The Circular states that:

"As part of the pre-application consultation report, applicants should set out how they have responded to the comments made, including whether, and in what way, the proposals have changed as a result of this consultation. Whilst under no obligation to take onboard community views, or directly reflect them in any subsequent application, the proposals, if adjusted, should benefit from that engagement..." (paragraph 44).

The guidance above has been fully considered within this PAC approach to ensure that the requirements of this Circular have been met and that meaningful engagement has taken place.

## STATUTORY REQUIREMENTS FOR PRE-APPLICATION CONSULTATION (MARINE LICENCE)

1.13. In addition to the requirements above, statutory consultation is also required to be undertaken in relation to the Marine Licences under the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013. Specifically, Section 7(1)(a) and (b) of these Regulations states that the prospective applicant for a marine licence must:

- Hold at least one pre-application consultation event to allow members of the public to provide comments on the licensable marine activity; and
- Publish a notice in a local newspaper containing various information including:
  - » A description of the marine activity, where further information may be obtained, details of the pre-application consultation event; a statement explaining how/where/when persons should comment and identifying that comments are not representations to the Scottish Ministers but that formal representations can be made upon application submission.

1.14. Section 7.(2) of these Regulations states that a pre-application consultation event must be held no earlier than six weeks after the date on which notification of such event is given. Section 8 of the Regulations then goes on to state that a pre-application consultation report must be prepared.

1.15. The consultation undertaken as part of this project also fulfilled all aforementioned requirements. Specifically, advertising of the exhibitions (commencing on 16 September 2015) took place on 4 August 2015 - over 6 weeks before the event. The notice contained the aforementioned text required under Section 7(1)(b) of the Regulations. Furthermore, the preparation of this PAC Report in accordance with Section 8 of the Regulations ensures compliance within all consultation requirements associated with the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013.



## AIMS OF THIS REPORT

1.16. This Report outlines the efforts undertaken by AHB to ensure that an inclusive and comprehensive range of PAC engagement has been undertaken to inform the local community and stakeholders of the emerging proposal that complies with, and exceeds, the statutory requirements.

1.17. This Report provides further clarification on the following topics:

- Identification of the groups, individuals and stakeholders consulted during the PAC process;
- Identification on the types of consultation that have been undertaken;
- Details relating to the locations, dates and times of each consultation approach;
- Details highlighting attendance levels at events and any verbal/written feedback received; and
- Conclusions on how the feedback has been considered by AHB in their preparation of the PPP application, assessment considerations and the evolution of the proposed approach.







An aerial photograph of a coastal city, likely Glasgow, Scotland. The image shows a dense urban area with a mix of residential buildings and industrial structures. A large harbor is visible on the left, with several ships docked. To the right, there's a green golf course and a curved road. The background features a large body of water under a clear blue sky. Overlaid on the image are several semi-transparent blue circles of varying sizes. The text '2 PROJECT HISTORY' is centered in the middle of the image in a white, bold, sans-serif font.

## 2 PROJECT HISTORY



## ABERDEEN HARBOUR EXPANSION PROJECT (AHEP)

2.1. National Planning Framework 3 ('NPF3') was published by the Scottish Government in June 2014 and represents the top tier of Scotland's planning hierarchy. It seeks to influence, control and shape strategic planning priorities within Scotland by identifying the need for 'national' development priorities within Scotland. In this instance, the AHEP is expressly identified as one such project.

2.2. The National Renewable Infrastructure Plan (N-RIP), prepared by Scottish Enterprise (N-RIP Stage 1 January 2010 and Stage 2 July 2010), identifies Aberdeen Harbour as a key port to support recognised growth in the renewables industry with a particular focus on distributed manufacturing and operation/maintenance. This document recognises that the physical restrictions associated within the existing harbour to some wide beam vessels. Accordingly, the need to expand Aberdeen Harbour was identified and work began to progress this aspiration.

2.3. 'Case for Growth' builds on this document and was published in September 2012 by AHB and assessed outcomes that would secure Aberdeen Harbour as Europe's leading marine support centre for the offshore energy sector and principal commercial port serving the north east of Scotland (mindful of the physical constraints with the existing port).

2.4. 'Directions for Growth' was then prepared by AHB later in 2012 to assess the feasibility, deliverability and achievability of various locations to facilitate the future expansion of harbour facilities. It was clear that Nigg Bay provided the greatest scope to deliver the AHEP with the lowest environmental and traffic impacts whilst also maximising regeneration opportunities to nearby communities.

2.5. The conclusions within these documents provided the evidence base for the consideration and subsequent inclusion of AHEP into NPF3. Specifically, that the AHEP would be fundamental to the delivery of long term economic prosperity within the north east and the wider Scottish economy. As such, its inclusion within NPF3 was justified and its inclusion within respective regional and local planning policy frameworks was inevitable given the plan led system and automatic translation of national priorities into the regional and local contexts. That is, the inclusion of this project within the latest versions strategic and local development plans - including the Aberdeen City and Shire Strategic Development Plan ('ASDP') and the Proposed Aberdeen Local Development Plan 2015 ('PALDP').

## NIGG BAY DEVELOPMENT FRAMEWORK

2.6. With the need for a new harbour at Nigg Bay consulted upon then established at all tiers of the planning hierarchy, Aberdeen City Council ('ACC'), through discussions with Scottish Enterprise and AHB, identified the need to prepare a Development Framework to consider how to maximise the opportunities presented by investment in the new harbour, in terms of economic development, regeneration and environmental improvements. The Consultation Draft of the Nigg Bay Development Framework was published in September 2015.

2.7. Extensive consultation and community engagement has been undertaken as the Nigg Bay Development Framework has evolved and it is considered important to outline this, given that this Framework seeks to maximise the benefits associated with the delivery of the AHEP – an outcome that this PPP application seeks to facilitate.

2.8. As part of the production of the Nigg Bay Development Framework the surrounding communities were widely consulted, as were Aberdeen Harbour customers to make them aware of the proposed strategic vision for this area and seek feedback on the proposed spatial options. Presentations and workshops were undertaken with community groups, stakeholders and members of the public within Altens, East Tullos and Torry on numerous occasions to allow them opportunities to feed into the process and ensure that their thoughts and comments were integrated into the production of the Nigg Bay Development Framework.

2.9. Consultation events on the Development Framework ran from August 2014 to May 2015 reaching in excess of 300 individuals and involved a range of relevant stakeholders and consultation styles. Meetings were organised and facilitated with Community Councils, Community Exhibitions took place and there were targeted sessions with businesses, land owners, harbour customers and statutory regulators. These consultation events all played a role in establishing strategic issues for communities and stakeholders that may be applicable to the determination of this application for PPP. Importantly, the draft Development Framework was subject to consultation by ACC during October 2015 and early November 2015.

2.10. The following issues are of particular importance to the proposed development and the initial concept designs for the AHEP considered these to inform the initial design of the proposed development:

- Road Alignment and Access – Following concerns from local residents in relation to potential amenity impacts associated with the movement of Heavy Goods Vehicles ('HGVs') through residential streets, the proposed road alignment was designed to ensure that access would not be feasible from the north, preventing HGV movements through this residential area;
- Traffic Generation – Following concerns with potential traffic generation associated within the proposed harbour, a detailed assessment was undertaken within a Transport Assessment (TA) to consider such impacts and how they could be minimised to prevent unreasonable impact to the surrounding road network;
- Coastal Path/Cycle Paths – The loss of such features was identified as a key risk by the local community. Accordingly, the proposed road design and the location of the temporary construction areas has been designed to ensure that these networks will be retained, albeit relocated to facilitate construction; and
- Environmental Impacts – Following concerns with the proposed development on a range of environmental impacts, including marine mammals, ecology, landscape and visual impacts and green space networks, an Environmental Statement ('ES') was prepared to assess such impacts, identify mitigation measures and ensure that the proposed development would not result in an unacceptable impact to the surrounding area.

2.11. The issues listed above were considered prior to the preparation of the indicative designs for the proposed development at the earliest possible opportunity, actively involving the local community and allowing them the opportunity to outline their views on the strategic vision/overview for the harbour expansion and any opportunities to maximise benefits associated with the harbour. This afforded to AHB an opportunity gauge significant public opinion towards this strategic overview and the wider influence of the harbour expansion.







An aerial photograph of a coastal town, likely Glasgow, Scotland. The image shows a harbor with several ships, including a large red and white vessel. The town is densely packed with residential buildings, many of which are multi-story tenement houses. There are also industrial areas with large warehouses and storage tanks. The town is surrounded by green hills and fields, and the sea is visible in the background. The text "3 PUBLIC ENGAGEMENT" is overlaid in the center of the image.

# 3 PUBLIC ENGAGEMENT



## STATUTORY CONSULTATION REQUIREMENTS

3.1. In accordance with the requirements set out in the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 and the relevant provisions of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc (Scotland) Act 2006, AHB have undertaken PAC in connection with the proposed development associated within this application for PPP. Specifically, road provision/realignment, temporary construction areas and off-road cycle path improvements to facilitate the AHEP at Nigg Bay, Aberdeen.

3.2. It should be noted that consultation has also been undertaken in relation to the two other consenting regimes required to be authorised prior to the operation of the harbour. Importantly, whilst selected consultation is required under the marine licence applications (i.e. holding one public exhibition and preparing a PAC report) no statutory consultation is required for the HRO process. Accordingly, whilst the focus of this consultation has been to comply with the detailed PAC requirements identified above, in order to be open, transparent and meaningful, comprehensive information was provided on each regime. In addition, contact details were provided for each responsible authority to make it clear where representations should be sent in relation to each regime.

3.3. This includes a HRO for all inland harbour related works (including the construction of the breakwaters, quays and other associated works) and ML (for all marine related components including dredging, land reclamation and other associated works).

### Development Management Procedure - Regulations and Circular

3.4. In line with the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 and NPF3 (2014), the proposals constitute 'National' development and require PAC between the applicant and the local community.

3.5. In terms of pre-application consultation, Circular 3/2013 – Development Management Procedures, as amended, (paragraph 2.6) states:

'The objective of PAC is for communities to be better informed about major and national development proposals and to have an opportunity to contribute their views before a formal planning application is submitted to the planning authority. This helps to: improve the quality of planning applications; mitigate negative impacts where possible; address misunderstandings; and to air and to address where practicable any community issues. Any adjustments made as a result of PAC should improve the proposals and assist the efficient consideration of applications once submitted'.

3.6. The Circular (paragraph 2.7) also states:

'...while engagement should be meaningful, the prospective applicant is not obliged to take on board community views, or directly reflect them in any subsequent application'.

3.7. The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 set out the specific requirements that must be met by the applicant in terms of pre-application consultation:

'7.—(1) The prospective applicant is to consult as respects a proposed application every community council any part of whose area is within or adjoins the land where the proposed development is situated and in doing so is to give a copy of the proposal of application notice to the community council.

(2) The prospective applicant is to—

(a) hold at least one public event where members of the public may make comments to the prospective applicant as regards the proposed development; and

(b) publish in a local newspaper circulating in the locality in which the proposed development is situated a notice containing—

(i) a description of, and the location of, the proposed development;

(ii) details as to where further information may be obtained concerning the proposed development;

(iii) the date and place of the public event;

(iv) a statement explaining how, and by when, persons wishing to make comments to the prospective applicant relating to the proposal may do so; and

(v) a statement that comments made to the prospective applicant are not representations to the planning authority and if the prospective applicant submits an application there will be an opportunity to make representations on that application to the planning authority'.

(3) A public event held by the prospective applicant in accordance with paragraph (2)(a) is not to be held earlier than 7 days after notification of the date and place of such event is given under paragraph (2)(b)(iii).

### Meeting Statutory Consultation Requirements

3.8. In line with the statutory requirements for a planning application for a National development, and the recommendations within national guidance, the pre-application consultation strategy undertaken by the applicant has included:

- The submission of a Proposal of Application Notice (PAN) at least 12 weeks prior to submission of a planning application;
- Pre-application meetings and discussion with ACC Planning Officers;
- A series of 'Regulator Meetings' attended by representatives of Transport Scotland (TS), Marine Scotland (MS), Scottish Natural Heritage (SNH), Scottish Environment Protection Agency (SEPA) and ACC;
- Formal PAN notification sent to Community Councils and Ward Councillors;
- Attendance at Community Council Meetings, including delivery of presentations (or offers of presentations) at those whose boundaries are within or adjoining the Site;
- Placing of six newspaper adverts in local newspapers in August 2015 and September 2015 - all at least 7 days prior to the proposed consultation events (Refer to Figure 6);
  - » These notices contained the descriptions/details required by the aforementioned Regulations including:
    - Description of, and the location of, the proposed development;
    - Details as to where further information may be obtained concerning the proposed development (i.e. Barton Willmore as agents);
    - The date and place of the public event (as per below);
    - Details of who to provide pre-application comments to (i.e. Barton Willmore as agent); and
    - A statement that comments made to the prospective applicant were not representations to the planning authority and that there would be an opportunity to submit format representations on the PPP application once it was submitted in November 2015.

- Four full day public exhibitions on the 16-17 and 23-24 September at Tesco, Wellington Road and Union Square Shopping Centre respectively;
- Radio adverts broadcast on Northsound Radio from Saturday 12 September 2015 to Thursday 24 September 2015; and
- An email circulated to people on the applicants 'project database' to provide them with details regarding the public exhibitions.

### Providing Clarity for the PAC and Post-Submission Consultation Process


3.9. Importantly, to reflect the advice given by ACC, throughout the PAC process, the applicant has highlighted to the local community and other stakeholders that the comments submitted during the consultation stage do not constitute formal representations to any forthcoming planning application. AHB have advised the local community and other stakeholders that further opportunity to make representations to ACC will be available following the submission of the application for PPP. This was expressly identified within a summary table included within the public exhibition banners and also a leaflet handed out during the second week of the public exhibitions (see Figure 1).

3.10. Notwithstanding the ML consultation requirements, and whilst not specifically required under the statutory consultation for this application for PPP, AHB also made clear to stakeholders how to formally engage with the other determining authorities upon submission of the requisite applications the respective organisations. Specifically:

- For HRO Application: comments to be provided to Transport Scotland; and
- For ML Applications: Comments to be provided to Marine Scotland.



Figure 1: Public Exhibition Flyer



## ABERDEEN HARBOUR EXPANSION PROJECT

### HOW To Have Your Say

**Pre-application consultation**

Any comments made during this pre-application consultation process must be sent to:  
**Barton Willmore**, 68/70 George Street, Edinburgh, EH2 2LR  
or to [aberdeenhharbour@bartonwillmore.co.uk](mailto:aberdeenhharbour@bartonwillmore.co.uk).  
What are the applicable timescales?  
All pre-application consultation comments must be received by **Thursday 1st October 2015**

3 consenting regimes are required to be approved prior to the construction of the proposed harbour as outlined below:

Consenting Approach	Determining Authority	What development components does this relate to?	What Happens Next?	Where do I send my comments?
<b>HRO</b> Harbour Revision Order	Transport Scotland	<ul style="list-style-type: none"> <li>All Harbour related development components (within the HRO boundary).</li> <li>Landward harbour-related development components will generally be delivered through the HRO process. This also includes development components down to the mean low water mark (i.e. the level reached by the sea at low tide). The works referred to above will be authorised under the Harbours Act 1964. The Order will also set out a number of provisions regarding these works and operation of the harbour facilities.</li> </ul>	A formal HRO application will be submitted to Transport Scotland in late October.	<p>Once the HRO application is submitted in early November 2015, all representations must be sent to: <b>Transport Scotland</b>, (Val Ferguson) Area 2F North, Victoria Quay, Edinburgh, EH6 6QQ <a href="mailto:harbourorders@scotland.gsi.gov.uk">harbourorders@scotland.gsi.gov.uk</a></p>
<b>ML</b> Marine Licence	Marine Scotland	<ul style="list-style-type: none"> <li>Marine Licences will be required for marine related development components (within the ML boundary) up to the mean high water mark (i.e. the highest level reached by the sea at high tide).</li> <li>This includes dredging the existing bay; provision of an entrance channel; construction of new north and south breakwaters to form the harbour; provision of new quays and associated support infrastructure (constructed with solid quay wall construction and suspended decks over open revetment) and land reclamation.</li> </ul>	Formal ML applications will be submitted to Marine Scotland in late October.	<p>Once the ML applications are submitted in early November 2015, all representations must be sent to: <b>Marine Scotland</b>, Licensing Operations Team, Scottish Government, Marine Laboratory, 375 Victoria Road, Aberdeen AB11 9DB <a href="mailto:ms.marinelicensing@scotland.gsi.gov.uk">ms.marinelicensing@scotland.gsi.gov.uk</a> or 01224 295579</p>
<b>PPP</b> Planning Permission in Principle	Aberdeen City Council	<ul style="list-style-type: none"> <li>All inland non-harbour related development components (within the PPP boundary but outwith the HRO boundary) and not subject to permitted development rights.</li> <li>This includes the construction of new infrastructure to facilitate the creation of the harbour itself, including new roads, parking and means of access, temporary construction and fabrication areas and other associated development.</li> </ul>	A formal PPP application will be submitted to Aberdeen City Council in late October.	<p>Once the PPP is submitted in early November 2015, all representations must be sent to: <b>Aberdeen City Council</b>, Planning and Sustainable Development, Business Hub 4, Marischal College, Broad Street, Aberdeen, AB10 1AB <a href="mailto:pi@aberdeencity.gov.uk">pi@aberdeencity.gov.uk</a> or 01224 523470</p>

For further information on the proposed development, including copies of the exhibition consultation boards, please refer to **Aberdeen Harbour Board's Website**: [www.aberdeen-harbour.co.uk/future/nigg-bay-development/](http://www.aberdeen-harbour.co.uk/future/nigg-bay-development/)

## ENGAGEMENT PROGRAMME - SUMMARY

3.11. A full list of all pre-application consultation undertaken with regards to the proposed development, including dates, engagement type and locations is presented within the table below.

Date and Time	Engagement Type	Location
1) Proposal of Application Notice (PAN)		
6 July 2015	PAN Prepared and sent to Aberdeen CC, Ward Councillors and Community Councils.	N/A
2) Advertisement of Public Exhibitions		
4 August 2015	Public Notice placed within the Evening Express and Press & Journal	N/A
7 September 2015	Public Notice placed within the Evening Express and Press & Journal	N/A
8 September 2015	Public Notice placed within the Evening Express and Press & Journal	N/A
3) Radio Adverts		
12 September 2015 - 24 September 2015	Radio Adverts were broadcast on Northsound Radio throughout this period informing the public of the proposed public exhibitions.	N/A
4) Ward Councillor Correspondence		
16 September 2015	Email sent to each Ward Councillor (Torry/Ferryhill) and (Kincorth/Nigg/ Cove) making them aware of the public exhibition events and offering them an opportunity to meet and discuss the proposed development.	N/A
5) ACC Pre-Application Forum		
26 October 2015	Attendance at and Presentation to ACC’s Planning Committee at ACC’s Pre-Application Forum.	
6) Community Council Presentations		
18 June 2015	Torry Community Council	Torry Academy/Old Torry Community Centre
20 August 2015		
15 October 2015		
17 August 2015	Cove and Altens Community Council	Loirston School, Cove
26 October 2015		
7) Regulator Meetings		
23 June 2015	Pre-application discussion with Aberdeen CC and other regulatory authorities to agree strategy for consent applications, processes to be followed and programme.	AHB, Regent Quay, Aberdeen
18 August 2015		AHB, Regent Quay, Aberdeen
22 September 2015		AHB, Regent Quay, Aberdeen
27 October 2015		AHB, Regent Quay, Aberdeen
8) Public Events		
16 September 2015 10am – 7pm	Public Exhibitions	Tesco, Wellington Road, Torry
17 September 2015 10am – 7pm		Union Square, Aberdeen
23 September 2015 10am – 7pm		Tesco, Wellington Road, Torry
24 September 2015 10am – 7pm		Union Square, Aberdeen
9) Correspondence to Consultee List		
4 August 2015	An email was sent a consultee list (i.e. members of the public who has previously requested further information in relation to this project) to provide them with the details of the forthcoming public consultations.	N/A

## PUBLIC ENGAGEMENT APPROACHES

**Figure 2:** Proposal of Application Notice (PAN)

PROPOSAL OF APPLICATION NOTICE	
<p>Town and Country Planning (Scotland) Act 1997 (Section 35B) The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 (Regulations 4 -7)</p> <p><b>To be completed for all developments within the national or major categories of development</b></p>	
Name of Council	Aberdeen City Council
Address	Ground Floor, Marischal College
	Broad Street
	Aberdeen
	AB10 1AB
Proposed development at [Note 1]	<p>Land at Nigg Bay, Aberdeen (including land at Walker Park, St Fitticks and Gregness)</p>
Description of proposal [Note 2]	<p>See accompanying sheet</p>
<p>Notice is hereby given that an application is being made to</p> <p>[Note 3] <input type="text" value="Aberdeen City Council"/> Council by [Note 4] <input type="text" value="Colin Lavety"/></p> <p>Of [Note 5] <input type="text" value="Barton Willmore, on behalf of Aberdeen Harbour"/></p> <p>In respect of [Note 6] <input type="text" value="Public Exhibitions, Meetings and Stakeholder Workshops"/></p> <p>To take place on [Note 7] <input type="text" value="Various dates/venues during Jul - Sep 2015 (see attached sheet)"/></p> <p>[Note 8] The following parties have received a copy of this Proposal of Application Notice</p> <p><input type="text" value="Torry Community Council"/></p> <p><input type="text" value="Nigg Community Council"/></p> <p><input type="text" value="Cove &amp; Altens Community Council"/></p> <p><input type="text" value="Local Councillors (See attached sheet)"/></p> <p>[Note 9] For further details contact <input type="text" value="Barton Willmore"/></p> <p>on telephone number <input type="text" value="0131 220 7777"/></p> <p>And/or at the following address <input type="text" value="68/70 George Street, Edinburgh, EH2 2LR"/></p> <p>[Note 10] I certify that I have attached a plan outlining the site</p> <p>Signed <input type="text" value=""/></p> <p>On behalf of <input type="text" value="Aberdeen Harbour"/></p> <p>Date <input type="text" value="6 July 2015"/></p>	

Figure 3: PAD - Additional Sheet



## **EXPANSION OF ABERDEEN HARBOUR – NIGG BAY, ABERDEEN PROPOSAL OF APPLICATION NOTICE – SUPPLEMENTARY INFORMATION**

### **Description of Development –**

*"National development comprising construction of new infrastructure to facilitate the creation of a new deep water harbour, including new roads, parking and means of access, temporary construction and fabrication areas and other associated development which may include public realm areas, paths, lighting and signage".*

### **Proposed Public Engagement –**

#### **1. Public Exhibitions, 10am – 7pm:**

- 2 days in Torry at a location to be discussed and agreed with Torry Community Council
- 2 days in Union Square, Aberdeen

Exhibitions will be advertised in local newspapers a minimum of 42 days in advance in order to meet the requirement of the Marine Scotland Act and also advertised a minimum of 7 days in advance in line with The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. While the advertisement associated with the Marine Licence requirements would satisfy those of the Development Management Regulations the result would be a significant gap between advert and event. In response we propose 2 separate rounds of newspaper advertisement to satisfactorily address both requirements.

These would be supplemented by online advertisement via social media and Aberdeen Harbour's website and by local radio announcements.

#### **2. Presentations/Workshops with:**

- Nigg Community Council
- Torry Community Council
- Cove and Altens Community Council

#### **3. Local Councillors have been sent a copy of the PAN and will be informed of all events and, upon request by any Member, invited to attend a specific Members briefing.**

Local Councillors, Torry/Ferryhill:

- Councillor Yvonne Allan
- Councillor Graham Dickson
- Councillor Alan Donnelly
- Councillor James Kiddie

Local Councillors, Kincorth/Nigg/Cove:

- Councillor Andrew Finlayson
- Councillor Neil Cooney

Dates for the above events are yet to be confirmed however prior notification will be given for each in accordance with the relevant Regulations.



## 1) PROPOSAL OF APPLICATION NOTICE – JULY 2015

3.12. The PAN was submitted to ACC on 6 July 2015 and the proposed development was identified as:

‘National development comprising construction of new infrastructure to facilitate the creation of a new deep water harbour, including new roads, parking and means of access, temporary construction and fabrication areas and other associated development which may include public realm areas, paths, lighting and signage’.

3.13. The PAN confirmed that various consultation exhibitions would take place between July to September 2015.

3.14. The PAN stated that exhibitions would be advertised in local newspapers for a minimum of 7 days in advance of the proposed consultation exhibitions (in line with The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013).

3.15. Furthermore, whilst not required under the statutory requirements for this application for PPP, in line with the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013, the PAN stated that exhibitions would be advertised in local newspapers for a minimum period of 42 days in advance of the consultation exhibitions.

3.16. In this regard, AHB acknowledged that while the advertisement associated with the Marine Licence requirements would satisfy the requirements of the Development Management Regulations, the result would be a significant gap between advert and the proposed exhibitions. In response, two separate rounds of newspaper advertisements were outlined to satisfactorily address both requirements. Accordingly, adverts were placed in local newspapers in accordance within the aforementioned requirements (see paragraph 3.22 below for further discussion).

### Issuing the PAN to Community Councils

3.17. Given the scope of this project, three Community Councils were identified within the PAN and it was agreed that copies of the PAN would be sent to:

- Torry Community Council;
- Cove and Altens Community Council; and
- Nigg Community Council.

### Issuing the PAN to Ward Councillors

3.18. The following Local Councillors were also sent a copy of the PAN:

#### WARD COUNCILLORS - TORRY/FERRYHILL:

- Councillor Yvonne Allan;
- Councillor Graham Dickson;
- Councillor Alan Donnelly; and
- Councillor James Kiddie;

#### WARD COUNCILLORS - KINCORTH/NIGG/COVE:

- Councillor Andrew Finlayson; and
- Councillor Neil Cooney.

### Confirmation of PAN Suitability

3.19. On 23 July 2015, the Planning Officer (Gareth Allison), on behalf of ACC, emailed Barton Willmore (acting on behalf of AHB) to confirm that the PAN was acceptable (refer to Figure 4).

3.20. This email did not request consultation with any additional consultee groups nor was there a recommendation to undertake additional consultation beyond the scope of those approaches identified within the PAN. Accordingly, the PAN was considered to be acceptable in accordance with Regulation 35B(7) of the Planning etc. (Scotland) Act 2006.

3.21. On 9 September 2015, correspondence was received from ACC confirming that the PAN had been received and had been allocated the following reference number: P151158.

**Figure 4:** Confirmation of Suitability of Proposal of Application Notice

**From:**  
**To:**  
**Cc:**  
**Subject:**  
**Date:**

[Gareth Allison](#)  
[Colin Lavety](#); [Garfield Prentice](#)  
[Stephen Tucker](#); [Gordon Thomson](#)  
RE: Nigg Bay - PAN - P151158 - Update  
23 July 2015 11:59:17

---

Hi Colin

**PoAN P15118: Nigg Bay – Public Exhibitions**

Thanks for your email below – just a quick note to confirm that we do not see any issues with the details therein.

The only comment we would have would be a reminder that an additional advert (to satisfy planning requirements) would be required a minimum of 7 days prior to taking place.

Lastly we would be grateful if you could confirm the details for the Community Council presentations once these have been finalised.

Best Regards,

**Gareth Allison**  
**Senior Planner**  
(Development Management)

Planning and Sustainable Development  
**Enterprise, Planning & Infrastructure**  
Aberdeen City Council  
Business Hub 4  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

Direct Dial: 01224 522275  
Mobile: 07919 691744

E-Mail: [gallison@aberdeencity.gov.uk](mailto:gallison@aberdeencity.gov.uk)

We are always trying to improve the quality of customer service that we provide and would like to know your views on the service you have received to help us learn what we need to do better. We would very much appreciate you taking a few moments to fill in our short feedback form by clicking on <http://www.aberdeencity.gov.uk/customerfeedback> and selecting Development Management (Planning Applications Team). Many thanks in advance.

Figure 5: Public Notice

**Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013**

**Marine (Scotland) Act 2010**

**Harbours Act 1964**

**NOTICE OF PUBLIC EXHIBITIONS**

Proposed development at **Land and marine areas at Nigg Bay, Aberdeen (including land at Walker Park, St Fitticks and Gregness)** for:

In respect of a series of forthcoming applications for **Planning Permission**, a **Marine Licence** and a **Harbour Revision Order** associated with the **Expansion of Aberdeen Harbour**, public exhibitions will be held at the following time, locations and dates:

- **Wednesday 16<sup>th</sup> September 2015** - Tesco, Wellington Road, Aberdeen, AB12 3DN - from 10am-7pm.
- **Thursday 17<sup>th</sup> September 2015** - Union Square Shopping Centre, Guild Square, Aberdeen, AB11 5RG - from 10am-7pm.
- **Wednesday 23<sup>rd</sup> September 2015** - Tesco, Wellington Road, Aberdeen, AB12 3DN - from 10am-7pm.
- **Thursday 24<sup>th</sup> September 2015** - Union Square Shopping Centre, Guild Square, Aberdeen, AB11 5RG - from 10am-7pm.

The proposed development will comprise:

**Application for Planning Permission:**  
National development comprising construction of new infrastructure to facilitate the creation of a new deep water harbour, including new roads, parking and means of access, temporary construction and fabrication areas and other associated development which may include public realm areas, paths, lighting and signage.

**Application for a Marine Licence:**  
Construction of a new harbour facility including but not limited to:

- Dredging the existing bay to accommodate vessels up to 9m draft with additional dredge depth of 10.5m to the east quay and entrance channel;
- Construction of new north and south breakwaters to form the harbour;
- Provision of approximately 1500m of new quays and associated support infrastructure. The quay will be constructed with solid quay wall construction and suspended decks over open revetment; and
- Land reclamation, principally through using materials recovered from dredging operations and local sources, where possible.

**Application for a Harbour Revision Order:**  
The works referred to above with reference to the Marine Licence will be authorised by a Harbour Revision Order made under the Harbours Act 1964. The Order will also contain ancillary provisions regarding these works and other provisions regarding the operation of the harbour facilities. The formal application for the Order will be advertised in due course. The Order will require to be approved by the Scottish Parliament before coming into force.

Further information may be obtained from Colin Lavety, Planning Director, Barton Willmore on 0131 220 7777 and [www.aberdeen-harbour.co.uk](http://www.aberdeen-harbour.co.uk). Persons wishing to make comments on the proposed development should do so by 1<sup>st</sup> October 2015 to Barton Willmore, 68/70 George Street, Edinburgh, EH2 2LR or [aberdeenhharbour@bartonwillmore.co.uk](mailto:aberdeenhharbour@bartonwillmore.co.uk).

**Any comments made during this pre-application stage are to the prospective applicant and are not representations to the regulatory authorities. Upon submission of a formal planning application to Aberdeen City Council, a Marine Licence to Marine Scotland Licensing Operations Team, and a Harbour Revision Order to Transport Scotland, there will be periods within which to make formal representations to each of these regulatory authorities.**



## 2) ADVERTISEMENT OF PUBLIC EVENTS – AUGUST 2015 AND SEPTEMBER 2015

3.22. All four public consultation events were advertised within six separate public notices displayed in the Press & Journal and Evening Express newspapers as follows:

- Tuesday 4 August 2015:
  - » Public Notice placed within the Evening Express and Press & Journal
- Monday 7 September 2015:
  - » Public Notice placed within the Evening Express and Press & Journal
- Tuesday 8 September 2015:
  - » Public Notice placed within the Evening Express and Press & Journal.

3.23. Importantly, these adverts were published in excess of 7 days prior to the public events being held, in accordance with Section 7.(3) of the of the Development Management Procedures Scotland Regulations 2013.

3.24. In compliance with the aforementioned regulations, the public notices advertised within the newspaper also included:

- The location and description of development;
- Details as to where further information could be obtained;
- The date and event location;
- An explanation of how to comment on the proposals; and
- A statement explaining that comments made to the prospective applicant are not representations to the planning authority.

## 3) RADIO ADVERTS – SEPTEMBER 2015

3.25. In order to publicise and maximise attendance at the public exhibitions and in response to Community Council feedback, radio adverts were also broadcast as follows:

- Northsound Radio: Saturday 12 September to Thursday 24 September.

3.26. The transcript of the broadcasted advert is presented below:

“Have you heard about the proposed Aberdeen Harbour Expansion into Nigg Bay? Well, you can come along and see what we’re proposing at a series of public exhibitions organised by Aberdeen Harbour Board to provide the local community with more information. The exhibitions will take place at Tesco on Wellington Road, Aberdeen on Wednesday 16th and Wednesday 23rd September between 10am-7pm and at Union Square Shopping Centre on Thursday 17th and Thursday 24th September between 10am-7pm”.

[illegible]

#### **4) WARD COUNCILLOR CORRESPONDENCE – JULY 2015 AND SEPTEMBER 2015**

3.27. A copy of the PAN was sent to each Councillor on 6 July 2015.

3.28. In addition, on 16 September, 2015, an email was sent to each Ward Councillor within the Torry/Ferryhill ward and the Kincorth/Nigg/Cove wards to make them aware of the public exhibitions taking place within in Torry and Union Square during September 2015. The following Ward Councillors were contacted:

##### **KINCORTH/NIGG/COVE**

- Councillor Cooney;
- Councillor Finlayson; and
- Councillor Flynn.

##### **TORRY/FERRYHILL**

- Councillor Kiddie;
- Councillor Dickson;
- Councillor Allan; and
- Councillor Donnelly.

3.29. The Ward Councillors were also offered an opportunity to meet and discuss this project or to be briefed further on the proposed development. Councillor's declined to take up this opportunity (notwithstanding that this application was heard at ACC's Pre-application Forum Committee Meeting on 26 October 2015 as discussed below).

#### **5) ACC PRE-APPLICATION FORUM – OCTOBER 2015**

3.30. On 26 October 2015, AHB attended ACC's Pre-Application Forum – a formal Council meeting with the purpose of allowing prospective applicants to provide members of the Planning Committee with an opportunity to view pre-application proposals for major and national planning applications due to be submitted to ACC.

3.31. This provided AHB with an opportunity to present the proposed development to the committee, and importantly, afforded opportunities for Councillors to ask questions in relation to the proposed development.

3.32. A range of issues were identified by Councillors during this forum including concerns relating to traffic generation/accessibility/potential improvements, impacts of HGVs on residential streets and impacts to surrounding businesses. The accompanying TA and ES includes discussion on these topics, however, a review of both documents was undertake to ensure that adequate detail was provided that in order to enable cognisance of these issues.



Figure 7: Pre-Application Forum Letter

Our Ref. SMD/Pre-App/151158  
Your Ref.  
Contact Lynsey McBain / Mark Masson  
Email [lymcbain@aberdeencity.gov.uk](mailto:lymcbain@aberdeencity.gov.uk) / [mmasson@aberdeencity.gov.uk](mailto:mmasson@aberdeencity.gov.uk)  
Direct Dial 01224 522123 / 01224 522989

  
**ABERDEEN**  
CITY COUNCIL

9 September 2015

Barton Willmore  
68-70 George Street  
Edinburgh  
EH2 2LR

Legal and Democratic Services  
Corporate Governance  
Aberdeen City Council  
1<sup>st</sup> Floor  
Town House  
Broad Street  
Aberdeen AB10 1AQ

Tel 01224 522000  
Minicom 01224 522381  
DX 529451, Aberdeen 9  
[www.aberdeencity.gov.uk](http://www.aberdeencity.gov.uk)

Dear Sir / Madam

**ABERDEEN CITY COUNCIL PRE-APPLICATION FORUM – P151158**

I understand you have submitted a Proposal of Application Notice, on behalf of your client, Aberdeen Harbour, in regard to a proposed application for a national development comprising construction of new infrastructure to facilitate the creation of a new deep water harbour, including new roads, parking and means of access, temporary construction and fabrication areas and other associated development. Please accept this letter as an acknowledgement of submission.

This letter is to invite you, as the agent for this development, to make a 10 minute presentation to elected members at the Council's Pre-Application Forum, to enable them to ask any questions they may have in connection with the application prior to it being lodged. Once we have had further discussions with the Planning Officer allocated to your application, we will be in touch to confirm the date that it will be considered by the Pre-Application Forum, but meantime I would be grateful if you could advise us (contact details are provided at the top of this letter) if you would wish to take up such an invitation.

Yours faithfully

  
**Stephanie Dunsmuir**  
Assistant Clerk to the Pre-Application Forum



100% Recycled

ANGELA...  
INTERIM DIRECTOR OF CORPORATE GOVERNANCE

Glucose products with the FAIRTRADE Mark

## 6) COMMUNITY COUNCIL MEETINGS

### TORRY COMMUNITY COUNCIL – 18 JUNE 2015, 20 AUGUST 2015 AND 15 OCTOBER 2015

3.33. These events were attended by representatives from Barton Willmore and AHB. 19 people attended the June event, including 14 members of Torry Community Council, Councillor Yvonne Allan and Councillor Alan Donnelly. 19 people also attended the August event including 12 members of Torry Community Council and 9 members of the public. 20 members of the public attended the Community Council meeting in October, including members of the press (Press & Journal).

3.34. At the initial presentation in June, representatives from Barton Willmore delivered a PowerPoint presentation before opening up the floor to questions. The presentation outlined the processes being undertaken to date and the proposed approach going forward. This included information on the three consenting processes required to be authorised prior to the operation of the proposed harbour expansion.

3.35. Two further meetings were undertaken in August and October 2015. Both included presentations from Barton Willmore. In August, the presentation focused on providing a project update and what processes/assessments would be undertaken in the following months prior to application submission.

3.36. In August, the presentation provided further information on the draft results of the Environmental Impact Assessment ('EIA') and the TA. This sought to provide an update to the Community Council prior to the application being submitted and to allow for a question and answer session to help inform Community Council members.

3.37. The following comments were raised by the Community Council:

- Community benefits;
  - Engagement in foreign languages; and
  - Requested for a public meeting.
    - » At the final meeting, a small group raised concerns regarding the level of consultation undertaken. Chair suggested the possibility of AHB undertaking an additional public event. AHB representatives indicated that this request would be considered and discussed with ACC but that this would likely be held after the application for PPP had been submitted. After considering this issue, there was a suggestion that this approach may not provide an adequate opportunity to undertake meaningful engagement and was therefore rejected notwithstanding that further consultation opportunities would be available through the formal engagement process undertaken during the planning application process.
- Traffic concerns:
    - » Potential amenity impacts of HGVs travelling through residential suburbs
    - » Insufficient details outlining how increased traffic generation would be alleviated
  - Environmental/amenity concerns;
  - Impact on the marine environment;
  - Impact on the natural landscape;



### **COVE AND ALTENS COMMUNITY COUNCIL - 17 AUGUST 2015 AND 26 OCTOBER 2015**

3.38. These events were also attended by representatives from Barton Willmore and AHB, with Fairhurst Consulting Engineers (Transportation) also attending the October meeting.

3.39. At the meeting in August Barton Willmore delivered a prepared PowerPoint presentation before opening up the floor to questions. The presentation outlined the process thus far and identified the anticipated approach moving forward. Information was provided to outline the requirements for applications associated with the three consenting regimes required to operate the harbour (i.e. PPP, HRO and ML). The procedure associated with this application for PPP was also covered in more detail as were details relating to the proposed works that would likely be included within this application.

3.40. The following comments were raised by the Community Council:

- Traffic Concerns, including the implications of HGVs travelling to/from the harbour;
- Required improvements to the Coast Road to facilitate the development; and
- Environmental/amenity considerations.

3.41. At the second meeting, Barton Willmore presented a PowerPoint presentation to provide indicative results from the draft EIA and to provide answers to queries that the Community Council had raised at the previous meeting.

3.42. This allowed for full engagement with the Community Council prior to application submission and to discuss queries, and concerns in relation to potential environmental impacts associated with the proposed development.

3.43. The following comments were raised by the Community Council:

- Traffic Concerns, including the implicit of HGVs of residential areas;
- Confirmation if any improvements would be undertaken to the Coast Road to facilitate the development; and
- How the harbour expansion would enable the provision of cruise ships.

### **7) MEETINGS WITH KEY REGULATORS/STATUTORY CONSULTEES - 23 JUNE 2015, 18 AUGUST 2015 AND 22 SEPTEMBER 2015**

3.44. A series of meetings took place with key regulators and statutory consultees associated within the determination of the application for PPP, HRO and ML to agree the processes to be undertaken to consider each respective application and allow any matters arising from the process to be discussed and agreed openly.

3.45. In relation to the PPP application, these meetings sought to confirm a Consenting Strategy which agreed the approach for the consideration of the PPP Application. Specifically, agreement of the PAN, PAC requirements, submission approach and other procedural requirements. These meetings, and the approved Consenting Strategy also allowed for all parties to agree what works would be required to be considered within this application for PPP.

3.46. Meetings took place since April 2015 to discuss all aspects of the proposed harbour expansion including applications for PPP, HRO and ML. Given that these meetings included planning officers from ACC, who were extensively involved in providing comments at each stage of the PPP application process, they are relevant to the pre-application consultation process and would constitute pre-application meetings. These meetings provided a very useful sounding board regarding the proposed engagement approach and enabled cognisance of views emerging locally from relevant statutory bodies.



## 8) PUBLIC CONSULTATION EVENTS

**3.47.** Four public consultation events were held as part of the pre-application consultation process, in excess of the legislative requirements for pre-application engagement.

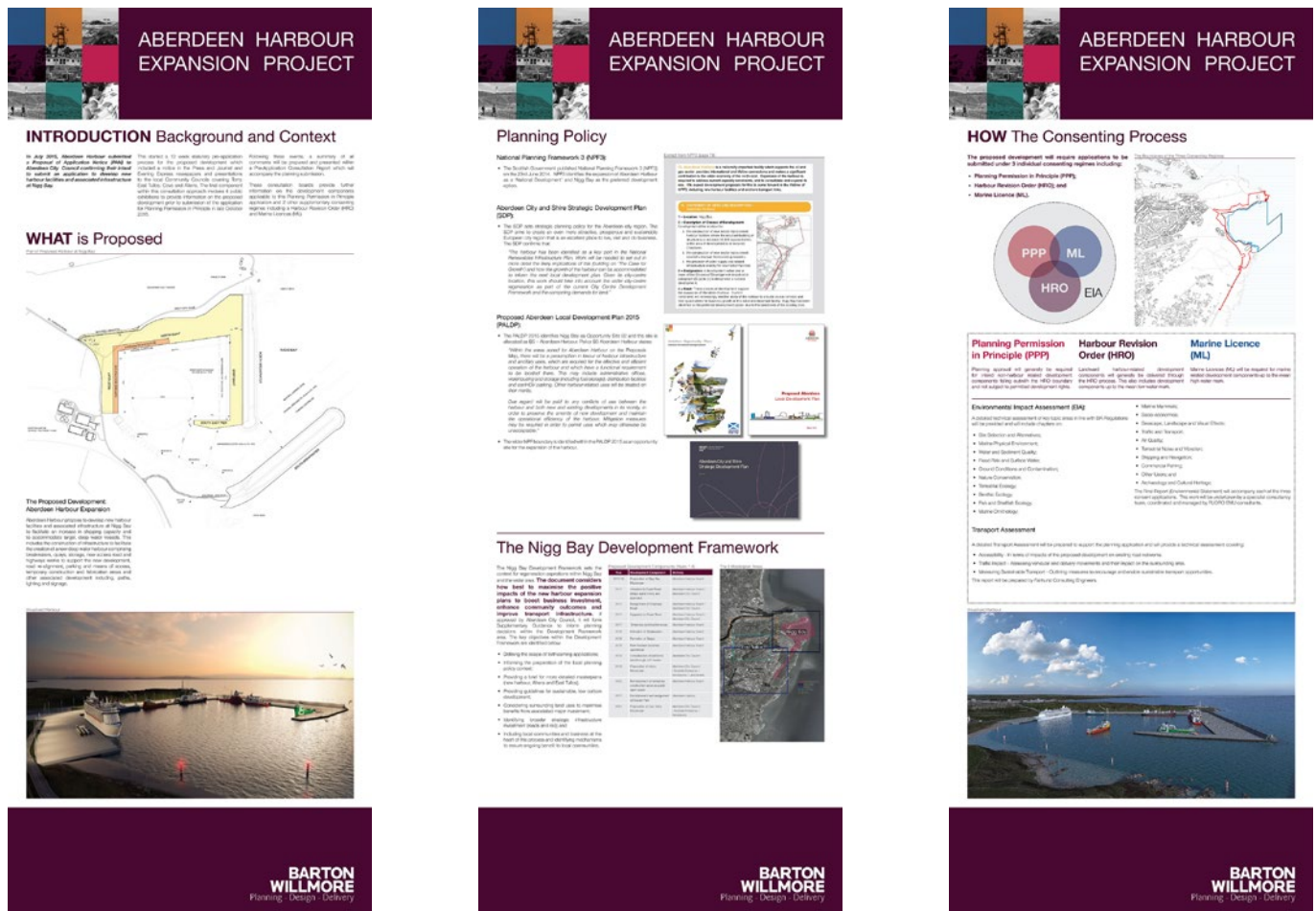
**3.48.** Six large exhibition banners were displayed at each event to address explain the application process, provide further detail on the proposed development and outline the key considerations (including environmental impact, transport and accessibility) (Refer to Figure 8). Given the relative complexity of the three consenting regimes required to be authorised prior to construction and operation of the AHEP, a summary of each regime (PPP, HRO and ML) was provided. Finally, a summary table was provided to inform members of the public where they could direct their comments to this PAC and where comments should be sent upon submission of applications under the respective regimes.

**3.49.** This consultation was centered on the application for PPP, whilst providing information on the other technical consenting regimes, notwithstanding the consultation requirements associated within the ML applications.

**3.50.** Specific themes considered within the exhibition banners included:

- Details of the proposed development (i.e. highways realignment and temporary construction areas required to facilitate the harbour expansion);
- A summary of the relevant planning policy context;
- Details of the proposed consenting process required for each regimes (i.e. PPP, HRP and ML) and how an EIA has been prepared to support all three applications.
- A summary of the proposed development components associated within each consenting regime (i.e. PPP, HRO and ML);

**Figure 8:** Exhibition Banners



- How to comment on the PPP Application and other consents (i.e. HRO and ML) prior to the application submission and post submission of each respective application; and
- Identification of programme/next steps.

3.51. These events were staffed by members of the project team who provided detailed advice to members of the public in relation to each of the aforementioned themes and responded to any other questions relating to the proposed harbour expansion. Over the four consultation events 763 members of the public attended, of these 198 completed feedback forms.

3.52. Those that did not wish to fill in a consultation form entered into dialogue with the project team and were offered consultation forms to take away for reflection and completion. As a result of this, two further postal responses were received taking the total of completed consultation forms to 200.



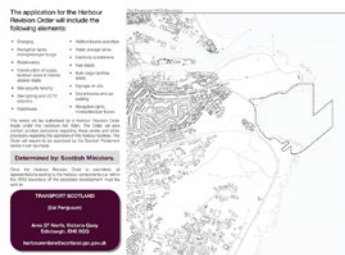
## HOW To Have Your Say

Consent	What you need to do	When you need to do it
PPP	Submit a Planning Permission in Principle (PPP) application to Aberdeen City Council. You must also submit a copy of the application to the Marine Scotland Fisheries Commission (MSFC) and the Scottish Environment Protection Agency (SEPA).	By Thursday 1st October 2014
HRO	Submit a Harbour Revision Order (HRO) application to the Marine Scotland Fisheries Commission (MSFC). You must also submit a copy of the application to the Scottish Environment Protection Agency (SEPA).	By Thursday 1st October 2014
ML	Submit a Marine Licence (ML) application to the Marine Scotland Fisheries Commission (MSFC). You must also submit a copy of the application to the Scottish Environment Protection Agency (SEPA).	By Thursday 1st October 2014

## PPP Application for Planning Permission in Principle



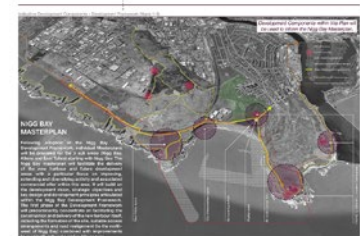
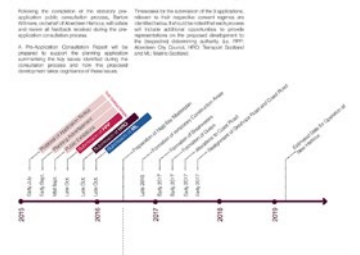
## HRO Harbour Revision Order



## ML Marine Licence



## PROGRAMME and Next Steps



### INITIAL PUBLIC CONSULTATION EVENT – TESCO, WELLINGTON ROAD, TORRY

3.53. The first public exhibition was held on 16 September at Tesco, Wellington Road, Torry between the hours of 10am – 7pm. The event was held in an accessible ground floor location within the Foyer of Tesco.

3.54. This event was staffed by Stephen Tucker (Barton Willmore), Colin Lavety (Barton Willmore), Stephen Iannarelli (Barton Willmore), Ross McDonald (Fairhurst Consulting Engineers), Chris Bain (AHB) and Keith Young (AHB).

3.55. 151 members of the public attended this event and of these 41 completed a feedback questionnaire. All members of the public in attendance were approached and asked about their views on the project.

### SECOND CONSULTATION EVENT – UNION SQUARE, ABERDEEN

3.56. The second public exhibition was held on 17 September at Union Square, Aberdeen between the hours of 10am – 7pm. The event was held in the central atrium within the shopping centre within an accessible, ground floor location.

3.57. This event was staffed by Colin Lavety (Barton Willmore), Stephen Iannarelli (Barton Willmore), Iain Hynd (Barton Willmore), Ross McDonald (Fairhurst Consulting Engineers), Chris Bain (AHB) and Keith Young (AHB).

3.58. 307 members of the public attended this event and, of these, 69 completed a feedback questionnaire. All members of the public in attendance were approached and asked about their views on the project.



Figure 9: Consultation Event Photos



### THIRD CONSULTATION EVENT – TESCO, WELLINGTON ROAD, TORRY

3.59. The third public exhibition was held on 23 September at Tesco, Wellington Road, Torry between the hours of 10am – 7pm. The event was held in an accessible ground floor location, within the foyer of Tesco.

3.60. This event was staffed by Colin Lavety (Barton Willmore), Stephen Iannarelli (Barton Willmore), Michael Ward (Barton Willmore), Ross McDonald (Fairhurst Consulting Engineers), Chris Bain (AHB) and Keith Young (AHB).

3.61. 120 members of the public attended this event and of these 32 completed a feedback questionnaire. All members of the public in attendance were approached and asked about their views on the project.

### FOURTH CONSULTATION EVENT – UNION SQUARE, ABERDEEN

3.62. The fourth and final public exhibition was held on 24 September at Union Square, Aberdeen between the hours of 10am – 7pm. The event was held in the central atrium within the shopping centre, an accessible, ground floor location.

3.63. This event was staffed by Colin Lavety (Barton Willmore), Stephen Iannarelli (Barton Willmore), Michael Ward (Barton Willmore), Chris Bain (AHB) and Keith Young (AHB).

3.64. 185 members of the public attended this event and of these 56 completed a feedback questionnaire. All members of the public in attendance were approached and asked about their views on the project.









An aerial photograph of a coastal town and harbor. The town features a mix of residential buildings, including terraced houses and larger apartment blocks, and industrial areas with warehouses and storage tanks. A large harbor is visible on the left, with several ships docked. The town is bordered by green hills and a body of water in the background. A large, semi-transparent blue circular graphic is overlaid on the top left of the image.

# 4 ANALYSIS OF PUBLIC ENGAGEMENT FEEDBACK



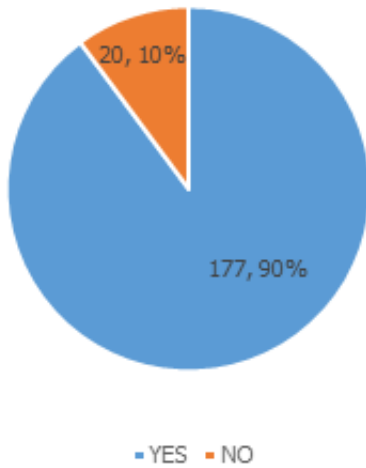
## QUESTIONNAIRE RESPONSES

4.1. The following section provides feedback on the comments received during the four pre-application consultation exhibitions that took place in September 2015. The results of this consultation are summarised in the table below.

**Table 1:** Summary of Comments from the Four Public Exhibitions

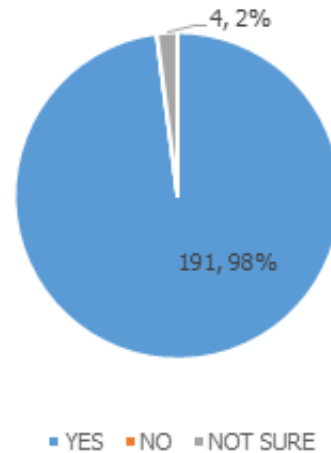
FEEDBACK TOTALS	YES	NO	NOT SURE	TOTAL QUESTION RESPONSE	TOTAL FORMS
Question 1 Are you Local to the area?	177 90%	20 10%	0 0%	197	200
Question 2 Do you understand the purpose of today's exhibition?	191 98%	0 0%	4 2%	195	200
Comments?	See written summary of comments				
Question 3 Are you aware of the previous engagement undertaken in preparing the Nigg Bay Development Framework?	100 52%	78 40%	16 8%	194	200
Question 4 Did you express any views as part of the Nigg Bay Development Framework engagement?	45 25%	134 73%	4 2%	183	200
Comments?	See written summary of comments				
Question 5 Do you have any comments on the Harbour Proposals?	See written summary of comments				
Question 6 Do you have any concerns on the impact of the project?	See written summary of comments				
Question 7 Are you aware that there are three different consenting regimes?	155 82%	34 18%	0 0%	189	200
Question 8 Are there any specific comments you would like to make in relation to the three consenting regimes?	See written summary of contents				
Question 9 Has it been explained to you where to direct your comments for each consenting regime?	133 92%	11 8%	0 0%	144	200
Any other comments?	See written summary of contents				

4.2. The following section provides a graphic of each question within the public exhibition questionnaire.



**Question 1 – Are you local to the area?**

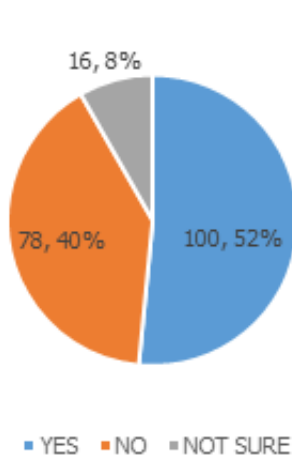
4.3. Of those questioned, 90% felt that they were local to the area as presented within the graphic above.



**Question 2 - Do you understand the purpose of today's exhibition?**

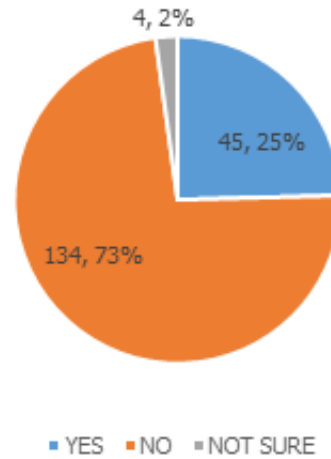
4.4. The written comments submitted with Question 2 have been presented in the graphic above. The number of times each issue has been raised has been noted. The majority of the responses do not relate directly to Question 2, but have been included in the interests of completeness:

- Supports the development (10)
- Noted that the information provided was clearly set out (8)
- Consider there to be economic benefits to development (4)
- Transport concerns (4)
- Do not support the development (3)
- Landscape impact concerns (2)
- Request more information online (2)
- Heritage impact concerns (1)
- Concerned there will be an impact on living conditions (1)
- Believes the development will be beneficial to Torry (1)
- Supports greater harbour diversity (1)
- Concerns regarding air pollution (1)



**Question 3 - Are you aware of the previous engagement undertaken in preparing the Nigg Bay Development Framework?**

4.5. In relation to question 3 (Did you express any views as part of the Nigg Bay Development Framework engagement?) the majority (52%) were aware of the previous engagement process with 100 respondents indicating that they had previous knowledge of this process. This is presented in the graphic above.

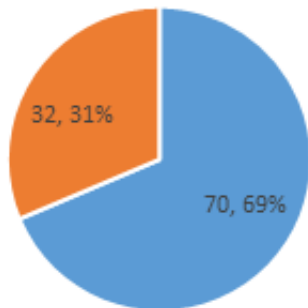


**Question 4 - Did you express any views as part of the Nigg Bay Development Framework engagement?**

4.6. The written comments submitted with Question 4 (Did you express any views as part of the Nigg Bay Development Framework engagement?) have been summarised below and the number of times each issue has been raised has been noted. The majority of the responses do not relate directly to Question 4, but have been included in the interests of completeness:

- Supports the development (27)
- Transport concerns (9)
- Consider there to be economic benefits to the development (2)
- Concerns of environmental impact (2)
- Needs greater consultation/awareness raising (1)
- Concerns on community impact (1)
- Retain dog walking area (1)
- Concerns raised regarding impact on sewage plant (1)
- Concerned with the preservation of Balnagask (1)
- Desire more consultation to be undertaken (1)
- Not supportive of the project (1)





■ Support ■ Do not support

#### Question 5 - Do you have any comments on the Harbour Proposals?

4.7. Question 5 asked 'Do you have any comments on the Harbour Proposals?'. A summary of the responses is included below identifying that the vast majority of the respondents supported the proposed development:

- Supports the development (63)
- Transport concerns (16)
- Consider there to be economic benefits to the development (7)
- Environmental concerns (6)
- Do not support the development (3)
- Concerned about a loss of access to the harbour (2)
- Would like harbour viewing areas (1)
- Support links from the harbour into East Tullos (1)
- Negative economic impact as a result of the proposals (1)
- Pollution concerns (1)
- Desire a rail link into the harbour (1)

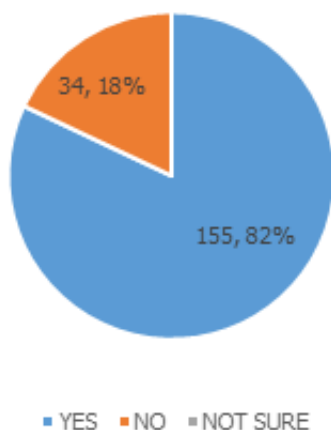
4.8. Based on this question, there is overwhelming support for the proposed development with over 63 responses indicating that they supported the development, 7 respondents indicating that they thought it would have economic benefits (a combined total of 70 respondents or 69%) and 32 (31%) respondents did not support the proposed development.

#### Question 6 - Do you have any concerns on the impact of the project?

4.9. Question 6 asked 'Do you have any concerns on the impact of the project?'. A summary of the responses to this is included below:

- Transport concerns (42)
- Environmental impact (28)
- Impact on local people as a result of the development (3)
- Visual impact concerns (3)
- Loss of cycle paths (2)
- Believe the project will be beneficial (2)
- Decommissioning impact (1)
- Noise impact concerns (1)
- Loss of pathways (1)
- Pollution concerns (1)

4.10. Whilst a range of concerns were identified, it is noted that many respondents indicated in principle support for the proposed development, notwithstanding the importance in resolving the aforementioned concerns to ensure that the harbour expansion would be acceptable within the local context.



**Question 7 - Are you aware that there are three consenting regimes?**

4.11. Question 7 asked 'Are you aware that there are three consenting regimes? A graphic of the responses to this question is presented above.

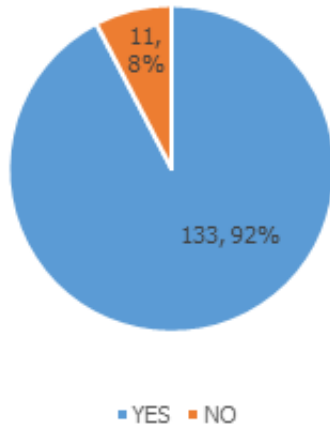
**Question 8 - Are there any specific comments you would like to make in relation to the three consenting regimes?**

4.12. Question 8 asked 'Are there any specific comments you would like to make in relation to the three consenting regimes?'. A summary of the responses to this question is included below:

- Transport concerns (8)
- Concerns about environmental impact (5)
- Supports the development (5)
- Loss of surfing area (1)
- Loss of amenity to the surrounding area (2)
- Impact on archaeology sites (1)

4.13. A section was provided for additional comments on the proposed development. A summary of the responses is included below:

- Supports the development (18)
- Consider there to be economic benefits to the development (6)
- Transport concerns (5)
- Concerned by loss of access to Nigg Bay (3)
- Concerned about landscape impact (2)
- Concerns about environmental impact (2)
- Would support regeneration in conjunction with the harbour expansion (1)
- Doonies Farm impact/concerns (1)
- Concerned by loss of informal golf practice area (1)
- Do not support the development (1)



**Question 9 - Has it been explained to you where to direct your comments for each consenting regime?**

4.14. Question 9 asked 'Has it been explained to you where to direct your comments for each consenting regime'. A graphic of the responses to this question is presented above, making it clear that 92% of those questioned understood where to direct their comments to each respective:



## CONCLUSIONS

4.15. AHB are acutely aware of the role that the existing harbour plays within Aberdeen and the wider economy and are also mindful of the potential impacts that this expansion could have on Nigg Bay, if approval (under each regime) is granted. Accordingly, AHB have undertaken extensive consultation over 2 years, and beyond, to ensure that local communities, stakeholders and members of the public are fully aware of the proposed development and the harbour expansion into Nigg Bay.

4.16. This PAC approach clearly exceeds the requirements within the Planning etc. (Scotland) 2006 Act and The Town and Country Planning (Development Management Procedures) Scotland Regulations 2013 – demonstrating AHB's commitment to inclusiveness and to support extensive engagement with all stakeholders and members of the public.

4.17. Given the of complexity of the proposed AHEP - in that it requires authorisation under three separate consenting regimes - AHB understands that community engagement has been critical to providing information clearly and concisely on each consenting regime to members of the public. AHB has continually worked with their consultants to ensure that works applicable to respective applications for PPP, HRO and ML have been clearly distinguished, and that members of the public are aware of the processes involved in the determination of each approval, and where to direct their comments.

4.18. The following provides a summary of the conclusions for the community exhibition:

- Whilst no direct question asked if respondent's supported the proposed development, it is clear that there are significant levels of support for the expansion of Aberdeen Harbour into Nigg Bay. In this regard, Question 5 of the questionnaire sought 'comments on the proposed harbour proposals' whereby 69% of respondents supported the proposed harbour.
- In general, comments in support of the project were the most commonly made throughout the questionnaire;
- The vast majority of attendees understood the difference between the three consenting regimes necessary to progress the AHEP and how to comment on each;
- The vast majority of those questioned also understood where to direct their comments on applications for each consenting regime;
- Transport and environmental issues were the most commonly raised concerns in relation to the proposed development, however a similar number of respondents also noted that they had no concerns at all in relation to the project;
- Of the concerns raised, the majority of respondents indicated support, in principle, for the proposed development but stressed the importance in resolving such concerns to ensure that the AHEP would be acceptable within the local context and respect environmental considerations;
- Overall, whilst raised infrequently, a range of additional comments/concerns were noted including seascape, landscape and visual impact, loss of greenspace, increased pollution and access to the existing bay. Nevertheless, it is considered that these issues have been considered and addressed fully through the EIA, TA and Planning Statement submitted with this application for PPP, along with discussion on the more frequently raised concerns; and
- It is also clear that there is a small but reasonably well organised campaign who oppose the AHEP in principle. This campaign is relatively recent, having been silent during the many years of previous engagement.







An aerial photograph of a coastal town and harbor. The town features a mix of residential buildings, including terraced houses and modern apartment blocks, and industrial areas with large warehouses and storage tanks. A harbor with several ships is visible on the left. The town is bordered by green hills and a body of water in the background. The text "5 RESPONDING TO PRE-APPLICATION COMMENTS" is overlaid in white, bold, sans-serif font in the center of the image.

# 5 RESPONDING TO PRE-APPLICATION COMMENTS



## INTRODUCTION

5.1. By way of background, the AHEP is a unique project and its design has been evolving continually since land at Nigg Bay was identified as the preferred option for the AHEP in 2012. During this process, and prior to this PAC process, various concept design iterations have been identified and AHB have been engaging with the community (including engagement during the preparation of the Nigg Bay development Framework) to obtain feedback on key design features including the layout/design specifications and various highways realignment options.

5.2. Additionally, it should be noted that the AHEP is a 'Design and Build' Contract. This process includes the procurement of specialist contractors (in accordance with European procurement legislation) to prepare and construct individual design elements for the AHEP using specialist equipment and individual methodologies. As a result, whilst the three consenting regimes seek authorisation for indicative design parameters to enable the delivery of AHEP by their nature, final design specifications for design and build contracts are required to be determined during subsequent approval processes.

5.3. Accordingly, in terms of the proposed development associated within this application for PPP, the detailed specifications for the highways realignment, temporary construction areas and off-road cycle path improvements would be required to be defined during the AMSC application stage. This approach would therefore provide further opportunities for local community engagement on the final design specifications.

## FEEDBACK

### Traffic, Transport and Accessibility

5.4. At various stages in the consultation process, including Community Council meetings and during the public exhibitions, concerns were raised in relation to potential traffic generation within the local area, particularly along Coast Road. The potential impact of HGVs on residential amenity, particularly in Torry and Cove was also identified. Concerns were also identified regarding the availability of information relating to traffic and transportation proposals - with local residents indicating that they were unsure what highways works were proposed. In this regard, local residents also sought information on how the proposed development would be designed to address such concerns and minimise any potential impacts on the road network.

5.5. To this extent, the aforementioned pre-application consultation responses have been considered by AHB and, where applicable, addressed as follows:

- AHB provided detailed information within the public exhibitions, Community Council presentations, the accompanying Planning Statement and TA in relation to those traffic and accessibility components associated with the proposed development. This included comprehensive details relating to the following:
  - » The proposed realignment of Coast Road;
  - » The new western section of Greyhope Road;
  - » Indicative design approaches for Coast Road Bridge including:
    - Alterations to the inter-green timings;
    - Alterations to road markings; and
    - Retained use of the Coastal Path and Cycle Network, realigned to avoid the proposed harbour expansion.
- A representative from Fairhurst Consulting Engineers - the Transport Engineers responsible for preparing the TA - was present at all four public exhibitions and provided advice in relation to the indicative design specifications for the proposed road alignment, access arrangements, improvements and other traffic engineering considerations;

- A supporting TA has now been prepared to provide a detailed review of traffic generation associated with the proposed harbour expansion, in line with methodologies agreed with ACC Road's Department. This assessment also considered site accessibility, vehicular manoeuvrability to/from the site and ensured the realignment/improvement of the Core Paths and Cycle network;
- Details of the proposed site access and design restrictions preventing site access from the north (i.e. Torry) have been incorporated into the design and have been fully assessed within the accompanying TA - reflecting discussions/concerns within all Community Council meetings on this issue;
- Details of a Traffic Management Plan to restrict HGV movements to Coast Road, Hareness Road and beyond (to avoid HGV movement along residential streets) is proposed within the TA - reflecting an approach discussed at Community Council presentations and during the public exhibitions; and
- The provision of a new off-road cycle path - on the eastern side of the railway line) running parallel with Coast Road between the railway bridge and directly to the north of Hareness Road junction;
  - » Further details relating to the proposed cycle path improvements are shown within the Proposed Site Layout (Indicative) Plan (Reference: Acad 01/4 Sheet 2).

5.6. Accordingly, the pre-application comments in relation to access, transport and accessibility have been considered in detail during the evolution of the proposed development (and in particular the design of the highways realignment, the site access arrangements, traffic management and the impacts of traffic generation). The accompanying TA provides a detailed review of the relevant considerations - including approaches to address those comments received during the pre-application process - to ensure that the acceptability of the proposed development is justified in relation to potential traffic and accessibility impacts associated with the proposed development.

## Environmental Impacts

5.7. Throughout the PAC, a range of concerns were expressed in relation to the potential environmental impacts associated with the proposed development.

5.8. To this extent, the aforementioned pre-application consultation responses have been considered by AHB and, where applicable, addressed as follows:

- At the request of ACC, TS and MS, an EIA has been carried out to support all three consenting regimes, rather than breaking it down into the constituent parts. This has allowed for a holistic assessment of the potential environmental impacts associated with each process and identification of potential mitigation measures required for the harbour expansion at Nigg Bay;
- Following the publication of the ES, it is considered that various environmental comments and concerns identified during the public consultation process have been considered and addressed. Additionally, where mitigation measures have been identified within the ES - subsequently requiring that the scope of the proposed development is amended - these measures would be undertaken to address the aforementioned concerns identified during the PAC process;
- Excluding those issues already discussed within this chapter, the following list provides an example of the comments raised in relation to potential environmental impacts associated with the AHEP. In each instance, the relevant ES chapter - discussing and addressing the respective issue with respect to the AHEP - is also identified. This includes environmental impacts relating to:
  - » Flood Risk - which is addressed within Chapter 8 of the ES;
  - » Nature Conservation - which is addressed within Chapter 10 of the ES;
  - » Terrestrial Ecology/Habitats - which is addressed within Chapter 11 of the ES;
  - » Marine Mammals - which is addressed within Chapter 15 of the ES;
  - » Loss of Commercial Fishing: which is addressed within Chapter 22 of the ES;



- » The loss of Marine/Terrestrial Environment for other users (i.e. surfers or dog walkers) - which is addressed within Chapter 16 and 23 of the ES; and
- » Impacts on Cultural Heritage (including the setting of listed buildings) - which is addressed within Chapter 24 of the ES;
- To this extent, the ES provides a detailed review of each environmental consideration, its effects on the surrounding area and mitigation approaches to lessen such impacts to an acceptable level; and
- Accordingly, the aforementioned comments received during this PAC process in relation to potential environmental impacts – have been considered and addressed in detail within the supporting ES.

### **Seascape, Landscape, Visual Impact and Green Space**

5.9. Whilst isolated concerns in relation to seascape, landscape, visual impact and green space were raised within the responses, the primary focus centered around the loss of amenity and impact on visual amenity.

5.10. In this regard, the comments received in relation to this issue has been considered by AHB and, where applicable, addressed as follows:

- In relation to Visual Impact, Chapter 17 of the ES contains a Seascape Landscape and Visual Impact Assessment (SLVIA) which considers and addresses visual impact associated with the proposed development. This assessment considers various matters relating to potential visual impacts - reflective of the comments received during the pre-application consultation exhibitions - and identifies mitigation measures required to significantly reduce such impacts, address the aforementioned concerns and ensure that the proposed development would result in an outcome. Accordingly, the proposed design fully considers the PAC comments made in relation to this issue;
- The loss of access to greenspace was also raised within the consultation responses. This has been fully considered by the accompanying Planning Statement and ES - which identifies adequate mitigation and reinstatement measures to address this impact (notwithstanding that the proposed development would largely relate to temporary effects in terms of its impacts on the green space network);
- Furthermore, in line within discussions above, pedestrian access tracks (including the Core Path) and cycle paths have also been retained (albeit realigned) following concerns identified during the PAC (and during previous engagement events) - relating to the loss of such networks during and after construction of the harbour expansion;

## Other Considerations

5.11. As identified earlier, it is understood that there is a small but determined local campaign group that has raised issues ranging from air quality to the need to consult in foreign languages. AHB and their project team have met this group and we have also answered their questions at Community Council meetings. This group has not responded to any previous engagement opportunities.

5.12. Under pressure from this group, there was also a late request for a further public event as discussed earlier within the Report. (Please refer to page 19 of this Report).

5.13. AHB and their consultants have repeatedly reminded groups that they shall also have an opportunity to make formal representations on the application for PPP or other consenting regimes upon submission of the respective applications. Following submission of the consent applications AHB will continue to seek the views of each Regulators (ACC, TS and MS) regarding whether a further public meeting is necessary.





An aerial photograph of a coastal city, likely Glasgow, Scotland. The image shows a dense urban area with a mix of residential and industrial buildings. A large harbor is visible on the left, with several ships docked. The city is surrounded by green hills and a body of water in the background. The text "6 CONCLUSION" is overlaid in the center of the image.

# 6 CONCLUSION



## AN EFFECTIVE CONSULTATION APPROACH

6.1. AHB consider that their approach to consultation has sought to ensure maximum inclusivity within this PAC process to ensure that all relevant stakeholders and members of the public have been fully involved in the proposed development and have been able to provide comments on this application.

6.2. To this extent, AHB have undertaken the following approaches:

- Carried out levels of pre-application consultation which go beyond the scope of minimum statutory requirements, including:
  - » Four public exhibitions (a single event is required as a 'statutory minimum');
  - » Numerous public notices within newspaper adverts at the submission of the application and prior to the public consultation (single notice required);
  - » Extensive meetings with the Local Planning Authority, key regulatory authorities/statutory consultees and Community Councils (single completed PAN response required); and
  - » Radio Adverts, (over and above any statutory requirement);
- AHB also created a dedicated Nigg Bay website for this project, ensuring that copies of all relevant documentation, including the public consultation banners were available online (over and above any statutory requirement);

<http://www.aberdeen-harbour.co.uk/future/nigg-bay-documents/>

- 3-dimensional computer generated images (CGI's) were prepared to provide indicative illustrations to show how the proposed harbour expansion may look (over and above any statutory requirement);
- On the second week of the consultation, leaflets were provided to summarise the proposed development associated within each consenting regime and the relevant organisation that feedback should be provided to;
- Presentations to Torry and Cove and Altens Community Councils took place to outline the potential environmental impacts associated with the proposed development as soon as the draft EIA non-technical summaries were available; and
- The Community Council were presented with this information at their next scheduled meeting.

6.3. In Summary, whilst a range of issues have been identified during this PAC process, each consideration has been identified and addressed within the ES (and relevant mitigation measures identified, where applicable) the Planning Statement and/or the Design & Access Statement to ensure that the comments within this PAC have been adequately identified, considered and addressed and, where required, mitigation measures have been identified to reduce the potential effects of the proposed development to an acceptable level.

## EXCEEDING STATUTORY CONSULTATION REQUIREMENTS

6.4. This report has been prepared in accordance with the Planning etc. (Scotland) Act 2006, Circular 3/2013, Development Management Procedure (Scotland) Regulations 2013 and PAN 3/2010 ensuring that a detailed consultation approach has been provided by AHB and that all stakeholders and members of the public have been afforded every opportunity to view and comment on the proposed development required to facilitate the harbour expansion at Nigg Bay.

6.5. It is clear that the applicant has fulfilled, and indeed exceeded, its statutory obligation in terms of the level of pre-application consultation undertaken and it is considered that the process has provided extensive opportunities for members of the public and the local community and other stakeholders to engage positively in the process and provide comments on the proposed development.

6.6. All comments received during this PAC process have been considered and have ensured that the supporting application documentation (including ES, Planning Statement, TA and Design & Access Statement) provide sufficient information and/or variations to the proposal (i.e. proposed mitigation measures) to respond to the aforementioned comments/concerns.

6.7. It is considered that these extensive consultation efforts have provided the local community with significant opportunity to engage in the pre-application process and allow for adequate information to be available to parties to objectively assess and comment on the proposed development. This is considered to be one reason why – even for such a large and complex proposal – there is significant support locally.







