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Marine licence application form: dredging and/or deposit of substances or objects

Marine (Scotland) Act 2010

Marine and Coastal Access Act 2009

Marine Directorate – Licensing Operations Team
Scottish Government
375 Victoria Road
Aberdeen
AB11 9DB

Telephone: +44 (0)300 244 5046
Email: MD.MarineLicensing@gov.scot
www.gov.scot/collections/marine-licensing-and-consent

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Section one - Acronyms and explanatory notes

Acronyms

Note the following acronyms referred to in this application form:

BPEO	Best Practicable Environmental Option
MD-LOT	Marine Directorate – Licensing Operations Team
SSSI	Site of Special Scientific Interest
WGS84	World Geodetic System 1984

Explanatory notes

The following numbered paragraphs correspond to the questions in the application details (section 4) and are intended to assist in completing the form. These explanatory notes are specific to this application and should be read in conjunction with marine licensing guidance https://www.gov.scot/collections/marine-licensing-and-consent/

1. Application details

The person making the application who will be named as the licensee. If an applicant is an organisation or company the registered company address should be given.

2. Agent details (if any)

Any person acting under contract (or other agreement) on behalf of any party listed as the applicant.

3. Payment

An invoice for the application fee will be issued by MD-LOT after an application is received and initial checks have been carried out. The invoice will provide information on accepted methods of payments. Marine licensing fees can be found at:
https://www.gov.scot/publications/marine-licence-application-fees/
All payments should reference the invoice number to allow the payment to be processed efficiently and to prevent delays. Application fees should not be sent with applications prior to receiving an invoice.

4. Application type

Indicate if the application is for a new dredging site or a site that has previously been dredged. Provide the existing or previous marine licence reference number, expiry date if applicable and quantity (in wet tonnes) dredged under the marine licence up to a stated date if applicable.

5. Scotland's National Marine Plan

Any applicant for a marine licence should consider their proposals with reference to Scotland's National Marine Plan. Scotland's National Marine Plan can be found at:
https://www.gov.scot/publications/scotlands-national-marine-plan/pages/0/
Provide information on how the proposed activity is in accordance with Scotland's National Marine Plan including reference to relevant policies. This should include consideration of the General Polices and any Sector Policies.

6. Dredging contractor details

The person whose activities produce the substance(s) or object(s) to be dredged and/or intended for deposit at sea (e.g. the dredging contractor).

7. Dredging and/or deposit details

a) Give a brief description of the dredging and/or deposit activity. This description may be used on the marine licence if it is granted.

b) Provide the proposed start date of the dredging and/or deposit activity. This must be a date in the future as marine licences are not backdated. Consideration should be given to the marine licensing process which must be completed prior to the proposed start date. Target duration for determination of a marine licence application where EIA is not required is 14 weeks.

c) Provide the proposed end date of the dredging and/or deposit activity. A marine licence for dredging and deposit can be valid for up to three years. If further dredging and deposit is required after the expiry of a marine licence a new marine licence application will be required. Target duration for determination of a marine licence application is 14 weeks.

d) If a marine licence for dredging and deposit is granted, it will normally be valid for the duration of the activity and the licence will expire at the proposed end date. If further dredging and deposit is required after the expiry of a marine licence a marine licence application will be required. Target duration for determination of a marine licence application is 14 weeks if an EIA is not required.

e) Describe the location of the dredging activity

Include a list of the latitude and longitude co-ordinates (WGS84) of the boundary points for each dredge site area.

Latitude and longitude coordinates of the activity must be provided in World Geodetic System 1984 (WGS84) degrees, decimal minutes (to three decimal places) format XX°X.XXX'N XXX°X.XXX'W or E e.g. 57°8.5667'N 002°5.3833'W.

Coordinates taken from recent admiralty charts or GPS equipment are likely to be available in WGS84 compatible datum and in degrees, decimal minutes format.

It is important that the correct positions, in the correct format, are included with this application, as any errors will result in the application being refused or delayed.

f) Describe the location of the deposit activity including name of deposit site and Oslo code.

Provide details of the location of the deposit site for the dredged substance(s) or object(s) and, if necessary, any alternative deposit site(s) considered.

Include a list of the latitude and longitude co-ordinates (WGS84) defining the extent of the disposal site.

Latitude and longitude coordinates of the activity must be provided in World Geodetic System 1984 (WGS84) degrees, decimal minutes (to three decimal places) format XX°X.XXX'N XXX°X.XXX'W or E e.g. 57°8.5667'N 002°5.3833'W. Coordinates taken from recent admiralty charts or GPS equipment are likely to be available in WGS84 compatible datum and in degrees, decimal minutes format.

It is important that the correct positions, in the correct format, are included with this application, as any errors will result in the application being refused or delayed.

In determining whether to grant a marine licence, MD-LOT will take into account any site nominated by the applicant. However, should this site be unsuitable, the nearest suitable deposit site for the dredged substance(s) or object(s) will be identified. Should you wish to establish a new deposit site, provide details in a covering letter with your application and MD-LOT will contact you to discuss your proposal before your application is determined. The cost of any site investigations to identify any new deposit site will normally be the responsibility of the applicant.

g) To supplement your application, provide a suitably scaled extract of an Ordnance Survey Map (1:2,500 scale but not more than 1:10,000) or Admiralty Chart which must be marked to indicate:

- the full extent of the dredging and/or deposit in relation to the surrounding area
- latitude and longitude co-ordinates defining the location of the dredging and/or deposit

The map or chart may include the level of Mean High Water Springs and any adjacent Special Areas of Conservation, Special Protection Areas, Sites of Special Scientific Interest , Marine Protected Areas, Ramsar sites or similar conservation area boundary. Maps and charts will be consulted upon. If they are subject to copyright, it is the responsibility of the applicant to obtain necessary approvals to reproduce the documents and to submit suitably annotated copies with the application.

h) Indicate if any part of the dredging or deposit sites are located within the jurisdiction of a Statutory Harbour Authority and provide details of the Statutory Harbour Authority where relevant.

i) Provide a full method statement. The method statement must include details such as the rate of dredging, timing of the operation and order of the areas to be dredged.

If required, the method statement should include a Vessel Management Plan that shows the route taken by the dredging vessel between the dredging site and deposit site.

j) Provide assessment of the potential adverse impacts the activity may have on human health, the environment and legitimate uses of the sea. Include details of sensitive areas e.g. designated conservation areas, such as a Special Area of Conservation, Special Protection Area , Site of Special Scientific Interest, Marine Protected Area or Ramsar site and shellfish harvesting areas.

Further guidance on designated conservation areas can be obtained from NatureScot: https://www.nature.scot/professional-advice/protected-areas-and-species/priority-marine-features-scotlands-seas/feature-activity-sensitivity-tool-feast

Scotland's National Marine Plan Interactive can provide information to support applications: https://marinescotland.atkinsgeospatial.com/nmpi/

Guidance on shellfish harvesting areas can be obtained from Food Standards Scotland: https://www.foodstandards.gov.scot/. Parameters are set to protect the water quality in which edible shellfish are grown.

You should also be aware of the need to pay due regard to coastal and marine archaeological matters and attention is drawn to Historic Scotland's Operational Policy Paper HP6, "Conserving the Underwater Heritage" https://www.historicenvironment.scot/archives-and-research/publications/

Applications must be checked as to whether the proposed site is within two kilometres of a designated bathing water site. There is a presumption against works being carried out in bathing water season (1st June to 15th September). Further information on the bathing waters can be obtained from the Scottish Environment Protection Agency: https://bathingwaters.sepa.scot/

Where there are potential adverse impacts from the activity, provide details of proposed mitigation, such as use of Marine Mammal Observers or Passive Acoustic Monitoring, to avoid or reduce potential adverse impacts

k) Best Practicable Environmental Option

Under section 27(2) of the Marine (Scotland) Act 2010 the Licensing Authority has an obligation to consider the availability of practical alternatives when considering applications involving deposit of substance(s) or object(s) at sea.

All applications for deposit at sea must be supported by a detailed assessment of the alternative options, a Best Practicable Environmental Option (BPEO) assessment. This must include a statement setting out the reasons why deposit of the substance(s) or object(s) at sea is the preferred option and applications will not be considered unless they are accompanied by such an assessment. All options in the BPEO must be explored fully otherwise your application form and BPEO are liable to be returned to you, thereby delaying processing of the application.

As part of the application determination process, you are required to carry out an assessment of the chemical and physical characteristics of the substance(s) or object(s) to be deposited at sea and potential effects upon the marine environment. It is your responsibility to show that the substance(s) or object(s) are suitable to be considered for sea deposit, and this assessment should form part of your BPEO.

8. Details of substance(s) or object(s) to be dredged

Information is required for each dredge site listed in section 7.

The following information must be provided:

- Name of dredge area
    - For example, Approach Channel or West of South Quay.
- Type (Maintenance or Capital)
    - Maintenance dredge applies to an area that has been dredged more than once and either annually or on a regular basis and was last dredged with the past seven years
    - Capital dredge applies where an area/depth is being dredged either for the first time, or which has not been dredged within the past seven years.
    - For capital dredging operations, a pre-dredge survey and sediment chemical analysis report will be required with the application prior to the issue of a dredging and deposit licence. Contact MD-LOT for details in relation to specific activities.
    - For maintenance dredging operations sites that have not been chemically analysed for more than 3 years, a pre-dredge survey and chemical analysis report will be required with the application, prior to the issue of a dredging and deposit at sea licence. Contact MD-LOT for details in relation to specific activities.
- Estimated specific gravity
    - Indicate the specific gravity of the substance(s) or object(s) to be dredged from each dredge area.
- Depth
    - Indicate the maximum depth (in metres) below the current seabed level, to which it is expected dredging is to be carried out, for each dredge area.
- Quantity to be dredged per year (wet tonnes)
    - Indicate the quantity of substance(s) or object(s) to be dredged (per year) from each dredge area. The quantity must be provided in wet tonnes.

9. Physical composition

Indicate the approximate proportions as a percentage for each size range against each of the dredge site areas listed in section 6 (d) which are expected to be removed.

10. Pre-dredge survey and chemical analysis providing details of substance(s) or object(s) quality

For capital dredging operations, a pre-dredge survey and sediment chemical analysis report will be required with the application prior to the issue of a dredging and deposit at sea licence. Contact MD-LOT for details in relation to specific activities.

For maintenance dredging of sites that have not been chemically analysed for more than 3 years, a pre-dredge survey and chemical analysis report will be required with the application, prior to the issue of a dredging and deposit licence. Contact MD-LOT for details in relation to specific activities.

If a pre-dredge survey and chemical analysis report is required, provide the report that includes details of, locations, dates and results.

If a pre-dredge survey and chemical analysis report is not required, provide a reason why e.g. provide date of last analysis.

The pre-dredge survey and sediment chemical analysis report must include representative sediment samples analysed at an accredited laboratory of choice. See MD-LOT “Pre-Disposal Sampling Guidance” at https://www.gov.scot/publications/marine-licensing-applications-and-guidance/ for your analytical requirements. This is liable to extend the time required to consider your application as marine licence applications will not be determined without the provision of this chemistry data.

As part of the application determination process, you are required to carry out an assessment of the chemical and physical characteristics of the substance(s) or object(s) to be deposited at sea and potential effects upon the marine environment. It is your responsibility to show that the substance(s) or object(s) are suitable to be considered for sea deposit. This assessment should form part of your BPEO.

As part of the licence conditions, you are likely to be required to take representative samples of the dredged substance(s) or object(s) during the dredging and deposit at sea operations. In such cases, samples must be taken at specified locations and depths. Applicants are required to get their analysis done at an accredited laboratory at their own cost.

11. Details of vessel(s) undertaking dredging and/or deposit

Provide the vessel name, vessel type (e.g. cutter-suction) and name and address of all vessel operators to be used for dredging and deposit operations. If vessel details are not available at the time of application, indicate this on the form as these details will be required prior to licence issue.

12. Marine Noise Registry

The Department for Environment Food & Rural Affairs (DEFRA) and Joint Nature Conservation Committee (JNCC) developed the Marine Noise Registry (MNR) to record human activities in UK seas that produce loud, low to medium frequency (10Hz – 10kHz) impulsive noise.

There is a requirement to monitor loud, low to mid frequency impulsive noise. Activities where this type of noise is produced include seismic airguns, other geophysical surveys (<10kHz), pile driving, explosives and certain acoustic deterrent devices.

Where noisy activity is being undertaken, you must register an account with the MNR which allows you to provide details of the proposed application/activity.

The MNR collects the estimated location and date data on noisy activities (during the planning stages). This data should be provided as a proposed application/activity in the MNR and the reference number of the MNR proposed application/activity must be included in the marine licence application form. Applications for licensable marine activities that produce loud, low to medium frequency (10Hz – 10kHz) impulsive noise will not be accepted until the MNR has been completed and submitted.

13. Statutory consenting powers

Describe what (if any) statutory responsibilities you (or your client) have to consent any aspect of the activity.

14. Consultation

List any persons or bodies that you have consulted and provide copies of any correspondence with the application

15. Associated Works

Indicate whether the application is associated with any other marine activities (e.g. land reclamation, or marine/harbour construction works etc). If this is the case, provide reference/licence number for the related marine activities.

16. Environmental Impact Assessment

Indicate if the dredging and deposit activity is part of an EIA project.

If yes, specify the project and reference or provide copies of the EIA report and any EIA screening opinion or EIA scoping opinion.

Section two - Register of licensing information and declaration

Important Information

It is an offence to fail to disclose information or to provide false or misleading information when making an application.

Target duration for determination is 14 weeks if an EIA is not required. Note that missing or erroneous information in your application and complications resulting from consultation may result in the application being refused or delayed.
It is your responsibility to obtain any other consents or authorisations that may be required.

Register of licensing information

A register of marine licensing information must be maintained by the licensing authority.

Information must not appear in the register if the licensing authority determines that its disclosure in the register would adversely affect the confidentiality of commercial or industrial information where such confidentiality is provided by law to protect a legitimate commercial interest or, in relation to an application made under the Marine and Coastal Access Act 2009, the Secretary of State determines that its disclosure in the register would be contrary to the interests of national security.

Do you consider that any of the information contained within or provided in support of this application should not be disclosed (mark "X" against the relevant section):	**Yes**	**No**
for reasons of national security		X
for reasons of confidentiality of commercial or industrial information where such confidentiality is provided by law to protect a legitimate commercial interest?		X

If yes, provide full justification as to why all or part of the information you have provided should be withheld.

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Declaration

I declare to the best of my knowledge and belief that the information given in this form and related papers is true.

[Redacted]

Signature:	
Date:	23/03/2026
Name in block capitals:	D. MACKENZIE

Section three - Application check list

Check that you provide all relevant information in support of your application, including but not limited to the following (mark "X" against the relevant section).

Completed and signed application form	x
Maps/charts	x
Co-ordinates of the boundary points of the area of harbour jurisdiction (if you are a Statutory Harbour Authority)	x
Method statement (including Vessel Management Plan if required)	x
Best Practicable Environmental Option Assessment	x
Photographs of the location of the activity	
Analytical chemistry data (for capital activities and maintenance dredge activities that have not been analysed within 3 years)	x
Additional information e.g. consultation correspondence (if applicable)	x
Noise registry – Initial Registration Form (if applicable)	
EIA Report (if applicable)	x
EIA screening opinion reference number (if applicable)	
EIA scoping opinion reference number (if applicable)	x

Section four - Application details

1. Applicant details

Title:	Mr.
Full name:	Donald MacKenzie
Full name of contact (if different):	Dr. Campbell Fleming
Company name (if appropriate):	Ardersier Port Ltd
Registered company number (if appropriate):	SC698452
Address:	Ardersier Port Approach, Ardersier, Inverness, Scotland, IV2
Telephone number (including dialling code):	+44 (0)1667 656000
Email:	[Redacted]

2. Agent details (if any)

Title:	
Full name:	
Company name (if appropriate):	
Registered company number (if appropriate):	
Address:	
Telephone number (including dialling code):	
Email:	

3. Payment

Contact address to send invoice to:

Title:	Dr.
Full name:	Campbell Fleming
Address:	Ardersier Port Approach, Ardersier, Inverness, Scotland, IV2 7QX
Email:	campbell.fleming@haventus.com

4. Application type

Is this application for a new dredging site or a site that has been previously dredged (mark "X" against the relevant section)?

New site	
Previously dredged site	X (but capital dredging to new depth)

If for a previously dredged site, provide the following:

Marine licence reference number	MS-00010940 (Previous capital dredging mar
Expiry Date of marine licence	MS-00010940: 30/09/2026. TBC for maintena
Quantity (wet tonnes) dredged under the marine licence as at (date)	6,213,595 wet tonnes

5. Scotland's National Marine Plan

Provide details of how the proposed activity is in accordance with Scotland's National Marine Plan including reference to relevant policies. This should include consideration of the General Polices and any Sector Policies.
Full policy consideration is provided in Appendix C.

6. Dredging contractor details (if any)

Is the applicant the dredging contractor (mark "X" against the relevant section)?

Yes	
No	x

Title:	To be confirmed
Full name:	
Company name (if appropriate):	
Registered company number (if appropriate):	
Address:	
Telephone number (including dialling code):	
Email:	

7. Dredging and/or deposit details

a) Provide a description of the dredging and/or deposit activity:
Capital dredging of the inner harbour approximately 800 m to 1800 m from the current harbour entrance. Up to 2,000,000 m3 (3,200,000 wet tonnes) of material will be dredged to provide the -12.4 m CD and -6 m CD water depths. A small amount of dredging (2 m * 100 m channel) will also be required to further isolate the Tern Island at the mouth of the harbour from land predators. The dredged material is proposed to be deposited at the Burghead sea deposit site, with potentially a small amount (approximately 35,000 m3) deposited at Tern Island to expand it.

b) Proposed start date (target duration for determination of a marine licence application is 14 weeks):	31 March 2027
c) Proposed end date:	30 March 2030

d) Describe the location of the dredging:
Ardersier Port, see Appendix B for location

Latitude and Longitude co-ordinates (WGS84) defining the extent of all dredge areas (continue on Appendix 01 Additional Co-ordinates form if necessary):

Dredge Area A

Latitude										Longitude									
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W

Dredge Area B

Latitude										Longitude									
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W

Dredge Area C

Latitude										Longitude									
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W

Dredge Area D

Latitude										Longitude									
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W

Dredge Area E

Latitude										Longitude									
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W

e) Describe the location of the deposit including name of deposit site and Oslo code:
Burghead sea deposit site (CR030)

Latitude and Longitude co-ordinates (WGS84) defining the extent of deposit site (continue on Appendix 01 Additional Co-ordinates form if necessary):

Latitude										Longitude									
5	7	°	4	3	·	5	0	0	’ N	0	0	3	°	3	1	·	0	9	0	’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W
		°			.				’ N				°			.			’ W

f) Provide a suitably scaled extract of an Ordnance Survey Map (1:2,500 scale but not more than 1:10,000) or Admiralty Chart which must be marked to indicate: the full extent of the dredging and deposit in relation to the surrounding area latitude and longitude co-ordinates defining the location of the dredging and/or deposit.

g) Are any parts of the dredging or deposit activity located within the jurisdiction of a Statutory Harbour Authority? (mark "X" against the relevant section).

Yes	X - refer to Appendix A for coordinates
No	

If yes, specify the Statutory Harbour Authority:
Ardersier Port

h) Method statement including rate of dredging, timing of the operation and order of the areas to be dredged. If required a Vessel Management Pan should also be included as part of the method statement (attach separate document if necessary):
Please refer to Chapter 3 Project Description of the Ardersier Port Expansion EIA Report and the Ardersier Port Capital Dredging Support - Best Practicable Environmental Option (Xodus document no: A-101001-S02-A-REPT-001) for methods and consideration of alternatives to sea deposit of dredged material. In summary, the main dredging campaign will most likely be carried out using a Cutter

i) Potential impacts the work may have (including details of sensitive areas e.g. designated conservation and shellfish harvesting areas) and proposed mitigation in response to potential impacts (attach separate document if necessary):
Please refer to Ardersier Port Expansion EIA Report for full consideration of the impacts.

j) Best Practicable Environmental Option (attach separate document if necessary)
Please refer to Ardersier Port Capital Dredging Support Environmental Appraisal (Xodus document no: A-101001-S02-A-REPT-001) for full assessment. The BPEO concluded that sea deposit at the Burghead sea deposit site is the best option.

8. Details of Substance(s) or object(s) to be dredged

Provide details for each of the dredge areas listed in Section 7(d) above. Continue on a separate sheet if necessary:						
Dredge area	**Name of dredge area**	**Type (Maintenance or Capital)**	**Harbour bed, seabed or estuary bed?**	**Estimated specific gravity**	**Depth (metres)**	**Quantity to be dredged per year (wet tonnes)**
A	Ardersier Port	Capital	Harbour Bed	1.8	-6 to -12.4	3,200,000
B						
C						
D						
E						

9. Physical composition of substance(s) or object(s) to be dredged and/or deposited

Provide the approximate proportions as a percentage for each size range against each of the dredge site areas listed in Section 6(d) above. Continue on a separate sheet if necessary:				
Dredge area	**Clay and silt (< 0.063 mm)**	**Sand (0.063 ≤ Sand < 2.0 mm)**	**Pebbles, cobbles & boulders (≤ 2.0 mm)**	**Other (provide description)**
A	15.3	84.2	0.5	
B				
C				
D				
E				

10. Pre-dredge survey and chemical analysis providing detail of substance(s) or object(s) quality

Is pre-dredge survey and chemical analysis required (mark “X” against one option below)?

A pre-dredge survey and chemical analysis is not required. **The application is for a maintenance dredge activity and the dredge site has been surveyed and chemically analysed in the last 3 years and dates of the last survey and analysis have been provided.**	
Date of last pre-dredge survey and chemical analysis if carried out in the last 3 years.	Initial sampling March-April 2023. Fi
Maintenance dredge – a pre-dredge survey and chemical analysis is required, and the report is submitted with the application. **The application is for a maintenance dredge activity and the dredge site has not been surveyed and analysed in the last 3 years and a pre-dredge survey and chemical analysis has been carried out and the report is submitted with the application.**	
Capital dredge - a pre-dredge survey and chemical analysis is required, and the report is submitted with the application. **The application is for a capital dredge activity and a pre-dredge survey and chemical analysis has been carried out and the report is submitted with the application.**	X

11. Detail of vessel(s) undertaking dredging and/or deposit

Details of vessel(s): If the vessel details are not available at the time of application, indicate this as these details will be required prior to the licence issue. Continue on separate sheet if necessary.

Vessel name	Type of vessel	Name and address of operator
TBC		

12. Marine Noise Registry

Will loud, low to mid frequency (10Hz to 10kHz) impulsive noise be produced by the activity (mark "X" against the relevant section)?

Yes	
No	X

If yes, provide the Marine Noise Registry – Application Reference Number:
No Marine Noise Registry entry required for dredging and sea deposit

If yes, indicate the noise generating activities and sound frequencies:	
Noise Generating Activity	**Sound Frequency (Hertz)**
e.g. Use of Explosives	

13. Statutory consenting powers

Do you or (if appropriate) your client, have statutory powers to consent any aspect of this activity?
Not for capital dredging and sea deposit, but Ardersier Port is the Statutory Harbour Authority for the area.

14. Consultation

List any persons or bodies that have been consulted at the pre-application stage, and provide copies of any correspondence with the application
Refer to Chapter 4 of the Ardersier Port Expansion EIA Report. A Pre-Application Consultation event was held on 21 January 2026 under The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 to allow stakeholders and members of the public to comment on the proposal. The PAC Report is

15. Associated Works

Provide details of other related marine activities, including reference/licence numbers (if applicable):
An associated marine licence application for construction works has been submitted alongside this application.

16. Environmental Impact Assessment

Is the dredge or deposit activity part of an EIA project (mark “X” against the relevant section)?

Yes	X
No	

If yes, specify the project and reference or provide copies of the EIA report and any relevant EIA screening opinion or EIA scoping opinion:

Name of EIA project:	Ardersier Port Expansion
EIA report reference:	Ardersier Port Expansion EIA Report
EIA screening opinion reference (if applicable):	
EIA scoping opinion reference (if applicable):	SCOP-0062

Appendix A - Dredge Area Coordinates

Area	Lat_DDM	Lon_DDM
Main dredge area	57° 36.035' N	3° 59.970' W
	57° 35.924' N	4° 0.087' W
	57° 35.856' N	3° 59.860' W
	57° 35.797' N	3° 59.921' W
	57° 35.763' N	3° 59.803' W
	57° 35.821' N	3° 59.743' W
	57° 35.639' N	3° 59.140' W
	57° 35.736' N	3° 59.067' W
	57° 35.977' N	3° 59.776' W
Tern Island protective dredging	57° 36.016' N	4° 0.784' W
	57° 35.986' N	4° 1.015' W
	57° 35.986' N	4° 1.016' W
	57° 36.059' N	4° 1.077' W
	57° 36.060' N	4° 1.077' W
	57° 36.060' N	4° 1.076' W
	57° 36.060' N	4° 1.075' W
	57° 35.987' N	4° 1.015' W
	57° 36.017' N	4° 0.784' W
	57° 36.016' N	4° 0.783' W
	57° 36.016' N	4° 0.784' W
Statutory Harbour Authority area	57° 35.397' N	3°58.898' W
	57° 35.522' N	4°01.179' W
	57° 36.750' N	4°01.041' W
	57° 36.905' N	4°00.125' W
	57° 36.812' N	3°59.126' W
	57° 36.615' N	3°58.557' W
	57° 35.678' N	3°58.568' W

Appendix B. Project location

Figure 1 Ardersier Port Expansion capital dredging and construction areas

Appendix C. Scotland's National Marine Plan considerations

GEN 1 General Planning Principle. *There is a presumption in favour of sustainable development and use of marine environment when consistent with the policies and objectives of this plan.*

Development and use of the marine area should be consistent with the NMP, ensuring activities are undertaken in a sustainable manner that. A full consideration of the environmental impacts of the proposal are included in the Ardersier Port Expansion EIA Report, including the appropriate measure that will be taken to ensure any potential impacts from the proposal are mitigated or minimised to ensure the marine environment is protected, and where possible, enhanced. Furthermore, alternatives to the proposed port expansion are considered in detail in Chapter 3 Project Description.

The proposed development would transform Ardersier Energy Transition Facility (ETF) into one of Europe's largest facilities dedicated to offshore wind, expanding the developable land acreage of the site to around 500 acres. The proposed extension (also referred to as expansion) of the Ardersier ETF will create a larger area for the logistics, manufacturing, and assembly needs of the offshore wind industry. Increasing the scale of the Ardersier ETF, supports the economic growth and net zero ambitions of both the Scottish and UK Governments. Large land areas are needed to fulfil the requirements of offshore wind projects and the supply chain businesses that play a part in assembling and building the equipment needed for the offshore wind turbine. This is due primarily to the size of the components. The existing port and the proposed extension area would be developed and operated by the Applicant with parts of the site leased to tenants to further develop and utilise. The level of potential tenant interest in acreage at the site, both from offshore wind developers and the manufacturing and assembly supply chain, exceeds the existing acreage, therefore indicating that a larger area is required. The availability of space at ports is recognised as a constraint to the future rollout of offshore wind, and the proposed development would extend an extant consented port to further support offshore wind activity and in turn play a part in supporting energy security, the journey to net zero and create the opportunity for new, high quality jobs at the site.

GEN 2 Economic Benefits. *Sustainable development and use which provides economic benefit to Scottish communities is encouraged when consistent with the objectives and policies in this Plan.*

An economic study has been completed to assess what benefits could be generated by the proposed development. According to BIGGAR Economics, Ardersier ETF is forecast to make a nationally important contribution to the development of the offshore wind sector. It is predicted that Scottish organisations are expected to secure contracts worth £16 billion by 2040, based on the deployment that Ardersier ETF (including the proposed development) can support. These benefits are linked to the designed size and scale of the consented and proposed extension of the site.

It is estimated that the total economic impact (including indirect and induced) generated from the development and construction phase of Ardersier Port Extension would be up to:

- £53.8 million GVA and 464 years of employment in Moray & Highland;
- £119.0 million GVA and 1,019 years of employment across Scotland; and
- £284.9 million GVA and 2,662 years of employment in the UK.

Economic activity will also be generated on an annual basis from the on-site operations of the Ardersier Port Extension. It is estimated that the total annual economic impact generated from the operation stage of the Ardersier Port Extension (after displacement) would be up to:

- £45.2 million GVA and 445 jobs in Moray & Highland;
- £58.3 million GVA and 569 jobs in Scotland; and
- £95.1 million GVA and 888 jobs across the UK.

Further details can be found in the Ardersier Port Expansion EIA Report, especially the Appendix 3.3: Socio-economic Assessment.

GEN 3 Social Benefits. *Sustainable development and use which provides social benefits is encouraged when consistent with the objectives and policies of this Plan.*

In addition to the economics benefits stated above, The Ardersier Port Extension will increase further port's capacity to influence the social vitality of the immediate area and the Inner Moray Firth, contributing to a more sustainable and prosperous future for the region. A key driver of depopulation in rural areas is the lack of high-quality employment opportunities which would attract working age people and work to retain current residents as they enter the workforce. With the capability to enable approximately 3,000 long-term on-site jobs, Ardersier Port including the extension is positioned to make a significant contribution toward reversing depopulation trends and supporting the sustainability of the regional economy. Ardersier Port has the potential to be the largest single site of private sector employment in Highland. Further details can be found in the Ardersier Port Expansion EIA Report, especially the Appendix 3.3: Socio-economic Assessment.

GEN 4 Co-existence. *Proposals which enable coexistence with other development sectors and activities within the Scottish marine area are encouraged in planning and decision making processes, when consistent with policies and objectives of this Plan.*

Where conflict over space or resource exists or arises, marine planning should encourage initiatives between sectors to resolve conflict and take account of agreements where this is applicable. As discussed in the Ardersier Port Expansion EIA Report, no significant impacts on commercial fisheries or other sea or terrestrial users are expected due to the works taking place in the existing port and being similar to the existing uses of the Ardersier EFT.

GEN 5 Climate Change. *Marine planners and decision makers must act in the way best calculated to mitigate, and adapt to, climate change.*

The purpose of the Ardersier EFT expansion is to facilitate the growth of the offshore wind industry, supporting the economic growth and net zero ambitions of both the Scottish and UK Governments.

An assessment of the greenhouse gas (GHG) emissions as a result of the project was carried out as part of the EIA Report. Estimated GHG Emissions and Carbon Management Report was produced, following recognised standards (PAS 2080, GHG Protocol, and IEMA guidance), and assessing emissions from each stage of the project. The report identified the main sources of emissions and outlined measures to reduce and manage carbon during design and construction. The estimated GHG emissions are 18,735 tCO_2e. The largest contributor is Marine Gas Oil (MGO) used by the dredging vessel (5,810 tCO_2e), followed by emissions from quarried stone production (4,186 tCO_2e). Together,

these account for approximately 55.8% of the project's total carbon footprint. The BPEO assessment provided as part of the dredging and sea deposit marine licence application however concluded that sea deposit and vessel transport of the dredged material was the best option for the project. Land Use Change (LUC) also contributes to emissions. LUC adds approximately 394 tCO_2e, while replanting off site (stage D) offsets 240 tCO_2e. Transport of stone to site was the third largest source of emissions (approximately 3,336 tCO_2e) — despite quarries being within 30 km — due to the large material volumes required.

The mitigation employed to reduce the emissions includes using site-won sand as one of the primary materials for the site capping, using suppliers within 30 km of Ardersier for the quarried stone and geogrid used in construction were selected to reduce GHG emissions and commitment to replant the 120 acres of Scotts Pine plantation that was cleared for this construction project. This will be replanted within 30 km of the port. This will lead to total carbon removals of 290.80 tCO2e.

GEN 7 Landscape/ Seascape. *Marine planners and decision makers should ensure that development and use of the marine environment take seascape, landscape and visual impacts into account.*

Full assessment of the landscape and seascape impacts is provided in Chapter 7 of the Ardersier Port Expansion EIA Report. The assessment concluded that the development and port activities permitted under the extant consent and current industrial uses of the site mean that the additional landscape, seascape and visual effects of extending the site would not be significant.

GEN 8 Coastal Processes and Flooding. *Developments and activities in the marine environment should be resilient to coastal change and flooding, and not have unacceptable adverse impact on coastal processes or contribute to coastal flooding.*

The resilience of the proposed development to climate change relates to the effects that climate change may have on the proposed development such as increased risk and severity of flooding, rainfall events and other extreme weather conditions. The climate of the study area is projected to change significantly over the lifetime of the proposed development. Present day extreme weather events are increasing in frequency and there is a risk that the proposed development may be affected during construction and operation. A flood risk assessment and a drainage impact assessment which assess the impact of increased sea levels and precipitation on the site were produced. Resilience to climate change has been built into the design of the extension areas with the design of the Sustainable Drainage and the designed height of the platform (to the height of the currently consented land platform). As the Statutory Harbour Authority (SHA) Ardersier Port Limited also has extensive HSEQ procedures which are regularly reviewed and updated and will incorporate operational adaptions for climate resilience over the longer term. In the context of the vulnerability of the proposed development projected climate change is not anticipated to have a significant effect.

GEN 9 Natural Heritage. *Development and use of the marine environment must: (a) Comply with legal requirements for protected areas and protected species. (b) Not result in significant impact on the national status of Priority Marine Features (PMFs). (c) Protect and, where appropriate, enhance the health of the marine area.*

A full assessment of the impacts on protected sites and species and PMFs can be found in Chapter 11: Marine Mammals and Chapter 14 Ornithology of the EIA Report, as well as the EIAR Appendix 5.8: Marine and Coastal Ecology. These studies concluded that the proposed development was unlikely to result in significant adverse effects on marine and costal habitats, and diadromous fish. For marine mammals, all construction and operational phase

impacts, for the project alone or cumulatively with other developments, were assessed as resulting in either negligible or low magnitude depending on species sensitivity and exposure. With the implementation of embedded mitigation measures—the overall conclusion of the assessment is that no significant adverse effects on marine mammals are predicted. Mitigation, including the production of a Marine Mammal Mitigation Plan, will ensure no residual effects remain.

No benthic PMFs except for horse mussel have been recorded in the Moray Firth. The closest records are located 6 km from the port, and as such no impacts are anticipated. Diadromous fish PMFs may migrate close to the proposed development, but the impacts were concluded to be not significant.

The EIA Report concludes that the project will not affect the integrity of nearby designated sites (such as the Inner Moray Firth Ramsar, Moray Firth SAC, or local SSSIs), following implementation of mitigation.

GEN 10 Invasive Non-Native Species (INNS). *Opportunities to reduce the introduction of invasive non-native species to a minimum or proactively improve the practice of existing activity should be taken when decisions are being made.*

The Appendix 5.8: Marine and Coastal Ecology of the EIA Report assessed the potential for introduction and spread of INNS. It concluded that the increased risk of introduction and/or spread of marine Invasive Non-Native Species (INNS), are not significant. Similarly, potential impacts during the operational phase are also predicted to be not significant. Further information on INNS within the Moray Firth is provided in Chapter 5: Supporting Information and Assessments, which includes a marine INNS biosecurity management plan as an Appendix.

GEN 11 Marine Litter. *Developers, users and those accessing the marine environment must take measures to address marine litter where appropriate. Reduction of litter must be taken into account by decision makers.*

No significant marine litter is anticipated to be generated as part of the proposed development. A Construction Environmental Management Plan (CEMP) will be developed by the project contractor and will identify the measures and procedures that will be in place for waste management. Furthermore, a Port Waste Management Plan (PWMP) has already been implemented by Ardersier Port and this includes measures to reduce environmental impact, promote resource efficiency, and maintain compliance with the Waste Framework Directive and national waste regulations.

GEN 12 Water Quality and Resource. *Developments and activities should not result in a deterioration of the quality of waters to which the Water Framework Directive, Marine Strategy Framework Directive or other related Directives apply.*

Chapter 9: Hydrology and Hydrogeology of the EIA Report provides a full assessment of the project impacts on water quality, including the Inverness and Ardersier Coastal groundwater body (ID: 150807). This assessment concludes that the proposed effects of the proposed construction and operation at Ardersier are considered to be negligible relative to baseline conditions, following the implementation of mitigation measures such as Pollution Prevention Plan within CEMP; daily plant/fuel checks; inspections after heavy rain; immediate containment/recovery of spills; export non-reusable arisings to licensed facility.

GEN 13 Noise. *Development and use in the marine environment should avoid significant adverse effects of man-made noise and vibration, especially on species sensitive to such effects.*

The proposed development includes some activities such as piling of the quay wall that are capable of introducing underwater noise to the surrounding environment. Chapter 11: Marine Mammals of the EIA Report assesses the impacts of underwater noise on marine mammals, and the Chapter 6: Airborne Noise and Vibration provides an assessment of airborne noise.

Quantitative underwater noise modelling indicates that the impacts are typically within 10 m for most marine mammal species and hearing groups. Mitigation measures to reduce any impacts will be therefore put in place such as soft-start procedures, pre-piling visual and acoustic monitoring by Marine Mammal Observers (MMOs) and Passive Acoustic Monitoring (PAM), and adherence to a MMMP to prevent animals from entering zones where auditory injury could occur. As such, the magnitude of impact is assessed as negligible, and the residual effect is deemed non-significant for all species.

Impacts of underwater noise on diadromous fish is provided in EIAR Appendix 5.8: Marine and Coastal Ecology, and the assessment concludes that any impacts from piling and dredging are not significant.

Chapter 7: Ornithology of the EIA Report assesses the impact of noise on birds, and concludes that with the mitigation in place, no significant impacts on birds from noise are anticipated. The mitigation includes maintain bund screening and visual/noise screening at sensitive interfaces and establishing and adhering to exclusion zones and timing of works to avoid sensitive periods for birds.

GEN 18 Engagement. *Early and effective engagement should be undertaken with the general public and all interested stakeholders to facilitate planning and consenting processes.*

A statutory marine Pre-Application Consultation event required by the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013 was held on 25th of August 2025 to allow stakeholders and members of the public to comment on the proposal.

GEN 19 Sound Evidence. *Decision making in the marine environment will be based on sound scientific and socio–economic evidence.*

The Ardersier Port Expansion EIA Report provides a full assessment of the impacts of the proposed development on the environment and accompanies the marine licence applications.

GEN 21 Cumulative Impacts. *Cumulative impacts affecting the ecosystem of the marine plan area should be addressed in decision making and plan implementation*.

Chapter 14: Cumulative Effects of the EIA Report assesses the cumulative effects of the proposed development. The assessment concluded that no significant intra- or inter-cumulative effects have been identified for the proposed development

The NMP also identifies sector specific objectives and policies. Chapter 12 of the NMP relates to shipping, ports, harbours and ferries. The objectives of relevance to the Proposed Development are as follows:

- Safeguarded access to ports and harbours and navigational safety;

- Sustainable growth and development of ports and harbours as a competitive sector, maximising their potential to facilitate cargo movement, passenger movement and support other sectors; and
- Best available technology to mitigate and adapt to climate change, where possible, supporting efficiencies in fleet management and ensuring port infrastructure and shipping services are able to adapt to the consequences of climate change. Consideration of the provision of facilities for shore side power in new developments to allow for this to be provided when markets require it, if it becomes cost effective to do so.

The Marine Planning Policies of relevance to the proposed development are detailed below.

Transport 1: N*avigational safety in relevant areas used by shipping now and in the future will be protects.*

The proposed development includes dredging to deepen the Ardersier Port because of the size of the components used in offshore wind, deeper water depth are needed to fulfil the requirements of offshore wind projects and the supply chain businesses that play a part in assembling, building and deploying the equipment needed for the offshore wind turbines. The proposed dredging therefore directly contributes to securing the safe navigation of larger vessels and the deployment of large infrastructure in the future. As Ardersier Port is the Statutory Harbour Authority (SHA) in the area where the work take place, impacts on navigation safety within the SHA area can be mitigated by the port. Navigation safety was scoped out of the EIA process by the Scottish Ministers following advice from navigational stakeholders that the navigation impacts could be assessed as part of an updated Navigation Risk Assessment, which would be produced in line with the requirements of the Port Marine Safety Code and its Guide to Good Practice.

Transport 2: *Marine development and use should not be permitted where it will restrict access to, or further expansion of, major commercial ports or existing or proposed ports and harbours which are identified as National Developments in the current NPF or as Priorities in the N-RIP.*

This is not relevant to the proposed development as the development in itself is for the purpose of expansion of a major commercial port within its jurisdiction. While other major commercial ports are located in the vicinity of Ardersier Port (e.g. Port of Cromarty Firth, Port of Nigg), the cumulative impacts assessment in Chapter 14 of the EIA Report did not conclude any significant cumulative effects are likely.

Transport 4: *Maintenance, repair and sustainable development of port and harbour facilities in support of other sectors should be supported in marine planning and decision making.*

Due to the significant contribution to the local and national economy, facilitation of the Scottish and UK net zero targets through support of offshore renewable energy and the lack of significant environmental effects from the proposed development, the Ardersier Port expansion is considered to be in line with this policy.

Transport 5: *Port and harbour operations should take into account future climate change and extreme water level projects, and where appropriate take the necessary steps to ensure their ports and harbours remain viable and resilient to a changing climate. Climate and sea level projects should also be taken into account in the design of any new ports and harbours, or of improvements to existing facilities.*

The resilience of the proposed development to climate change relates to the effects that climate change may have on the proposed development such as increased risk and severity of flooding, rainfall events and other extreme

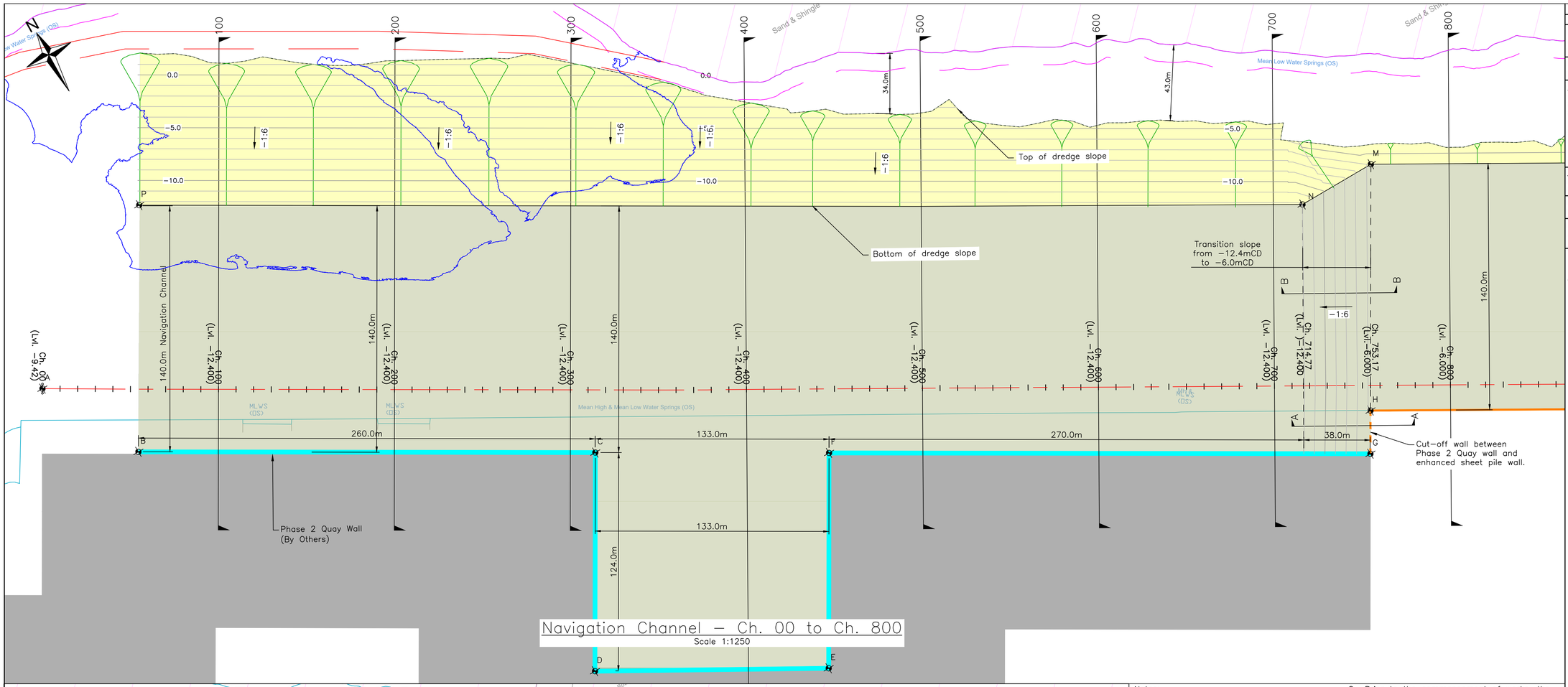
weather conditions. The climate of the study area is projected to change significantly over the lifetime of the proposed development. Present day extreme weather events are increasing in frequency and there is a risk that the proposed development may be affected during construction and operation. A flood risk assessment and a drainage impact assessment which assess the impact of increased sea levels and precipitation on the site were produced. Resilience to climate change has been built into the design of the extension areas with the design of the Sustainable Drainage and the designed height of the platform (to the height of the currently consented land platform). As the SHA Ardersier Port Limited also has extensive HSEQ procedures which are regularly reviewed and updated and will incorporate operational adaptions for climate resilience over the longer term. In the context of the vulnerability of the proposed development projected climate change is not anticipated to have a significant effect.

TRANSPORT 6: *Marine planners and decision makers and developers should ensure displacement of shipping is avoided where possible to mitigate against potential increased journey lengths (and associated fuel costs, emissions and impact on journey frequency) and potential impacts on other users and ecologically sensitive areas.*

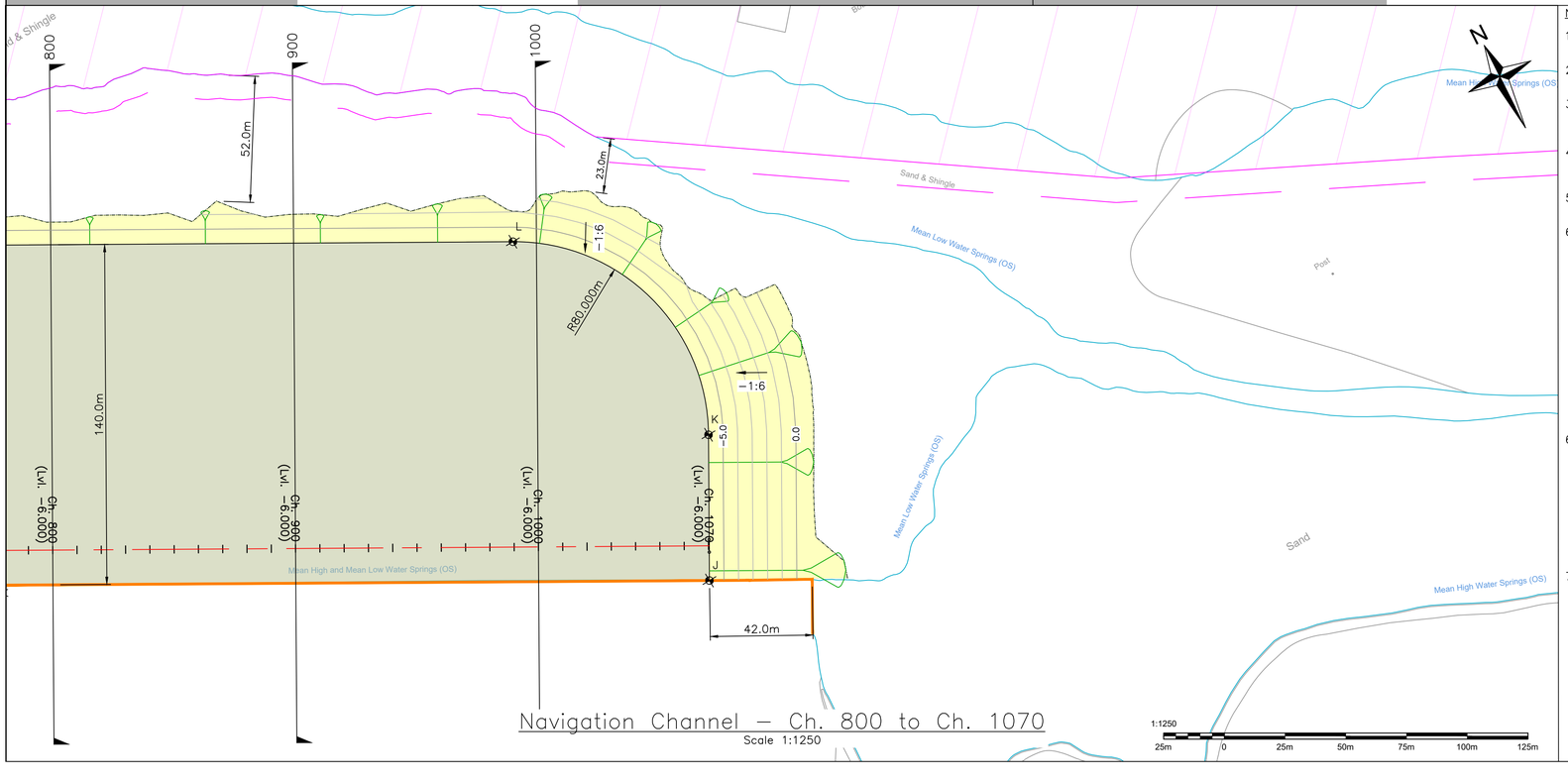
While Shipping and Navigation was scoped out of a full EIA, it is not anticipated that any displacement of shipping is caused by the proposed development due to it taking place within a SHA area. Following completion of the Ardersier ETF development, large offshore wind infrastructure can be deployed from Scotland rather than being towed from a distance, reducing the overall emissions from the construction of offshore wind farms.

Transport 7: *Marine and terrestrial planning processes should co-ordinate to provide co-ordinated support to ports, harbours and ferry terminals to ensure they can respond to market influences and provide support to other sectors with necessary facilities and transport links.*

The Ardersier Port Expansion EIA Report has been prepared to fulfil the requirements of both Scottish Ministers (marine) and The Highland Council (terrestrial), and consideration of both marine and terrestrial impacts has been considered throughout the assessment. Both marine and terrestrial regulators have been engaged throughout the project development to ensure coordinated approach to permitting and environmental assessments is followed.



Navigation Channel – Ch. 00 to Ch. 800
Scale 1:1250



Navigation Channel – Ch. 800 to Ch. 1070
Scale 1:1250

Do not scale from this drawing.

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.

RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO. 162855/DAF/01

CONSTRUCTION:
CLIENT OPERATIONS AND ADJACENT ACTIVITIES
WORKING NEAR TO AND OVER WATERWAYS
WORKING AT HEIGHT
TIDAL WORKING AND INUNDATION
CONTAMINATION
UNEXPLODED ORDNANCE
RESTRICTED SITE
WORKING WITHIN A PROTECTED AREA

DEMOLITION:
NONE THAT WOULD NOT BE APPARENT TO A COMPETENT CONTRACTOR

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE.

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

Legend

- X — Denotes Coordinate Point
- Denotes SSSI
- 1:6 Slope to Existing Ground Level
- Navigation Channel Bed
- Phase 2 Quay
- Phase 1 Quay
- Spit Reinstatement
- Spit Reinstatement Stand−off (10m unless noted otherwise)
- SSSI/ Ramsar Boundary
- SSSI/ Ramsar Stand−off (10m unless noted otherwise)
- Post Reinstatement MLWS contour (0.9mCD)
- Phase 2 Quay Wall
- Existing Sheet Wall to be Enhanced
- Mean Low Water Springs (OS)

Notes:

1. Do not scale from this drawing, only written dimensions are to be used.
2. All dimensions in this drawing are in metres, unless noted otherwise.
3. All levels on this drawing are given to Chart Datum (2.14m below Ordnance Survey Datum)
4. Any discrepancies should be reported to the engineer immediately so clarification can be sought.
5. For clarity this drawing should only be printed and read in colour.
6. All dredging works shall be undertaken in accordance with the following reference standards, regulations, good practice and statutory guidance, including but not limited to:
   - BS 6349−5 – Code of practice for Dredging and Land Reclamation;
   - PIANC Approach Channels: A Guide for Design;
   - Dredging – A Handbook for Engineers, 2nd Edition, by R.N. Bray, A.D. Bates & J.M. Land;
   - Water Framework Directive 2000/60/EC – Setting out rules to halt deterioration in the status of EU water bodies and achieve good status for Europe's rivers, lakes and groundwater.
6. The works shall be undertaken in accordance with the conditions of the Marine Licence as obtained from Marine Scotland, by Haventus. The contractor will be advised in writing, at the point the approved license has been obtained and will be furnished with a copy, in order to ensure conformance to the conditions of the Marine License as obtained from Marine Scotland.
7. Where interim side slopes are formed within the navigation channel during the dredging works during movements to the depository site(s), these shall not be excavated so as to from a temporary side slope not greater than 1:4.5 within the area of the channel, and not greater than that of the finalised design slope within the footprint of the Navigation Channel Side Slopes (i.e: 1:6)
8. Prior to the commencement of works, the Contractor shall submit a comprehensive method statement detailing environmental mitigation measures and monitoring in compliance with environmental regulations.
9. Due to the historical use of the Ardersier Port site, it is considered possible that manmade objects may be encountered during the dredging works. As a result, the contractor is required to undertake the filtering of materials through a sufficiently sized gauze, to collect any manmade objects (metal objects, scrap, etc.). These materials shall be returned to an agreed location on the quayside, for subsequent disposal on land to an approximately licensed facility, by the dredging contractor.

Table of Coordinates

Ref.	Latitude	Longitude	Dredge Level
A	57.599248	−4.0019527	−9.416
B	57.598726	−4.0014555	−12.400
C	57.597591	−3.9976613	−12.400
D	57.596614	−3.9986787	−12.400
E	57.596051	−3.9967402	−12.400
F	57.597011	−3.9957385	−12.400
G	57.595653	−3.9912465	−12.400
H	57.595845	−3.9910394	−6.000
J	57.59448	−3.9864135	−6.000
K	57.594955	−3.9859373	−6.000
L	57.595926	−3.9864588	−6.000
M	57.596941	−3.9898945	−6.000
N	57.596941	−3.9906426	−12.400
P	57.599831	−4.0003113	−12.400

Points is this table are for dredging works only, and should not be used for setting out of quay wall.

Rev.	Date	Description	Drwn.	Chkd.	Appd.
04	13.03.26	Post reinstatement MLWS contour terminated at end of reinstatement.	LB	AH	AKF
03	11.03.26	Notes and legend updated per Haventus comments.	LB	AH	AKF
02	25.02.26	Dredge levels updated	LB	AH	AKF

FAIRHURST
Barony House
Stoneyfield Business Park
INVERNESS
IV2 7PA
Tel: 01463 724 544

Client: Haventus

Project Title:
Ardersier Port Redevelopment
Phase 2

Drawing Title:
Phase 2 Navigation Channel Layout

Scale at A1:	Status:	
1:1250	Marine Licence	
Drawn:	Checked:	Approved:
AH	AH	AKF
Date:	Date:	Date:
19/02/2026	19/02/2026	19/02/2026

Drawing No.: APP2−FHT−DD−CHA−DR−C−009080
Revision: 04