Scottish Government
Riaghaltas na h-Alba

Marine licence application form: construct, alter or improve any works

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

Contents

Scottish Government
Riaghaltas na h-Alba

Section one - Acronyms and explanatory notes

Acronyms

Acronyms referred to in this application form:

EIA	Environmental Impact Assessment
MHWS	Mean High Water Springs
MPA	Marine Protected Area
MD-LOT	Marine Directorate – Licensing Operations Team
SAC	Special Area of Conservation
SPA	Special Protection Area
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 four) and are intended to assist in completing the form. These explanatory notes are specific to this application form and should be read in conjunction with marine licensing guidance: https://www.gov.scot/collections/marine-licensing-and-consent/

1. Applicant 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. Information on 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. Cost of the activity

Provide the cost of the activity seawards of the tidal limit of MHWS. This estimate should only cover work taking place below the tidal level of MHWS and must take into consideration the cost of materials, labour etc.

5. Application type

Indicate if the application is for a new construction site or an existing construction site. Provide the existing or previous marine licence reference and expiry date if applicable.

6. 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.

7. Activity details

a) Give a brief description of the activity (e.g. construction of a new sea outfall). This description may be used on the marine licence if it is granted.

b) Provide the total area of the proposed activity in square metres and total length in metres where relevant e.g. for bridges, causeways.

c) Provide the proposed start date of the project. This must be a date in the future as marine licences are not back dated. 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.

d) Provide the proposed end date of the activity. The proposed end date should be the maximum duration expected and should include time for contingencies.

   If a marine licence to construct, alter or improve of works is granted, it will normally be valid for the duration of the activity and the licence will expire at the proposed end date. If an activity will not be completed before a marine licence expires, the licence holder must apply to vary the marine licence to update the proposed end date. If this is required, licence holders should apply to vary the marine licence to continue any ongoing work at least 14 weeks (if an EIA is not required) prior to the expiry date on the licence.

e) Describe the location of the proposed activity.

   Include a list of the latitude and longitude co-ordinates (WGS84) of the boundary points of the proposed activity.

   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°8.567'N 002°5.383'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.

   To supplement your application, provide photographs of the activity location and submit these with your application.

Also 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 works in relation to the surrounding area
- latitude and longitude co-ordinates defining the location of the works

The map or chart may also show the level of MHWS and any adjacent SAC, SPA, SSSI, MPA, Ramsar or similar conservation area boundary.

Maps and charts will be consulted upon. If they are subject to copyright, it is your responsibility as the applicant to obtain necessary approvals to reproduce the documents and to submit suitably annotated copies with the application.

f) Drawings of the licensed activity.

Drawings will be consulted upon. If they are subject to copyright, it is your responsibility as the applicant to obtain necessary approvals to reproduce the documents and to submit suitably annotated copies with the application.

Drawings for the following works should include:

- Sewer outfalls, discharge pipes for industrial waste etc.
    - The size and description of the pipe must be shown on the longitudinal sections and details of its supports, foundations, methods of jointing and details of any tidal flaps.
- Bridges over tidal waters
    - An elevation with longitudinal and cross-sections of the bridge to a suitable scale must show the dimensions of the spans and width of piers, etc. above and below MHWS and the maximum and minimum heights of the undersides of the superstructures above MHWS. The headroom above MHWS and the width of span of the nearest bridges, if any, above and below the site must be stated.
- Tunnels under tidal waters
    - The longitudinal section of the tunnel must show the distances between the bed of the river or estuary and the top of the tunnels. Cross-sections must show the internal and external dimensions of the tunnel and particulars of construction. When a proposed future dredging level is known this must also be shown on all sections.
- Overhead cables
    - Catenary must be supplied in addition to the site plan showing the minimum clearance of the cable at MHWS and the electrical clearance allowed.

g) Indicate if the activity is located within the jurisdiction of a Statutory Harbour Authority and provide details of the Statutory Harbour Authority where relevant.

h) Provide a full method statement, including schedule of works and estimated duration of construction.

i) Provide an assessment of the potential adverse impacts which the activity may have on human health, the environment and legitimate uses of the sea. Include details of sensitive areas e.g. Special Areas of Conservation, Special Protection Areas, Sites of Special Scientific Interest, Marine Protected Areas, Ramsar sites, Priority Marine Features, National Scenic Areas, seal haul out sites, bathing waters, 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/

Information on 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.

8. Materials used

a) Complete the table to indicate all the permanent materials to be used (below MHWS) to construct, alter or improve works and the quantity, dimension and weights of the materials. MD-LOT may require samples of materials to be chemically analysed.

b) Complete the table to indicate all the materials to be removed (from below MHWS) in construction, alteration or improvement of the works (quantity, dimension and weights of the materials).

c) Complete the table to indicate any temporary works used in construction (below MHWS) and a description of the materials used in the temporary works (quantity, dimension and weights of the materials).

9. 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.

10. Statutory consenting powers

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

11. Statutory Pre-Application Consultation

Certain activities within 0-12 nautical miles of the coast are subject to public pre-application consultation requirements. Such 'prescribed classes' of activity are often larger projects, with a greater potential for impacts on the environment, local communities and other legitimate uses of the sea.

If the activity is subject to pre-application consultation requirements, the application must include:

- the date of the notification to the consultees specified in the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 and a copy of the notification
- the date of the public notice for the PAC event and a copy of the public notice
- the date the PAC event was held and the type of PAC event held
- a copy of the PAC report

Statutory Pre-Application Consultation will allow those local communities, environmental groups and other interested parties to comment on a proposed development in its early stages – before an application for a marine licence is submitted. Further information can be obtained from: www.gov.scot/publications/marine-licensing-overview/

The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 and the Marine (Scotland) Act 2010 sets out process for complying with the Pre-Application Consultation Process.

12. Consultation (in addition to Statutory Pre-Application Consultation)

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

13. Environmental Impact Assessment (EIA)

The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (0-12nm) and the Marine Works (Environmental Impact Assessment) Regulations 2007 (12-200nm) set out a framework for assessing the significant environmental impacts of activities within Scotland's waters.

There may be a requirement for an EIA to be carried out for applications for certain projects and for an EIA report to submitted with marine licence applications for those activities. If an EIA and EIA report is required, an EIA report must be submitted with the application.

You must indicate if the application is for an "EIA project" and provide information on any EIA screening opinions or EIA scoping opinions that have been given in relation to the proposed activity. MD-LOT checks applications against any advice given during EIA screening, including whether a project was 'screened out' of EIA, based on proposed mitigation.

Further information on EIA can be found at: https://www.gov.scot/publications/marine-licensing-and-consenting-environmental-impact-assessment-requirements/

14. Associated works

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

If dredging and deposit of any substances or objects is required as part of a construction activity, a separate marine licence application for the dredging and deposit of substances or objects will be required.

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 answer):	**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 (attach separate document if necessary).

Scottish Government
Riaghaltas na h-Alba

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
Activity drawings	
Maps/charts	x
Co-ordinates of the boundary points of the area of the harbour jurisdiction (if you are a Statutory Harbour Authority)	x
Method statement	x
Photographs of the location of the activity	
Additional information e.g. consultation correspondence (if applicable)	x
Noise Registry (if applicable)	
Statutory Pre-Application Consultation information (if applicable)	x
EIA Report (if applicable)	x
EIA screening opinion reference number (if applicable)	
EIA scoping opinion reference number (if applicable)	

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 7QX
Telephone number (including dialling code):	+44 (0)1667 656000
Email:	[Redacted]

Is the applicant a Statutory Harbour Authority? If yes, provide a list of the latitude and longitude co-ordinates (WGS84) of the boundary points of the area of harbour jurisdiction using Appendix 01 Additional Co-ordinates form if necessary. Mark "X" against the relevant answer.

Yes	x - Coordinates provided in Appendix A
No	

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:	
Email:	[Redacted]

4. Cost of the activity

Cost of the activity seawards of the tidal limit of MHWS (£):	>50 million

5. Application type

Is this application for a new or existing construction site? Mark “X” against the relevant answer.

New site	
Existing site	x - existing site but new activity

If an existing site, provide the marine licence reference and expiry date below.

Marine licence reference	Previous Phase 1 port expansion carried out under marine licen
Expiry date	31 July 2025

6. 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 (attach separate document if necessary).

Full policy consideration is provided in Appendix D.

7. Activity Details

a) Provide a description of the activity (e.g. construction of a new sea outfall):
Wind turbine generator (WTG) assembly at port. Please refer to Appendix C of this document for the project description. A maximum of 26 turbines will be assembled per season from April to September over 15 years. The anticipated construction schedules of the floating ScotWind and Innovation and Targeted Oil & Gas (INTOG) offshore wind farm projects suggest that the majority of the WTG for these Scottish projects will be deployed in the next 10 years. AP therefore considers that the turbines launching and assembly will form a core of the port's operational activities for the next 15 years, counting for some programming delays.

b) Total area of the proposed activity (in square metres) and / or total length (in metres):	0.4 km2
c) Proposed start date (target duration for determination of a marine licence application is 14 weeks):	1 March 2028
d) Proposed end date:	1 March 2043

e) Describe the location of the proposed activity: **To supplement your description, provide photographs of the activity location and submit these with your application.** **Also provide a suitably scaled extract of an Ordnance Survey Map (1:2,500 scale but not more than 1:10,000) or Admiralty Chart**
Ardersier Port, refer to Appendix A for coordinates and Appendix B for project location map. The activity is likely to take place within the WTG integration pocket and quayside, but to allow for flexibility, a wider working area has been provided.

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

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

f) Provide drawings of the licensed activity with the application.	Refer to Appendix B for map and Appendix C for the design envelope. Further details can be found in Chapter

g) Is the activity located within the jurisdiction of a Statutory Harbour Authority?

Yes	x
No	

If yes, specify which Statutory Harbour Authority.

Ardersier Port

h) Method statement including schedule of work (attach separate document if necessary):
Please refer to Appendix C of this document for the project description.

i) Provide an assessment of the potential adverse impacts the activity may have (include details of sensitive areas) and proposed mitigation in response to potential adverse impacts (attach separate document if necessary):
Refer to the Ardersier Port Extension EIA Report submitted with the application.

8. Materials used

a) Provide a description of the permanent works and materials used in construction, alteration or improvement of the works (continue on a separate sheet if necessary):			
Type of material	**Permanent works description**	**Quantity & Dimensions (metric) of materials**	
Steel/Iron		**No.**	
		Dimensions	
		Weight (kg/tonnes)	
Timber		**No.**	
		Dimensions	
		Weight (kg/tonnes)	
Concrete		**No.**	
		Dimensions	
		Weight (kg/tonnes)	
Plastic/ Synthetic		**M^2**	
Clay (< 0.004 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	
Silt (0.004 mm - < 0.063 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	
Sand (0.063 mm - < 2.0 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	

a) Provide a description of the permanent works and materials used in construction, alteration or improvement of the works (continue on a separate sheet if necessary):			
Type of material	**Permanent works description**	**Quantity & Dimensions (metric) of materials**	
Gravel (2.00 mm - < 64.0 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	
Cobbles (64.0 mm - < 256.0 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	
Boulders (≥ 256.0 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	
Pipe		**Length (m)**	
		External Diameter (cm/m)	
Other (describe below):			

b) Provide a description of the materials to be removed from below MHWS in construction, alteration or improvement of the works (continue on a separate sheet if necessary):			
Type of material	**Removal description**	**Quantity & Dimensions (metric) of materials**	
Steel/Iron		**No.**	
		Dimensions	
		Weight (kg/tonnes)	
Timber		**No.**	
		Dimensions	
		Weight (kg/tonnes)	
Concrete		**No.**	
		Dimensions	
		Weight (kg/tonnes)	
Plastic/ Synthetic		**M^2**	
Clay (< 0.004 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	

b) Provide a description of the materials to be removed from below MHWS in construction, alteration or improvement of the works (continue on a separate sheet if necessary):			
Type of material	**Permanent works description**	**Quantity & Dimensions (metric) of materials**	
Silt (0.004 mm - < 0.063 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	
Sand (0.063 mm - < 2.0 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	
Gravel (2.00 mm - < 64.0 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	
Cobbles (64.0 mm - < 256.0 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	
Boulders (≥ 256.0 mm)		**Volume (m^3)**	
		Weight (kg/tonnes)	
Pipe		**Length (m)**	
		External Diameter (cm/m)	
Other (describe below):			

c) Provide a description of any temporary works and materials used in construction, alteration or improvement of the permanent works (continue on a separate sheet if necessary):			
Type of material	**Temporary works description**	**Quantity & Dimensions (metric) of materials**	
Steel/Iron		**No.**	x
		Dimensions	
		Weight (kg/tonnes)	
Timber		**No.**	
		Dimensions	
		Weight (kg/tonnes)	
Concrete		**No.**	
		Dimensions	
		Weight (kg/tonnes)	

c) Provide a description of any temporary works and materials used in construction, alteration or improvement of the permanent works (continue on a separate sheet if necessary):			
Type of material	**Temporary works description**	**Quantity & Dimensions (metric) of materials**	
Plastic/ Synthetic		m^2	
Clay (< 0.004 mm)		Volume (m^3)	
		Weight (kg/tonnes)	
Silt (0.004 mm - < 0.063 mm)		Volume (m^3)	
		Weight (kg/tonnes)	
Sand (0.063 mm - < 2.0 mm)		Volume (m^3)	
		Weight (kg/tonnes)	
Gravel (2.00 mm - < 64.0 mm)		Volume (m^3)	
		Weight (kg/tonnes)	
Cobbles (64.0 mm - < 256.0 mm)		Volume (m^3)	
		Weight (kg/tonnes)	
Boulders (≥ 256.0 mm)		Volume (m^3)	
		Weight (kg/tonnes)	
Pipe		Length (m)	
		External Diameter (cm/m)	
Other (describe below):			

9. Marine Noise Registry

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

Yes	
No	x

If yes, provide the Marine Noise Registry – Application Reference Number:

If yes, indicate the noise generating activities and sound frequencies:	
Noise Generating Activity	**Sound Frequency (Hertz)**
Use of Explosives	
Use of Acoustic Deterrent Devices	
Piling	

10. Statutory consenting powers

Do you, or (if appropriate) your client, have statutory powers to consent any aspect of this activity?
No, but Ardersier Port is the Statutory Harbour Authority for the area.

11. Statutory Pre-Application Consultation

Is the application subject to statutory Pre-Application Consultation (mark "X" against the relevant answer)?

Yes	x
No	

If yes, provide the following information:

The date of the notification to the consultees specified:	2.12.2025
A copy of the notification (attach with application):	See PAC Report (Xodus document no. A-101
Date of public notice for the pre-application consultation event:	2.12.2025
A copy of the public notice for the pre-application consultation event (attach with the application):	See PAC Report (Xodus document no. A-101001-S02-A-REPT-002)
Date of pre-application consultation event:	21.1.2026
Type of consultation event held:	In person
A copy of the PAC report:	Attached

12. Consultation in addition to Statutory Pre-Application Consultation

List any persons or bodies that you have consulted (in addition to any Statutory Pre-Application Consultation requirements) and provide copies of any correspondence:
Refer to Chapter 4 of the Ardersier Port Extension 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 provided with this submission (Xodus document no. A-101001-S02-A-REPT-002).

13. Environmental Impact Assessment

Mark “X” against the relevant answer:

	Yes	No
Is the proposed activity an “EIA project” or part of an EIA project?	x	
Does the proposed activity fit a description in schedule 1 (0-12 nm) or schedule A1 (12-200 nm) of the relevant EIA regulations?	x	
Does the proposed activity fit a description in schedule 2 (0-12 nm) or schedule A2 (12-200 nm) of the relevant EIA regulations?	x	

Have you attached an EIA report? Mark “X” against the relevant answer?

Yes	x
No	

Provide any relevant EIA screening or scoping opinion reference numbers related to the activity (if applicable):

Screening opinion reference number:	
Scoping opinion reference number:	SCOP-0062

14. Associated works

Provide details of other related marine activities, including marine licence reference numbers (if applicable):
Previous Phase 1 port expansion carried out under marine licence MS-00010860 and has been completed in 2025. Please also refer to associated Ardersier Port Expansion capital dredging and sea deposit application and port construction marine licence application which have been submitted alongside this application.

Appendix A. WTG assembly area coordinates

Table 1 WTG assembly area coordinates

AREA	LAT_DDM	LON_DDM
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
Wind Turbine Generator Assembly Area	3° 59.140' W	57° 35.639' N
	3° 59.747' W	57° 35.817' N
	3° 59.803' W	57° 35.763' N
	3° 59.921' W	57° 35.797' N
	3° 59.864' W	57° 35.851' N
	4° 0.133' W	57° 35.931' N
	4° 0.172' W	57° 35.894' N
	4° 0.546' W	57° 36.006' N
	4° 0.402' W	57° 36.145' N
	3° 59.970' W	57° 36.035' N
	3° 59.776' W	57° 35.977' N
	3° 59.067' W	57° 35.736' N
	3° 59.140' W	57° 35.639' N

Appendix B. WTG assembly location

Figure 1 Ardersier Port WTG assembly location

Appendix C. Method statement

Ardersier Port (Scotland) Ltd (herein referred to as 'AP') is the owner and developer of the Ardersier Port near Inverness. Following the completion of AP's Phase 1 development, AP is proposing an extension of the Ardersier Energy Transition Facility (ETF) that 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. Because of the size of the components used in offshore wind, large land areas and 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 turbine generators (WTGs). AP is seeking marine licences under the Marine (Scotland) Act 2010 for port expansion construction works and for capital dredging and sea deposit of dredged material, and separate marine licence applications for these activities have been submitted separately alongside this current application. These applications cover the port construction phase of the project (August 2026 to July 2031).

One of the operational activities that will take place at the extended ETF is the assembly[1] and launching of floating offshore WTGs in the sea. It is anticipated that either the fully or partly assembled WTG will be lifted from land to the sea using a ring crane located at quayside, or using a vessel such a submersible barge. Further assembly of the WTGs may take place at quayside, including, but not limited to, the mounting tower sections on WTG foundations, placing the nacelle on top of the tower sections and attaching the blades. Following consultation with Marine Directorate – Licensing Operations Team (MD-LOT), AP considers that the WTG assembly requires a marine licence under section 21(1) 5 'To construct, alter or improve any works within the Scottish marine area either in or over the sea, or on or under the seabed' of the Marine (Scotland) Act 2010. AP is therefore applying for a standalone marine licence for construction, alteration or improvement of WTG at port's quayside for a period of 15 years, from March 2028 to March 2043, during and following the completion of the ETF expansion. This method statement support this application. While this is part of the operational phase of the ETF Expansion Environmental Impact Assessment (EIA) Project, AP recognises that this is a standalone licensable marine activity, and as such all applicable mitigation measures listed in the Project's Schedule of Mitigation and Construction Environmental Management Document (CEMD) for both the construction and operational phases of the Project will apply to the activities.

Assembly of one single WTG is expected to take around a week or slightly less. Once fully assembled, the WTGs will be towed out to their relevant destination by offshore construction vessels and tug boats. It is envisaged that at any single point in time one WTG may be fully assembled with two further WTGs in partial assembly. A maximum WTG height of 330 m has been assumed, and the accompanying EIA has assessed as the maximum design scenario. No cables will be attached to the WTGs before being towed out of the Statutory Harbour Authority area. The WTG blades will rotate at one revolutions per minute (RPMs) or less, and will be fixed for initial transit out of the port. The only WTG component that has any significant oil content is understood to be the gearbox within the nacelle. All fully or partly assembled WTG and their components will be sealed units, or contaminant free, and as such the risk of leaking of any substances to the marine environment is minimal

A maximum of 26 WTGs are expected to be launched and assembled per season from April to September during the operational phase of the ETF. The anticipated construction schedules of the floating ScotWind and Innovation and Targeted Oil & Gas (INTOG) offshore wind farm projects suggest that the majority of the WTG for these Scottish

[1] *Assembly in this document means construction, alteration or improvement of works, here WTG*

projects will be deployed in the next 10-15 years. AP therefore considers that the WTGs launching and assembly will form a core of the port's operational activities until around 2043, counting for some programming delays.

As the requirements for the deployment and assembly of WTG depends on the progress of the offshore wind farm projects, it is not possible to predict the exact activities that will be undertaken. The proposed design envelope for the WTG assembly is shown in Table 1. The maximum amount of materials used per single WTG are shown in Table 2, and Table 3 provides the materials that will be used annually and during the entire 15-year lifetime of the marine licence.

AP understands that the initial lifting of fully or partly assembled WTGs to the sea would be regarded as an exempted activity under article 29 'Launching of vessels etc.' of the Marine Licensing (Exempted Activities) (Scottish Inshore Region) Order 2011. Under the Marine Licensing (Exempted Activities) (Scottish Inshore Region) Order 2011 article 3, a marine licence is not needed for an activity that is an exempt activity, and an activity is an exempt activity to the extent that it is an activity to which an article in the Order applies and it satisfies any conditions specified in that article in relation to that activity. Article 29 'Launching of vessels etc.' states that "This article applies to a deposit in connection with the launching of any vehicle, vessel, aircraft, marine structure or floating container". AP considers that the lifting of fully or partially assembled WTGs in the sea using the ring crane[2] or a vessel such a submersible barge is a deposit of a marine structure[3] and as such a licensable marine activity under section 21(1) 1 of the Marine (Scotland) Act 2010, but as the activity is a deposit in connection with the launching of a marine structure, the activity is exempted from requiring a marine licence.

The impacts of the WTG launching, assembly and towing from port have been considered in the ETF Expansion EIA, and is considered as part of the EIA Project. Our licence is expected to apply to construction within the harbour prior to tow out, and our responsibility for deployment of full or partially assembled WTG end at our Statutory Harbour limit.

Table 1 WTG construction design envelope

DESIGN ENVELOPE (PER WTG)	UNIT
Maximum WTG height (m)	330
Number of WTG assembled by year	26
Total number of WTG assembled over 15 years	390
Number of WTG assembled at quayside at one time	3

[2] The ring crane being a "structure on land constructed or adapted wholly or mainly for the purpose of depositing solids in the sea"

[3] Marine structure is defined in the Marine (Scotland) Act 2010 as a "platform or other artificial structure at sea, other than a pipeline"

Table 2 Materials used per single WTG

PER SINGLE WTG			
Component	**Material**	**Weight (te)**	**+10% contingency (future proofing) (te)**
Nacelle	Steel / Metals	757	833
Blades	Composites	~ 65	~ 72
Towers	Steel	1,584	1,742
Foundations. It is currently not know if the WTG foundations will be concrete or steel. Indicate weight of each type is included.			
Foundations	Steel	6,000	6,600
Foundations	Concrete	20,000	22,000

Table 3 Materials used annually and during lifetime of marine licence

26 X WTG			
Component	Material	Weight (te)	+10% contingency (future proofing) (te)
Nacelles (26x) per year	Steel / Metals	19,682	21,650
Blades (78x) per year	Composites	5,070	5,577
Towers (26x) per year	Steel	41,184	45,302
Foundations (26x) per year	Steel	156,000	171,600
Foundations (26x) per year	Concrete	520,000	572,000
Total per year	Steel/Metals	216,866	238,553
	Composites	5,070	5,577
	Concrete	520,000	572,000
Total per 15 years	Steel/Metals	3,252,990	3,578,289
	Composites	76,050	83,655
	Concrete	7,800,000	8,580,000

Appendix D. 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.

The wind turbine generator (WTG) assembly at port has the potential to enable deployment of numerous offshore wind projects, bringing in further revenue from during the operational phase.

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.