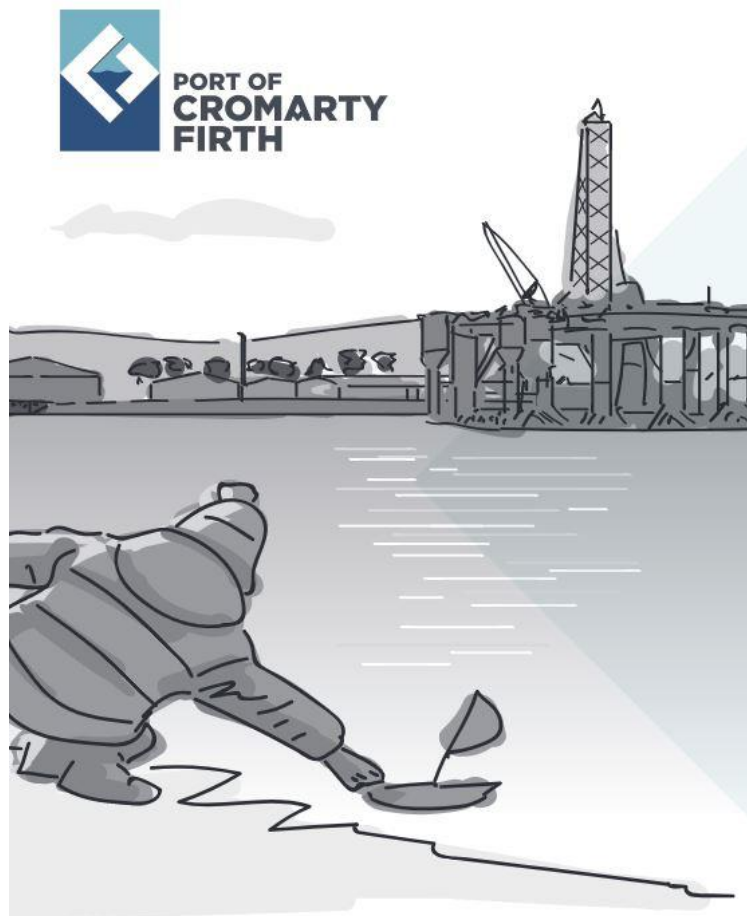


Pre-Application Consultation (PAC) Report: Phase 4 Development



WHERE VISION CREATES GROWTH

Date:
10th May 2018

By: Joanne Allday

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1 Project Summary and Information

1.1 Port of Cromarty Firth

Port of Cromarty Firth (PoCF) is the largest Port in the Highlands and a major contributor to the Highland economy. It is a leading Scottish Trust Port and custodian of the Cromarty Firth. It was created under the Cromarty Firth Port Authority Order Confirmation Act 1973.

As a Trust Port it exists to improve, safeguard and develop the Cromarty Firth, as a Port, for the benefit of its stakeholders. This includes Port users, the local community, local and regional businesses, local and regional authorities, the national economy and Central Government, Port employees and other interested parties.

Over 70% of the Port's revenues are generated from the North Sea energy sector: PoCF is the owner and operator of Scotland's leading marine facility for oil rig Inspection, Repair and Maintenance (IRM) projects, the Invergordon Service Base. The Port has received 700 rig visits in the past 40 years.

More than 20% of the Port's revenue is generated from cruise tourism and Invergordon now welcomes more cruise passengers than any other Scottish Port. These visits generated £15 million to the Highland economy in 2017.

The Port is strategically located next to the Beatrice and Moray Offshore Windfarm projects and is actively supporting the £2.6Bn Beatrice project at this time.

The strength of the Port's offering lies in its Trust status and its ability to offer an open and competitive environment, whilst reinvesting 100% of any surplus into future developments (such as Phase 4,) for the benefit of its stakeholders.

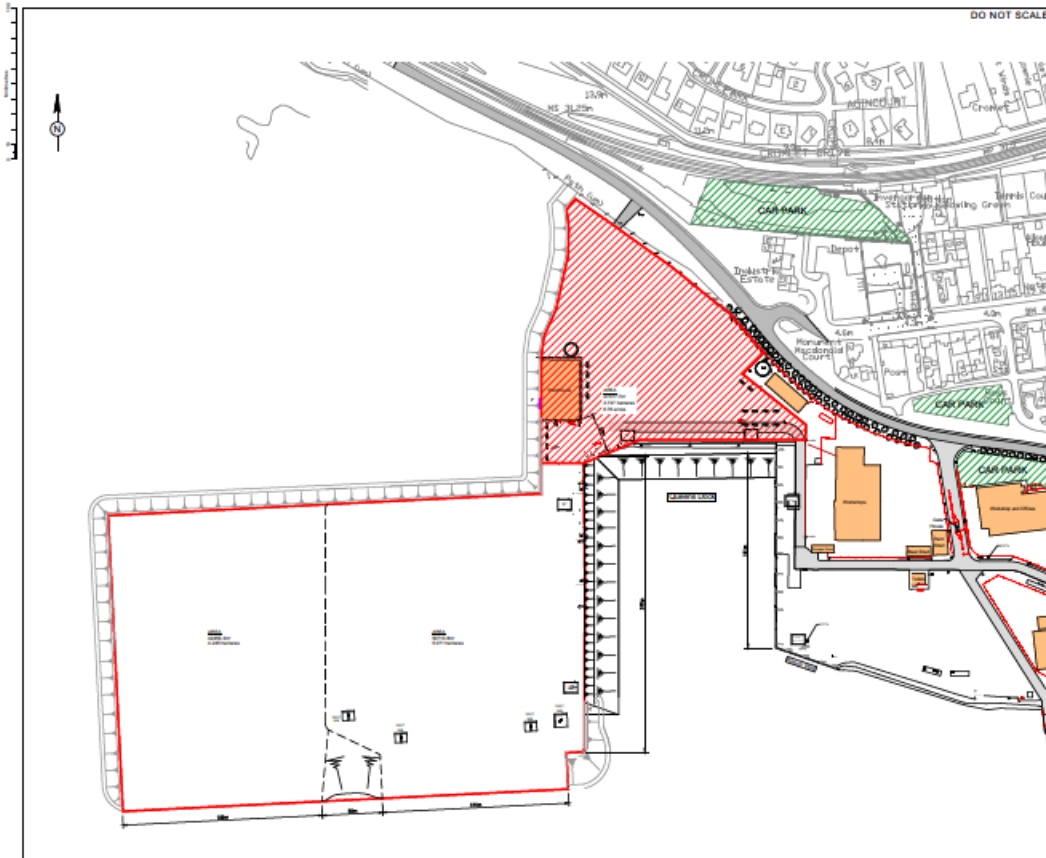
Since its creation by statute in 1973, PoCF has embarked on a continued programme of reinvestment of surplus funds to enhance the Port infrastructure. Previous reclamation projects include the construction of the Queen's Dock and, most recently, the Phase 3 development. The port facilities and Service Base at Invergordon have been crucial to creating local jobs in supply chain companies operating in the energy industry, as well as enabling the growth of the cruise sector and the income this generates to businesses throughout the Highland region. The Port is a major local employer, with one in six people in the Invergordon Travel to Work Area being employed in port-related activities (Highland and Islands Enterprise). Port operations generate £275 million per annum for the local economy (Halcrow).

An increase in activity at the Port is creating congestion, and investment in competing ports is limiting the economic and social impacts the facilities can deliver to the Highland economy. In order to address this, the Port is seeking to undertake a further expansion project.

1.2 Project Description

The Phase 4 proposal constitutes the following elements:

- Laydown – reclamation of an additional 4.5Ha of laydown space to the west of Phase 3. Including revetment, the footprint will be approximately 6.3Ha. The laydown area will have appropriate drainage via an oil and silt interceptor. The surface finish will be compacted stone to allow for settlement, with an impermeable surface may be applied at a later date depending on operational requirements.
- Berth 6 - additional 215m of berthing to the west of Phase 3, to provide one continuous berthing face. The sea bed will be dredged to 12mCD to allow access by cruise and other large vessels. This will need to be tapered with appropriate slopes at the edges for stability hence the dredge footprint is greater than the berthing area.
- Fendering – fenders will be installed on the existing Berth 5 (to the front of Phase 3) and the proposed new Berth 6.



2 Engagement Strategy

2.1 Overview

The proposed development will have the potential to interact with existing social, cultural, aesthetic and environmental settings. It is therefore vital that stakeholders (organisations, communities and individuals etc.) in the local vicinity and further afield with an interest in the project are able to be involved in its development.

2.2 Engagement Principles

The consultation and engagement strategy was founded on sound principles and best practice drawn from the organisation's professional experience as well as Planning Aid for Scotland's SP=EED framework (Successful Planning = Effective Engagement and Delivery – A Practical Guide to Better Engagement in Planning - 2016).

2.3 Engagement Objectives

PoCF aimed to engage in constructive dialogue with all stakeholders (including regional businesses, local communities and regional authorities) who have an interest in the project, whether as a result of their activities or by merit of their location. This enabled the development to benefit from the considerable experience of the stakeholders and allowed the project to develop with the involvement of those stakeholders that it will ultimately impact upon.

PoCF's objectives in relation to the engagement process can be summarised as follows:

- To incorporate input from stakeholders into the design process;
- To maximise benefits from the development for local people and local businesses;
- To fulfill marine licensing obligations; and
- To achieve best practice in engagement.

2.4 Stages of Engagement

The engagement activities took place at key milestones during the project's development and followed the established pattern outlined below:

- Identify: identification of stakeholders;
- Communicate: provide appropriate information to stakeholders;
- Consult: discussing issues which influence the final design of the development;
- Communicate again: provide information to stakeholders detailing the results of the consultation; and
- Record: throughout the engagement we systematically captured the views and opinions of all stakeholders.

2.5 Main Areas Consulted On

The engagement programme focused on minimising negative impacts on the area, and particularly on the town of Invergordon, and maximising positive impacts (wherever possible; taking account of technical and environmental constraints).

This included:

- Positive and negative impacts to Invergordon and the Cromarty Firth; including economic, environmental and social considerations;
- Maximising benefits for local people; and
- Maximising benefits for local businesses.

As part of the engagement process, PoCF provided details of their plans for the Phase 4 Development, and its prospective uses, the potential effects on the environment and local residents through construction and operational phases, including how PoCF aims to minimise any negative effects and maximise positive effects arising.

4 Consenting Procedure – Legal Requirements

4.1 Marine Licence

Under the Marine (Scotland) Act 2010 any activity involving the deposit or removing of substances or objects in the sea either on or under the seabed, construct/alter/improve any works in or over the sea or on or under the seabed or any kind of dredging activities, under the Mean High Water Spring (MHWS) line are all subject to marine licence according to the Act. All of Phase 4 is below the MHWS and hence will require a marine licence. In addition, there will be a requirement for dredging and potentially dredging disposal which will also require a marine licence.

4.2 Marine Pre-Application Consultation (PAC)

The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013, prescribe the marine licensable activities that are subject to pre-application consultation and, in combination with the Marine (Scotland) Act 2010, set out the nature of the pre-application process. The legislation came into force on 1st January 2014 and applies to all relevant marine licence applications submitted to Marine Scotland's Licensing Operations Team (MS-LOT) on or after 6 April 2014. The Phase 4 development falls within these regulations as it covers an area larger than 10,000 square metres.

5 Consultees

PoCF identified the following key groups and individuals to be consulted regarding the proposed development. It was based on existing engagement activity and the stakeholder groups listed in Transport Scotland's Modern Trust Ports for Scotland Guidance for good governance.

Statutory Consultees:

- Marine Scotland;
- The Commissioners of the Northern Lighthouses;
- Historic Environment Scotland;
- Maritime and Coastguard Agency (MCA);
- Scottish Environment Protection Agency (SEPA);
- Scottish Natural Heritage (SNH); and
- Any delegate for the Cromarty Firth that has been established under section 12(1) of the Marine (Scotland) Act 2010.

Port Users:

- Invergordon Service Base Users;
- Other marine users e.g. Invergordon Boat Club;
- Cromarty Harbour Trust;
- Ground Handling companies;
- Shipping Agents;
- Cruise Line Operators;
- RNLI;
- Fish / Shellfish farm owners; and
- Private Facility owners: Global Energy Group, Repsol Sinopec, Bannerman Co. Ltd and Highland Deephaven.

Communities Bordering the Cromarty Firth:

- Nigg & Shandwick Community Council;
- Kilmuir and Logie Easter Community Council;
- Saltburn Community Council;
- Invergordon Community Council;
- Kiltarn Community Council;
- Alness Community Council;
- Ferintosh Community Council;
- Resolis Community Council;
- Cromarty Community Council;
- Residents of Invergordon;
- Invergordon Old Town Residents Association;
- Primary and Secondary Schools in communities bordering the Firth; and
- Individuals living and working in and around the Cromarty Firth.

Local and Regional Economies and Authorities:

- Crown Estates;
- Highlands and Islands Enterprise;
- Local Council Members;
- Highland Council:
 - Environmental Protection,
 - Paths and Outdoor Access,
 - Planning and Environmental Services
 - Roads Department
 - Landscaping
 - Economic development team; and
- Cromarty Firth MSPs: Gail Ross, Kate Forbes, Rhoda Grant, Edward Mountain and John Finnie.



Port employees including Trade Unions

- Port employees;
- Subcontractors;
- Agency staff; and
- Union representatives.

Related Interest Groups

- Moray Firth Partnership; and
- RSPB (Scotland).

The national economy and Central Government:

- Scottish Enterprise;
- Transport Scotland;
- Paul Wheelhouse;
- Fergus Ewing; and
- Cromarty Firth MPs: Ian Blackford and Jamie Stone.

Local and Regional Businesses

- Scottish Council for Development and Industry;
- Inverness Chamber of Commerce;
- Scottish Development International;
- Cruise Stakeholder Group;
- Visit Scotland;
- Stagecoach; and
- Scotrail.

This list is not exhaustive.

6 Methodology for Stakeholder Engagement

6.1 Statutory Requirements

The Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013, in combination with the Marine (Scotland) Act 2010, set out the nature of the pre-application consultation process. Marine Scotland's Guidance on Marine Licensable Activities subject to Pre-Application Consultations states that the Port must comply with the following requirements:

Public pre-application consultation consists of at least one public event where local communities, environmental groups, NGOs, regulators and other interested parties are given the opportunity to consider and comment upon a prospective application for those marine licensable activities that are prescribed in the Regulations.

The prospective applicant must notify the following statutory consultees that an application for a marine licence for a prescribed activity is to be submitted to MS-LOT (Marine Scotland Licensing Operations Team):

- *The Commissioners of Northern Lighthouses;*
- *The Maritime and Coastguard Agency;*
- *The Scottish Environment Protection Agency;*
- *Scottish Natural Heritage; and*
- *Any delegate for the relevant marine region or regions, when such delegates have been established under Section 12(1) of the Marine (Scotland) Act 2010.*

The notification should include basic information relating to the application and include the time and location of the consultation event. The notification must be made at least 6 weeks in advance of the event.

No less than 6 weeks in advance of the pre-application consultation event, the prospective applicant must also publish in a local newspaper a notice containing:

- *A description, including location, of the marine licensable activity.*
- *Details as to where further details concerning the activity may be obtained.*
- *The date and place of the pre-application consultation event.*
- *A statement explaining how persons wishing to provide comments may do so and the date by which this must be done.*
- *A statement clarifying that comments are made to the prospective applicant and not to MS-LOT and that there will be an opportunity for representations to be made to MS-LOT on the application.*

The consultation event must be held in a suitably accessible venue.

The venue must be suitably accessible both in terms of allowing physical access by persons of impaired mobility, and being local to the proposed marine licensable activity. This is to allow the provision of information to, and attendance by, persons who are most likely to have an active interest in the proposed activity. The venues in which these events are held are likely to vary in size and nature, dependent largely upon the availability of public buildings in those parts of Scotland close to where the proposed marine licensable activities are to take place. It is expected by MS-LOT that the typical venue which will be used will be a local town hall or hotel.

6.2 Model for Stakeholder Engagement – SP=EED

The stakeholder engagement strategy was further guided by the principles laid down in Planning Aid for Scotland's SP=EED framework (Scottish Planning = Effective Engagement and Delivery).

The framework was used in preparing the consultation plan with a view to:

- Planning the engagement well before the process began;
- Explicitly stating the objectives of the process;
- Managing public expectations;
- Identifying suitable approaches;
- Effectively managing the consultation process; and
- Evaluating the learning from the experience.

6.3 Criteria for Selecting Engagement Methods

The effectiveness of any stakeholder engagement strategy is ultimately dependent upon the appropriateness and robustness of the actual methods of engagement selected. In this regard, a number of key criteria were considered when determining which methods to employ. These are detailed in table 2.

Table 2: Engagement Methods Selection Criteria

Criteria	Options
Stage	<ul style="list-style-type: none"> • Very early stages may require more informative techniques to establish a knowledge base amongst stakeholders; • Subsequent stages will be more participative and interactive as the consultation seeks to canvas the views and comments of stakeholders; and • Later stages are likely to involve further informative elements to disseminate the findings and evaluate the effectiveness of engagement.
Stakeholders needs	<ul style="list-style-type: none"> • Language; • Accessibility; and • Support services (e.g.: for those with caring responsibilities).
Type of data	<ul style="list-style-type: none"> • Quantitative – used for categorising, measuring, profiling; • Qualitative – gathering opinions, feelings, and suggestions; • Balance to be struck between capturing more complex, in depth responses from fewer stakeholders and less detailed input from a larger number of participants; and • Methods of analysis and reporting to be applied to data.

7 Stakeholder Engagement Programme

This section details the methods of stakeholder engagement that were selected to fulfil the objectives of the consultation plan during the pre-application stage of the project.

The results of each engagement activity were monitored to ensure that the engagement programme met or exceeded agreed standards. Consistent reporting techniques were utilised throughout to ensure that the output could be compared.

7.1 Public Consultation: 2015

A public notice was published in the local newspapers in October 2015 and was followed up by some larger adverts outlining the proposed development and a further advertising campaign promoting a public workshop.

A focus group style workshop was held on the 20th October 2015 in Invergordon to obtain initial feedback from stakeholders on the proposed development of a new berth at the Invergordon Service Base. This took a qualitative approach to gather feedback and suggestions.

This was combined with a stakeholder questionnaire which used a quantitative approach to seek specific views from a wider range of people.

Public exhibitions were held on the 1st and 2nd December in Invergordon and Resolis (respectively) outlining further information and providing local stakeholders with an opportunity to ask questions about the proposed development.

7.2 Public Consultation: 2018

As per the initial consultation in 2015, one-way communications were primarily used to raise awareness that the Port had further details of the proposed development and to promote the pre-application consultation event. The event then provided an opportunity for two-way communications.

Table 3 summarises the different forms of engagement PoCF used in this stakeholder engagement process and details the pros and cons of each approach.

Table 3: 2018 Engagement Techniques

Techniques	Pros	Cons
One-way communications		
Advertisements in Local Newspapers and on their Digital and Social Media Sites	Reaches local people who may not be reached via other methods. Leads them to further information online / at public event.	Local newspaper readership is declining.
Staff and Community Newsletters	Reaches broad range of stakeholders.	Potential to miss least listened to groups.
Press Releases	Reaches broad range of stakeholders, including those out with the immediate location.	Local newspaper readership is declining.
Website	Reaches people with transport / mobility issues. Gives people time to research and consider the information.	Access to further info on websites relies on digital / online accessibility.
Face-to-face		
Workshops with Cruise Stakeholder Group and Statutory Consultees (6th Feb and 7th Feb)	Allows in depth discussion of issues. Interactive nature of such discussions often stimulates respondents to develop their views and ideas.	Consultation with a relatively small number of people means that information gathered may not be representative.
Port User Networking Lunch Presentation (27th Feb)	Face to face contact ensures attendees understand issues and detailed information.	Attendees may not represent the majority opinion.
Staff Meetings (14th Feb)	Allow detailed analysis of a complex situation to be conducted addressing attitudes and motivations.	High potential for interviewer bias.
Exhibition/ Public Event (27th Mar)	Can attract stakeholders not previously identified.	Potential to miss people who are unable to drive.

To avoid confusing and conflicting messages, close attention was paid to ensuring all information source content was consistent and accurate. While each tool played a different role in the communications strategy, overall themes were replicated.

It was anticipated that adverts and press releases would signpost stakeholders to the other, more detailed, sources of information such as the website and public event. This exhibition provided more comprehensive information including:

- The need for the development;
- An overview of the project components;
- The site layout and design; and
- Sustainability topics including landscape and visual effects, ecological, economic and social impacts.

Achieving a robust level of participation was heavily reliant on effectively publicising the consultation processes and activities. PoCF used an ongoing marketing communications programme combining different media to reach as broad an audience as possible.

7.3 How the Port Met (and Exceeded) the Statutory Requirements

Requirement 1: The prospective applicant must notify the statutory consultees that an application for a marine licence for a prescribed activity is to be submitted to MS-LOT.

Activity: Formal notification was emailed to the statutory consultees on the 7th February 2018. The notification included basic information relating to the application (background to the project, proposed design drawing and the programme and project plan) and a copy of the public notice, which detailed the time and location of the consultation event. The notification was made at least six weeks in advance of the event.

Requirement 2: No less than 6 weeks in advance of the pre-application consultation event, the prospective applicant must also publish in a local newspaper a notice containing information as outlined in the Statutory Requirements section above.

Activity: A public notice was placed in six local papers (see Media and Reach section below) more than six weeks prior to the pre-application consultation event containing the information stipulated in the Regulations. Further, the public notice was re-run in the Press & Journal just prior to the event to provide additional notification. In addition, larger run of paper adverts were published in the Port's more local newspapers (Scottish Provincial Press, SPP) for two consecutive weeks just prior to the date of the exhibition. These gave further information and encouraged people to visit the event or view the information on the Port's website.

The pre-application consultation event was promoted via social media and also through the Port's regular stakeholder meetings with employees, Port users and the nine Community Councils that border the Firth.

Requirement 3: Public pre-application consultation consists of at least one public event where local communities, environmental groups, NGOs, regulators and other interested parties are given the opportunity to consider and comment upon a prospective application for those marine licensable activities that are prescribed in the Regulations. The consultation event must be held in a suitably accessible venue.

Activity: A pre-application consultation event was held on the 27th March 2018 at the Port Offices. This location was selected due to its proximity to the proposed development and the fact that it would provide access to a wide variety of members of Port staff who could answer questions raised. The event was open from 9am to 8pm to allow people time to visit before / after work. It was held in a ground floor meeting room to provide access for stakeholders with impaired mobility.

7.4 Media and Reach

The main communication methods used in the pre-application consultation were:

Advertising:

Public notices were placed in the local papers outlined below providing the necessary notice period for the public event. The public notice in the Press & Journal was re-run prior to the event to provide additional notification. In addition, larger, run of paper adverts were published in Scottish Provincial Press titles for two consecutive weeks just prior to the date of the exhibition. These gave further information and encouraged people to visit the exhibition or view the information on the Port's website. Copies of the public notice and the larger adverts are included in Appendix 14.1 and 14.2.

Publication	Circulation	Readership
North Star (SPP)	2,672	7,325
Ross-shire Journal (SPP)	6,024	16,461
Inverness Courier (SPP)	7,525	20,136
Highland News (SPP)	10,828	29,299
Northern Times (SPP)	3,410	8,797
Press & Journal	63,796	161,000
Totals:	94,255	243,018

In addition, digital adverts were published for two weeks on Scottish Provincial Press websites (North Star, Ross-shire Journal, Inverness Courier, Northern Times). These adverts generate on average 10,000 page impressions per week. Over the same period, social media posts were released on Facebook and Twitter and boosted to the local audience within a ten mile radius of Invergordon, with a reach of 7,700 and a potential audience of 23,000 adults (16+). They ran concurrently on SPP's own social media platforms, which have a following of 27,300 and a potential reach of over 215,000 adults.

A copy of the Facebook advert and the reach it achieved is contained in Appendix 14.3.

Public Relations:

Media coverage was achieved through editorial content in the following publications:

Media	Circulation	Readership / Listeners etc.
North Star	2,672	7,325
Ross-shire Journal	6,024	16,461
Inverness Courier	7,525	20,136
Press & Journal	63,796	161,000
Herald	34,379	100,000
BBC Radio Scotland		870,000 per week
MFR		119,000 per week
STV		3.5m pcm

Copies of the PR coverage from the North Star, Press & Journal and Ross-shire Journal are included in appendix 14.4.

Port Stakeholder Groups:

Group	Membership	Reach
Port Users	50	<4000 (inc. employees)
Cruise Stakeholder Group	42	~100 (difficult to quantify)
Staff	<40	~120 (avg each tells 3 people / family members)
Joint Community Councils	9	45 (avg. 9 people attend each CC meeting. Minute readership may be larger)

The Port holds quarterly meetings with Port users, employees and the nine Community Councils that border the Firth. It also regularly meets with its cruise stakeholder group. All groups were informed about the development and pre-application consultation. Details were given of the public event and people were asked to provide their feedback and share their ideas.

8 The Pre Application Consultation (PAC) Event

8.1 Description of the PAC Events and Information Shared 2015

A focus group style workshop was held on the 20th October 2015 in Invergordon to obtain initial feedback from stakeholders on the proposed development of a new berth at the Invergordon Service Base. At this stage the development was contained within a 'Rochdale envelope' and feedback was sought on the development, the boundaries, the impact on Linear Park and potential improvements to the 'gateway' to Invergordon.

A presentation was delivered outlining the business case for the development, the design envelope, an overview of the main project elements and the timeline. Twenty eighth people attended. They were split into groups following the presentation and given the opportunity to discuss the development and options presented. There were four tables of seven people, with two facilitators at each table tasked with gathering qualitative feedback on the proposed development. Each table summed up their discussions to the whole room and the event closed following a further opportunity to ask questions.

Ahead of the workshop a stakeholder questionnaire was distributed to local residents via a pamphlet drop through letterboxes. This was further promoted on the Port's website and via a press release and advertisement in the local newspapers in order to reach as broad an audience as possible.

Public exhibitions were held on the 1st and 2nd December in Invergordon and Resolis (respectively) outlining further information and providing local stakeholders with an opportunity to ask questions about the proposed development.

8.2 Description of the PAC Event 2018

A public exhibition was held on the 27th March 2018 at the Port Offices in Invergordon between the hours of 9am and 8pm. Feedback questionnaires were handed out with a return date of the 16th April 2018 for consideration in the Marine Licence application. A copy of the questionnaire is included in Appendix 14.5.

8.3 Information Provided at the PAC Event 2018

Eight exhibition boards were displayed at the event outlining:

- Board 1: Why the Port Exists;
- Board 2: Project Need;
- Board 3: Plans for a new Quayside and Laydown Area;
- Board 4: Potential Uses;
- Board 5: How We Will Build It;
- Board 6: Environmental Safeguards;
- Board 7: Critical Timelines; and
- Board 8: Have Your Say.

The board artwork is included at Appendix 14.6

In addition to the exhibition boards, a viewpoint map and a variety of photomontages were provided, showing the current berth infrastructure, the proposed development, and the proposed development with a cruise ship, oil rig and renewable energy project on the berth and laydown area. A screened zone of theoretical visibility (ZTV) was also provided.

The eight exhibition boards were displayed on the Port's website for the period whilst the pre-application consultation was open, along with details about the development and how and when to respond. Following the event, a Frequently Asked Questions (FAQ) sheet was compiled with the most common questions asked during the event. This was added to the website for stakeholders to obtain additional information.

9 Analysis of Stakeholder Engagement Feedback

9.1 Comments Received at the PAC Events 2015

Responses from each of the four workshop groups were recorded and summarised. Qualitative questionnaires were also completed by the attendees. The full results can be found in Appendix 14.7. The main themes were:

- The need for better facilities for the cruise ships and their passengers;
- A desire for a terminal building (which could potentially be used for the local community);
- The need for improved transport links; and
- A possible marina development.

The quantitative questionnaires circulated via door drops and through the two public exhibitions resulted in seventy three completed questionnaires; broken down as follows:

- 49 postal questionnaires were returned from a range of stakeholders;
- 21 questionnaires were completed at the public exhibition in Invergordon on the 1st December 2015; and
- 3 questionnaires were completed at the public exhibition in Resolis on the 2nd December 2015.

The full results can be found in Appendix 14.8. The main themes were:

- Most people would like the development screened with foliage, shrubs and trees;
 - The majority believed that the development would have a visual impact on Linear Park;
 - The preferences for a Gateway to Invergordon were for a stone entrance sign, picnic areas, a promenade and restoration of areas suffering from coastal erosion on Linear Park;
 - Most people believed that the temporary access to the West of the Port should be made permanent; and
- The majority of respondents were from the IV18 postcode area, were over 60 years of age and retired.

9.2 Comments Received at the PAC Event 2018

Twenty one people attended the exhibition and the information was also shared on the Port's website (<http://www.pocf.co.uk/home-page-3/doing-business-at-the-port/development-plans/>). Ten feedback questionnaires were received prior to the closing date of the 16th April 2018.

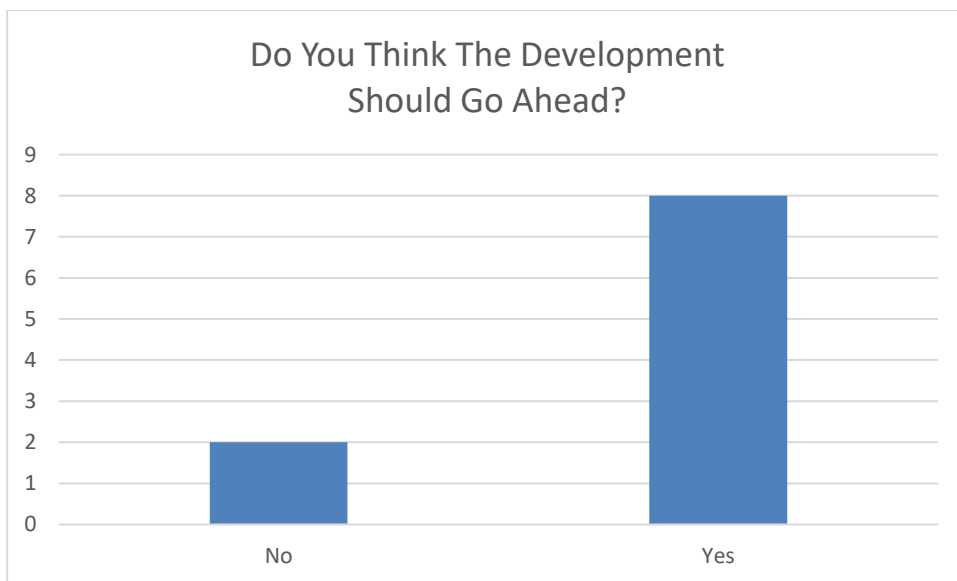
The full results are included at Appendix 14.9. A summary of the main ideas as to how the Port could make the most of the development to benefit local people and local businesses is:

- To employ local residents and contractors;
- To contribute a percentage of Port fees to a community benefit fund (like the windfarms);
- Supporting local companies to supply the cruise liners;
- Improved access to the town;
- Advertise local businesses to the cruise lines and their passengers;
- Increased development and vessel visits; and
- To promote green tourism options.

The majority of the respondents who had attended the public exhibition believed that the Port had provided sufficient information to give them a clear understanding of the proposed development. Fifty percent of respondents scored the Port 5 out of 5 and 70% scored 4 or above. All respondents who attended the PAC event scored 3 or above.

One of the lessons learned from this pre-application consultation and something the Port will aim to improve in future consultations was that one respondent had difficulty viewing images on the website, which led to lower scores from them (this represented the remaining 20% of responses).

Eighty percent of the respondents believed that the development should go ahead:



10 Amendments Made to the Application Resulting from the Pre-Application Consultation

Many of the ideas received through the pre-application consultation are already in place or under development, e.g.

- The Port contributes a percentage of its surplus to a Community Sponsorship Programme to which local charities, schools and community projects can apply. To ensure fairness and transparency, applications must be supported by their local Community Council;
- Two workshops have been organised in the past twelve months to help local businesses to understand the cruise sector and engage with the right people to give them the best chance of success in this market. Further training on social media and merchandising is planned for this stakeholder group in 2018/19;
- Additional directional signage has been installed both by the Port and via the cruise stakeholder group and Highland Council to improve access to the High Street for visiting cruise passengers;
- Local businesses are advertised within a 'gateway' magazine which is given to the 170,000 cruise passengers who will visit the Port in 2018. The editorial coverage encouraging passengers to visit Invergordon and the local area is provided free of charge;
- A new business club, the Cruise and Crew Club, was set up earlier in 2018 to further assist local companies in engaging with the cruise sector; and
- The Port is working with HiTrans to encourage the development of the Northern Rail Link which would provide improved transport links and a more environmentally friendly option for transporting large numbers of passengers to destinations such as Inverness.

The one recurring theme from the pre-application consultation which the Port plans to incorporate in the Phase 4 Development tender process is the requirement to provide employment and opportunities for local residents and contractors.

We plan to include a social contract within the legal contract for the main contractor(s) selected to undertake the development. The current proposal is that a condition of contract clause will be introduced requiring a minimum of 10% of the person-weeks for non-specialised works required for the contract's duration to be allocated to new entrant trainees living in The Highland Council region. This will bring employment opportunities for people undergoing construction-related training, for apprentices and for construction workers unemployed for 6 months. European procurement laws prohibit the positive discrimination of a percentage of subcontracting works being allocated to local companies - tenders must be awarded on competitive grounds - however, PoCF's 'social contract' and supporting processes will encourage shortlisted contractors to positively and competitively consider local companies who provide notification of interest for project sub-contracting opportunities.

In addition, we will undertake an ongoing review of signage into the town's facilities through the cruise stakeholder group. We are also developing an ongoing programme of training for tourism businesses across the Highlands who are involved (or want to be involved) in cruise visits.

The Port also plans to re-open the 'Gateway to Invergordon' discussions from the 2015 consultation with the new cruise and Invergordon business groups to ensure that the final



solution would maximise benefits to the town. As this will be subject to discussions with The Highland Council (due to their ownership of the land,) and may be subject to planning permission, this will be undertaken separately to the Marine Licence application.

11 Reporting & Recording

11.1 Data Collection

Data was collected through a variety of channels including face-to-face feedback, postal and email submissions. It has been recorded in a consistent format to allow comparisons and quantitative summaries to be made.

11.2 Stakeholder Database

A stakeholder database has been established to record the contact details of anyone who wished to be kept apprised of the proposal's evolution. This will be maintained and employed in accordance with the Data Protection Act (and from 25th May 2018 the General Data Protection Regulation, or GDPR) and will solely be used to provide information about the proposed development in accordance with the requests from the specific respondents.

11.3 Recording Feedback & Queries

The majority of comments and queries were obtained through the public events, in the form of questionnaires. Project staff were provided with standardised forms where they could record an outline of any discussions held with stakeholders, but this was not necessary as all feedback was submitted via completed questionnaires.

11.4 Responding to Feedback & Queries

PoCF appointed a point of contact to take responsibility for disseminating received feedback and ensuring that it was responded to accordingly. In addition to personal responses PoCF utilised existing stakeholder engagement methods (e.g. quarterly meetings, newsletter etc.) to respond to issues raised through the consultation and report back to stakeholders.

12 Post Application

12.1 On-going Engagement

This document has focused on pre-application stakeholder engagement specific to that required under the Marine Licensing application process and with particular relevance to the Phase 4 Development project. As a Trust Port however, stakeholder engagement is part of our everyday remit and we have a stakeholder engagement plan which we follow as part of our Integrated Management System (IMS). Many of these existing communication methods were employed as part of this consultation and are over and above that required by the legislation.

For example: although consultation with stakeholders becomes the responsibility of statutory bodies after the application is submitted, PoCF will continue to work closely with stakeholders and with Marine Scotland and statutory consultees while the formal application is being considered. This will include updates at our quarterly meetings with staff, Port Users and the joint Community Councils and through our quarterly newsletters.

12.2 Project Contact

For more information contact:

██████████ Marketing & PR Manager

██████████

Port Office, Shore Road, Invergordon, Ross-shire, IV180HD

██████████

13 References

- The Marine (**Scotland**) Act 2010
- The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013

14 Appendix

14.1 Public Notice

[Redacted]

14.2 Larger Adverts

[Redacted]

[Redacted]




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[Redacted]




14.3 Report for Advertising Reach

Post Details



Ross-shire Journal


Published by Jane Newsad (?) · 16 March at 12:46 ·

Port's £23m development backed by tourism chiefs



Port's £23m development backed by tourism chiefs
 TOURISM bosses are welcoming plans at the Port of Cromarty Firth that are expected to boost the Highland economy by more than £124 million over a 10-year period.
 ROSS-SHIREJOURNAL.CO.UK


21,527 people reached





[Boost Post Again](#)

Recent activity


Boosted on 16 March
 Audience: United Kingdom: Invergordon (+30 km) ...
 By Jane Newsad · Completed


[View results](#)




 RoyMo Macdonald, Regina Wilkens and 293 others


39 Comments

63 Shares


 Like


 Comment





 Share



Performance for your post

21,527 People Reached

509 Reactions, comments & shares

355  Like	300 On post	55 On shares
1  Love	1 On post	0 On shares
1  Sad	0 On post	1 On shares
87 Comments	72 On Post	15 On Shares
65 Shares	63 On Post	2 On Shares

2,940 Post Clicks

1 Photo views	2,078 Link clicks	861 Other Clicks
-------------------------	-----------------------------	----------------------------

NEGATIVE FEEDBACK

2 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Insights activity is reported in the Pacific time zone. Ad activity is reported in the time zone of your ad account.

14.4 Editorial Content

[Redacted]



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[Redacted]





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[Redacted]

14.5 PAC Event Questionnaires

Phase IV Development Feedback Questionnaire 2015

1. Which aspects of the project are you most interested in?

Construction ☐ Cruise Berth ☐ Offshore Energy ☐

Other ☐ Please specify:

2. Do you have any specific comments or questions regarding the proposed upgrades?

3. What effects do you think the proposed development will have on Invergordon and the Cromarty Firth?

4. How could the Port make the most of the development for the benefit of local people?

5. How could the Port make the most of the development for the benefit of local businesses?

6. On a scale of 1 to 5, do you consider that we have provided sufficient information to give you a clear understanding of the proposed upgrade works (5 is excellent and 1 is very poor)?

****Please turn over and complete the remainder of the form****



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7. If you do not believe we have provided sufficient information, please let us know below what further information we could provide going forward:

8. Taking account of the information provided, do you think the developments should go ahead?

Yes ☐

No ☐

9. Please provide reasoning:

To ensure that we have included as wide a stakeholder group as possible, could you please answer the following questions:

Gender: Male ☐ Female ☐

Age: <16 ☐ 17–24 ☐ 25–39 ☐ 40–59 ☐ >60 ☐

Nationality:

Postcode:

Job Status: Employed ☐ Student ☐ Retired ☐ Self-employed ☐ Other ☐

Stakeholder Group(s): Local Community ☐ Local Business ☐ Local Authority ☐

Port Employee ☐ Port User ☐ National Government ☐
Other interested group ☐

If you would like the questionnaire to remain anonymous, you do not need to complete the next section. If you would like to be kept informed as the development progresses, please add your preferred contact details here:

Name:

Address:

Email:

Telephone Number:

Return to:

Phase 4 Consultation, Port of Cromarty Firth, Port Office, Shore Road, Invergordon, IV18 0HD **or** by email to joanne@cfpa.co.uk

14.6 Phase IV Development Feedback Questionnaire 2018

10. Which aspects of the project are you most interested in?

Construction ☐ Cruise Berth ☐ Offshore Energy ☐

Other ☐ Please specify:

11. Do you have any specific comments or questions regarding the proposed upgrades?

12. What effects do you think the proposed development will have on Invergordon and the Cromarty Firth?

13. How could the Port make the most of the development for the benefit of local people?

14. How could the Port make the most of the development for the benefit of local businesses?

15. On a scale of 1 to 5, do you consider that we have provided sufficient information to give you a clear understanding of the proposed upgrade works (5 is excellent and 1 is very poor)?

****Please turn over and complete the remainder of the form****



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16. If you do not believe we have provided sufficient information, please let us know below what further information we could provide going forward:

17. Taking account of the information provided, do you think the developments should go ahead?

Yes ☐

No ☐

18. Please provide reasoning:

To ensure that we have included as wide a stakeholder group as possible, could you please answer the following questions:

Gender: Male ☐ Female ☐

Age: <16 ☐ 17–24 ☐ 25–39 ☐ 40–59 ☐ >60 ☐

Nationality:

Postcode:

Job Status: Employed ☐ Student ☐ Retired ☐ Self-employed ☐ Other ☐

Stakeholder Group(s): Local Community ☐ Local Business ☐ Local Authority ☐

Port Employee ☐ Port User ☐ National Government

☐

Other interested group ☐

If you would like the questionnaire to remain anonymous, you do not need to complete the next section. If you would like to be kept informed as the development progresses, please add your preferred contact details here:

Name:

Address:

Email:

Telephone Number:

Return to:

Phase 4 Consultation, Port of Cromarty Firth, Port Office, Shore Road, Invergordon, IV18 0HD **or** by email to joanne@cfpa.co.uk

14.7 Exhibition Board Artwork

Why The Port Exists

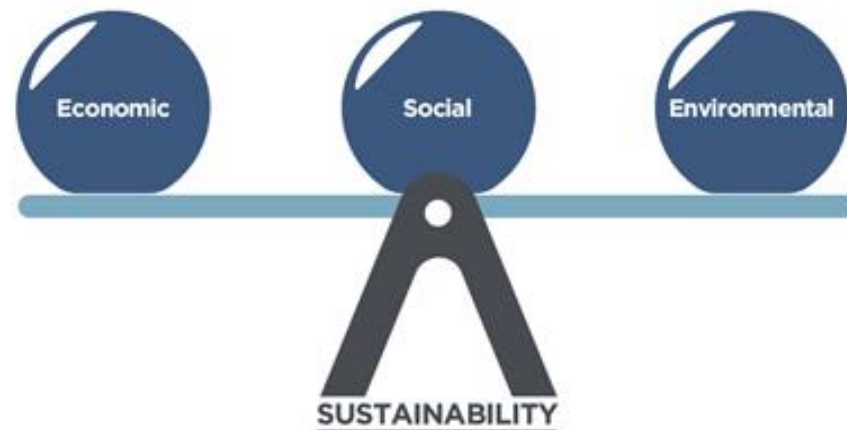
The Government created the Cromarty Firth Port Authority in 1973. They believed it was in the public interest to encourage development in the area, following the discovery of oil in the North Sea and other local developments, such as the aluminium smelter.

Today the Port retains the responsibility to create jobs and generate local economic activity. It is now the largest port in the Highlands; generating £275 million per year for the Highland economy and employing one in six people in the Invergordon Travel to Work Area.

Port of Cromarty Firth is a Trust Port, which means that 100% of profits are reinvested in the Port. It exists for the benefit of stakeholders, which includes Port users, employees, the local community, local and regional businesses and local and national government.

The Port has legal, moral and financial reasons to safeguard the environment of the Cromarty Firth. For over 40 years the Port has successfully maintained the delicate balance between generating economic activity and safeguarding the waters over which we are guardians.

The Port's mission is to develop, improve and safeguard the Cromarty Firth as a port, for the benefit of all stakeholders.



Project Need

We live in a changing world

Price of oil falls as output soars
(FT Feb 2018)

MSC unveils largest ever cruise ship
(DFNI Mar 2018)

**Growing clout of gas and renewables
turns the screws on oil sector**
(FT Feb 2018)

US oil output hits 1970s boom levels
(FT Feb 2018)

**Royal Caribbean is making a billion-dollar
push for new cruisers**
(SKIFT Mar 18)

**New owners on crest of a wave
in the North Sea**
(FT Jan 2018)

Oil reaches highest level since 2015
(FT Jan 2018)

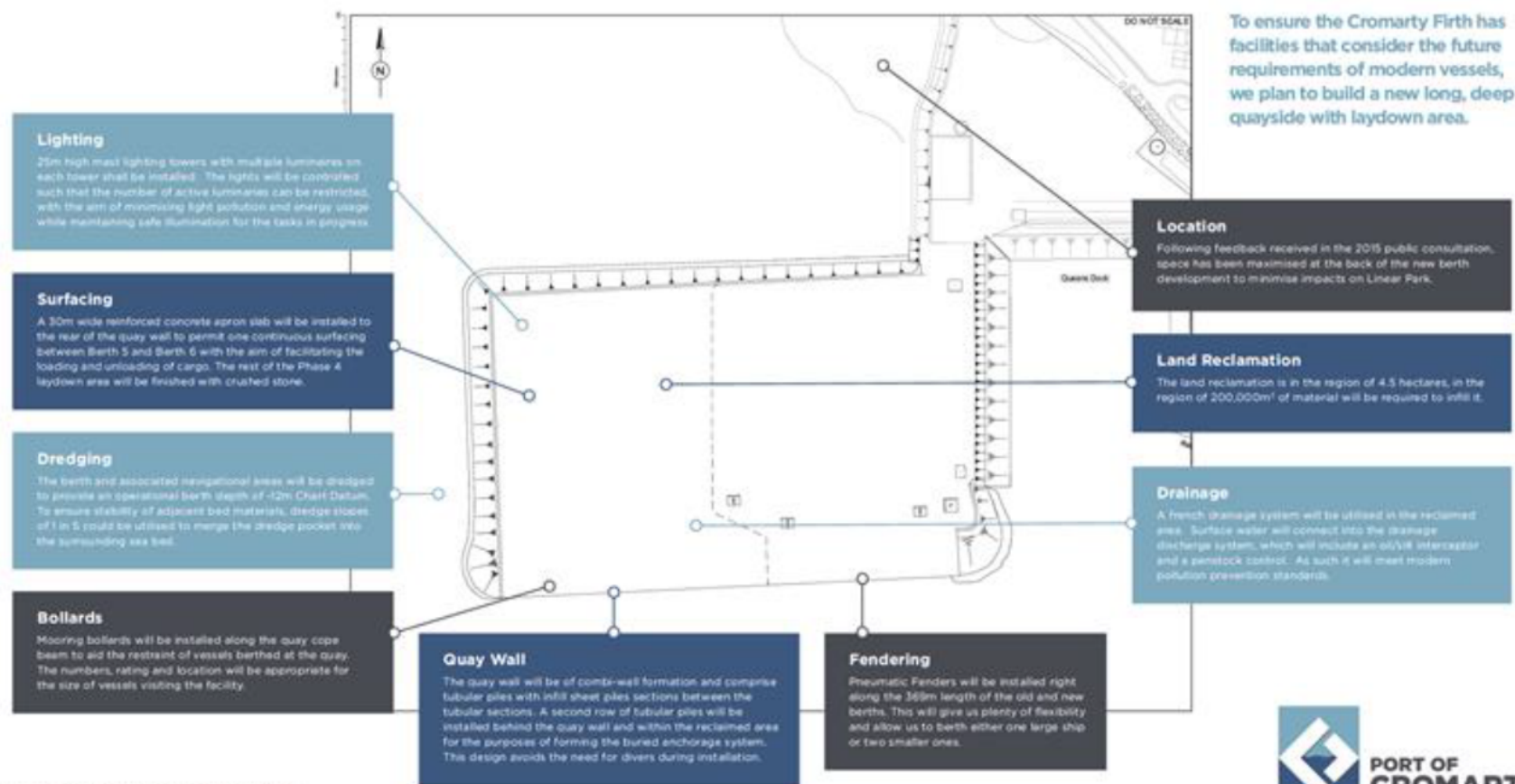
Shell approves first North Sea field in six years
(FT Jan 2018)

**New world's biggest cruise ship Symphony
of the Seas isn't just bigger. It's faster**
(USA Today Mar 2018)

Carnival upbeat on hopes for new year
(FT Dec 2017)

- Rigs and cruise ships are getting larger.
To future-proof the Port, we need to be able to accommodate these larger vessels.
- The companies based here are European leaders in rig inspection, repair and maintenance.
- The Port welcomes more cruise passengers than any other port in Scotland.
- Invergordon is one of the top three ports in the UK for North Sea decommissioning.
- The depth of the Firth's waters means that it can accommodate the largest vessels, which many other ports cannot, for example the aircraft carrier HMS Queen Elizabeth.
- **To prepare for the future, safeguard jobs and create more business opportunities, more space and modern facilities are needed to accommodate the vessels that would like to visit and bring their projects or passengers here.**

Plans For A New Quayside And Laydown Area



WHERE VISION CREATES GROWTH

Potential Uses



Cruise Vessels



Oil & Gas Inspection,
Repair and Maintenance



Renewable Energy Projects

➤ How We Will Build It



REVTMENT

The revetment footprint will be dredged to facilitate the formation of a stable revetment structure and in the placement of competent material. The revetment will be constructed by placing various grades of rock onto the seabed within the dredged footprint. It is likely that the rock will be delivered by road.



QUAY WALL PILING

The piles will be installed from the sea. Due to the firmness of the seabed it is assumed that percussive piling will be required to install the piles. This will be taken account of in the assessment of in-air and underwater noise impacts.

Pile Deliveries

Piles will be delivered to an existing berth.



DREDGING

Dredging is required to accommodate vessels with a large draft. The material removed that is suitable will be utilised in the land reclamation.



INFILLING

Infill material will be placed within the area formed by the bounding revetment structure and the combi-piled wall to the South. The infill material sourced from dredge activities will be high in water content and as such may be required to drain, with temporary systems such as a weir being utilised to allow the water to be removed if necessary. To prevent escape and transfer of infill material into the surrounding waters, temporary measures such as silt curtains may be utilised.



ROCK ARMOUR REMOVAL

The existing rock armour on the west side of phase 2 will be removed to allow a seamless join between the two phases. The rock will be reutilised in the Phase 4 revetment.

Road Deliveries

Deliveries by road will be from the A9 west of Invergordon and will utilise the temporary access, to avoid the need for vehicles to drive through the town.

Environmental Safeguards

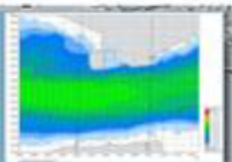
BIRD SURVEYS

Breeding and winter bird surveys around the Phase 3 development and shoreline up to the Invergordon boating club have been carried out. Six different species were recorded in the breeding period and 23 different species were recorded in the winter months. The most common species recorded over winter were common gull, herring gull and oystercatchers. We also recorded waders such as turnstone, redshank and ringed plovers along the shoreline, mostly from the Donkey Bridge at Invergordon up to the Boating Club.



COASTAL PROCESSES

To understand the effect the new structure will have on the shoreline, coastal process modelling is being carried out.



UNDERWATER NOISE

Modelling is being carried out to provide information on noise levels associated with piling and how it travels through the Firth. This will inform the assessment of impacts on marine mammals.



BENTHIC ECOLOGY

Underwater filming has been carried out and samples taken to identify what creatures are living on and in the seabed where the development is proposed. No species or habitats of conservation importance, nor non-indigenous species were found.



NOISE ASSESSMENT

Noise monitoring is underway to understand the baseline noise levels in Invergordon and Balblair. Noise levels associated with construction and operational plant and vessels are being utilised to predict noise levels at local receptors.

INVERTEBRATE SURVEYS

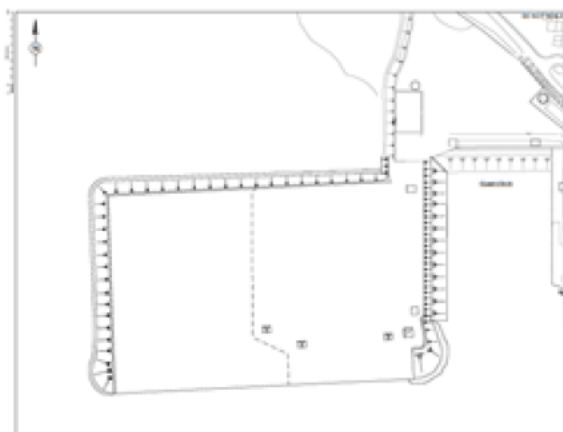
An understanding of the invertebrates present in the intertidal area has been gained. This will aid in the understanding of the importance of the area as a source of food for birds.



MARINE MAMMALS

Porpoise, seals and dolphins regularly utilise the Cromarty Firth. The effects of construction noise, water quality and vessel movements are being assessed. Data collected during previous construction works in the Firth are being utilised to inform this. A marine mammal protection plan will be in place for construction works.

➤ Critical Timelines



Pre-Application Consultation

25/01/18—04/05/18

72 days

Marine Licence Preparation

09/04/18—04/05/18

20 days

Marine Licence Determination

07/05/18—07/08/18

97 days



EIA Report Production

2015—04/05/18

Detailed Design

21/11/17—30/06/18

240 days

Procurement

20/02/18—17/09/18

150 days

Contractor Works

31/10/18—26/06/20

420 days

Have Your Say

YOUR INPUT

We would value your feedback on the proposed development: What You Like, What You Don't Like and How the Port Can Maximise Benefits for Local People and Businesses.

HOW TO PROVIDE FEEDBACK

Please complete a questionnaire to give us your views. You can complete this at the exhibition or download it from the website. Please return your comments to the Port before 16th April 2018.

Your feedback will then be incorporated into the final design, where practicable.

WHAT HAPPENS NEXT?

The Port will apply to Marine Scotland for a Marine Licence in May. This is the equivalent of planning permission, but for water-based developments. The application will be supported by an Environmental Impact Assessment Report, which will be made publicly available. Marine Scotland will then undertake their own consultation on the plans. This will include seeking opinions from statutory stakeholders including Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH), The Highland Council, Northern Lighthouse Board, the Maritime and Coastguard Agency (MCA) and Transport Scotland. You can also provide comments at this stage.



THANK YOU

Thank you for taking the time to visit and for showing an interest in your Port.

STAY IN TOUCH

The Port has a quarterly community newsletter which keeps people informed about developments and activities at the Port. To receive your personal copy, please email joanne@cfpa.co.uk

If you would like a direct response to your comments or would like to know how the feedback from the consultation was incorporated into the final designs, please provide your contact details at the bottom of the questionnaire.



14.8 Full Workshop Results 2015

Phase 4 Stakeholder Workshop, Invergordon 20th October 2015

Responses to Question 1: What is your feedback on the proposed development?

Back Right Table hosted by Graham Grant

In general the response to the proposal was very positive.

A lot of the discussion focused around the Cruise sector, the following points were made with regard to Cruise:

- Development needed to meet the demand.
- Cruise need better facilities WiFi and toilets were mentioned.
- Saltburn pier is a mess and not any good for cruise.
- Bannermans facility not up to scratch.
- Need a terminal (like Greenock)
- Needs to be close to town
- Pedestrian routes should be isolated from other activities.
- Pointed out it's a seasonal business.
- Visitors would like the opportunity to get on a rig.

On wider topics they were interested in the benefit to the community, and highlighted a skills shortage. The need for training in the area: no point bringing in work then having to bring in workers from elsewhere. The closure of the Niggs Skills Academy was mentioned, need for something else.

Highlighted that the firth was a natural seaway and should be used.

Also mention of industrial units being made available for local businesses.

Front Right Table hosted by Calum Slater

They thought the proposals were very bold. Oil and Gas isn't coming back. Subsea market demand is reducing and there is already enough capacity. Dismantling was mentioned but not suitable for everything. The Cruise ship sector is more positive.

Discussion around a marina taking advantage of the dolphins would be a possibility, good access for those going North.

The advantage of a new berth keeping the cruise ships away from the existing facility was welcomed. The 'pinch point' caused by the Fishmeal Shed was mentioned and the benefit of moving the warehouse elsewhere.

Front Left Table hosted by Torquil Macleod

Need to develop to keep the cruise market here, point made included:

- Need a covered terminal including markets.



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- Potential for community space that could be used for other things, bring the sea into the Town (like Dundee).
- Need the footfall.
- Could put the terminal where ATS is to get tourists close to town centre.
- Need signs and directions to get people into the town.
- Could become a tourist hub.
- People can go see the Church and murals.
- Need for good public transport links including bus stop and taxis.
- Need to be able to increase the footfall in the tow.

Also highlighted in really bad weather when boats want to come in there aren't enough berths. Especially relevant to the supply boat sector.

RoRo discussed would NorthLink be interested in running ferry services.

A marina would be good and looks good to the tourists too.

Back Left Table hosted by James Cusiter

Need for leisure facilities including: marina, pontoons and cruise facilities. Highlighted need for bus park and shopping facilities.

14.9 Questionnaire and Results 2015

To assist in the design and community consultation for the Port's proposed expansion project, it would be appreciated if you could complete and return the following questions to the freepost address provided

1. With regard to the potential screening and fencing options, what is your preference? - tick one:

- ☐ A Yes please screen – using foliage, shrubs and trees
☐ B Yes please screen – using fencing.
☐ C Do not screen, we like to see into the Service Base.
☐ D Consider other visual enhancements, please suggest.....

.....

2. Do you think that there will be a visual effect on Linear Park?

- ☐ A No
☐ B Yes
☐ If yes, please state.....

.....

3. What elements would you like the gateway to Invergordon to incorporate:

- ☐ A Nothing, leave alone
☐ B Stone entrance village sign
☐ C Metallic crafted village sign
☐ D Enhanced picnic areas
☐ E Promenade along beach
☐ F Restore areas of coastal erosion to protect existing Linear Park
☐ F Low level barrier to provide protection between Linear Park and Shore Road
☐ J Other - please state

.....

4. What do you think about the temporary road currently installed to ease pressure on Shore Road, Invergordon during the construction of the port's latest expansion, phase 3? –

- ☐ A Remove it
☐ B Consider making this a permanent entrance

To ensure we include the views of people from across the community, please can you tell us about yourself.

Where do you live?

Postcode:

Are you
Male? ☐

Female? ☐

How old are you?

Under 16 yrs ☐

16-24 yrs ☐

25 – 39 yrs ☐

40 – 59 yrs ☐

60 yrs plus ☐

Are you?

Employed ☐

Student ☐

Retired ☐

Self employed ☐

Other ☐

In the future how would you like us to keep you updated on the progress of the potential Phase 4 development?

Newsletter ☐

Website ☐

Email ☐

Name:

Address:

Postcode:

Email:

By entering your details we will include your details on our contact database and retain them in accordance with the Data Protection Act and will keep you updated on developments regarding the potential Phase 4 development.

If you do not wish to receive these updates, please tick this box ☐

If you wish us to include your comments in the Marine License Application.

- ☐ Yes , with my name
☐ Yes, Anonymously
☐ No

If you wish us to include your comments with your details in the Marine License

Thank you for completing this questionnaire. Please hand it in to a member of our team or send to: FREEPOST PORT OF CROMARTY FIRTH

Phase 4 Consultation Feedback Consultation Questionnaire

Event	Question 1				Question 2		Question 3				Question 4				Notes	Postcode	Sex	Age	Work Status		
	A	B	C	D	A	B	A	B	C	D	E	F	F	J						A	B
Invergordie	Yes				Yes			Yes		Yes	Yes	Yes				Yes	Info Board	IV18	Female	60+	Retired
Invergordie			Yes			Yes		Yes		Yes	Yes	Yes	Yes			Yes	IV18	Male	60+	Retired	
Invergordie			Yes			Yes			Yes	Yes	Yes	Yes	Yes			Yes	IV18	Female	60+	Retired	
Invergordie	Yes					Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes		IV18	Male	60+	Retired	
Invergordie						Yes				Yes	Yes	Yes					IV18	Female	60+	Employed	
Invergordie		Yes				Yes		Yes		Yes	Yes	Yes				Yes	IV18	Male	60+	Employed	
Invergordie		Yes												Yes		Yes	IV18	Female	60+	Employed	
Invergordie		Yes			Yes						Yes	Yes			Yes	Yes	IV18	Female	60+	Retired	
Invergordie	Yes				Yes			Yes		Yes	Yes	Yes				Yes	IV18	Male	60+	Retired	
Invergordie						Yes		Yes		Yes	Yes	Yes					IV18	Male	25-39	Other	
Invergordie						Yes		Yes		Yes				Yes			IV18	Male		Employed	
Invergordie	Yes				Yes						Yes	Yes				Yes	IV18	Male	60+	Retired	
Invergordie	Yes					Yes		Yes		Yes	Yes	Yes				Yes	IV18	Male	60+	Retired	
Invergordie			Yes		Yes				Yes			Yes				Yes	IV18	Male	40-59	Employed	
Invergordie	Yes				Yes			Yes								Yes	IV18	Female	60+	Retired	
Invergordie			Yes		Yes						Yes					Yes	IV18	Male	60+	Retired	
Invergordie		Yes				Yes		Yes		Yes		Yes				Yes	IV18	Male	60+	Retired	
Invergordie		Yes				Yes		Yes		Yes	Yes	Yes				Yes	IV18	Male	60+	Employed	
Invergordie	Yes					Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Lighting	IV18	Male	60+	Self-emplo
Balblair	Yes				Yes			Yes		Yes	Yes	Yes					IV11	Female	60+	Retired	
Balblair			Yes			Yes					Yes	Yes				Yes	IV7	Female	40-59	Employed	
Balblair	Yes							Yes								Yes	IV11	Male	60+	Retired	
Postal	Yes					Yes					Yes		Yes			Yes	IV18	Male	60+	Retired	
Postal	Yes					Yes						Yes			Yes		IV18	Female	60+	Retired	
Postal	Yes					Yes		Yes	Yes	Yes	Yes	Yes				Yes	IV18	Female	60+	Retired	
Postal		Yes								Yes	Yes	Yes				Yes	IV18	Female	60+	Retired	
Postal		Yes								Yes	Yes	Yes				Yes	IV18	Male	60+	Retired	
Postal	Yes					Yes		Yes		Yes	Yes	Yes				Yes	IV18	Male	40-59	Employed	
Postal	Yes					Yes		Yes		Yes	Yes	Yes				Yes	IV18	Male	60+	Retired	
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Postal				Yes		Yes				Yes	Yes	Yes				Yes	IV18	Male	40-59	Employed	
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Postal	Yes					Yes		Yes		Yes	Yes	Yes		Yes		Yes	IV18	Male	60+	Retired	
Postal	Yes					Yes		Yes		Yes	Yes	Yes				Yes	IV18	Female	60+	Retired	
Postal	Yes					Yes		Yes		Yes	Yes	Yes		Yes		Yes	Remove cc	IV18	Male	40-59	Retired
Postal	Yes					Yes			Yes	Yes	Yes	Yes			Yes	Yes	IV18	Female	40-59	Employed	
Postal			Yes			Yes			Yes	Yes	Yes	Yes			Yes	Yes	IV18	Male	60+	Retired	

Postal	Yes							Yes		Yes		Yes		IV18	Male	40-59	Employed
Postal	Yes					Yes		Yes	Yes	Yes		Yes		Path to Do IV18	Male	40-59	Employed
Postal		Yes				Yes		Yes	Yes			Yes	Yes	Safe area f IV18	Female	40-59	Employed
Postal			Yes		Yes		Yes	Yes	Yes	Yes		Yes	Yes	IV18	Female	40-59	Employed
Postal	Yes				Yes			Yes	Yes	Yes	Yes	Yes		IV18	Female	60+	Retired
Postal	Yes				Yes					Yes		Yes		IV18	Female	40-59	Other
Postal		Yes			Yes			Yes					Yes	IV18	Male	40-59	
Postal	Yes				Yes	Yes				Yes	Yes	Yes		IV18	Female	25-39	Employed
Postal	Yes				Yes			Yes	Yes					IV18	Male	60+	Retired
Postal					Yes	Yes						Yes		Leave ever IV18	Female	60+	Retired
Postal	Yes	Yes			Yes		Yes						Yes	IV18	Male	60+	
Postal			Yes		Yes				Yes			Yes	Yes	IV18	Male	60+	Retired
Postal	Yes				Yes						Yes	Yes		IV18	Female	40-59	Other
Postal	Yes				Yes		Yes		Yes	Yes				Didn't know IV18	Female	60+	Retired
Postal	Yes				Yes			Yes		Yes			Yes	Remove fis IV18	Female	60+	Retired
Postal	Yes				Yes				Yes				Yes	IV18	Male	60+	Employed
Postal			Yes		Yes			Yes	Yes	Yes	Yes		Yes	IV18	Female	60+	Retired
Postal	Yes				Yes			Yes	Yes	Yes	Yes	Yes		IV18	Male	60+	Employed
Postal			Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	IV18	Female	60+	
Postal	Yes				Yes			Yes	Yes	Yes		Yes		Remove gr IV18	Female	40-59	Employed
Postal	Yes				Yes			Yes		Yes		Yes		IV18	Male	40-59	Other
Postal	Yes				Yes			Yes				Yes	Yes	IV18	Male	40-59	Employed
Postal			Yes	Yes	Yes	Yes	Yes					Yes		Don't build IV18	Female	40-59	Employed
Postal			Yes		Yes		Yes	Yes	Yes	Yes		Yes	Yes	IV18	Male	60+	Retired
Postal		Yes			Yes		Yes		Yes			Yes	Yes	IV18	Male	60+	Retired
Postal	Yes				Yes			Yes	Yes	Yes		Yes		IV18	Female	60+	Retired
Postal	Yes				Yes			Yes	Yes	Yes		Yes		IV18	Male	60+	Employed
Postal	Yes				Yes			Yes	Yes	Yes		Yes	Yes	IV18	Male	60+	Retired
Postal			Yes		Yes			Yes	Yes			Yes	Yes	IV18	Male	40-59	Employed

14.10 Questionnaire Results 2018

Response:	Questions					
	1	2	3	4	5	6
1	Cons, Offshore Energy & Decom	What is the anticipated split in usage between construction, cruise berth, offshore energy and other?	Increase in cruise liners and associated tourist footfall into Invergordon and the surrounding area will certainly benefit the area. I very much hope the port authority actively encourage an expansion of local tours around the Easter Ross Peninsula. The Easter Ross Community Partnership identified several areas of high deprivation within our communities. The best way to reduce poverty is to provide jobs, it is hoped this development would improve local employment.	The local people would benefit most if the Port Authority used this development to significantly increase the number of construction, decommissioning and offshore energy projects they obtained, hence increasing employment opportunities for the many local highly skilled unemployed ex-oil and gas workers.	Supporting local companies to supply liners and encouraging liners to offer more tours around our local attractions	3
2	Cruise Berth	This gives the impression of one big development which has been broken down into smaller phases to try to 'cloak' the Port's true intentions and appease planners / locals. This phase is much bigger than was originally suggested and is the same size as the last phase - not just a thin / narrow strip	Sustainability of cruise revenue at the port and flexibility of use for development	Employ local residents / contractors, contribute a % of port fees to a community benefit fund, like windfarms and ensure a professional vista	Employ local residents / contractors, allow advertising of local shops within passenger reception facility, operate a shuttle service to Invergordon High Street (free)	5
3	Other	I support the expansion of cruise berth but do not support further industrialisation e.g. decommissioning that does not sit well with residential and tourism. Noise and smells are main concern.	Cruise ships are a positive. Decommissioning poses serious risks to the environment regardless of what regulations are in place	Expand upon tourism	N/a	4
4	Cruise Berth	N/a	Hopefully improved experiences for all, passengers, cruise and locals	by continued development	Improved facilities, easy access to town = increase in foot traffic	5
5	Cruise Berth	I had specific queries regarding the environmental impact but I know now that any issues will be dealt with at the next stage of planning e.g. SEPA	I would hope that investment in the local area would increase the work available in the local area, the port and all related businesses. Increased flexibility of the port would make Invergordon more competitive and future-proofed	Perhaps making the area available for visits by local people at some time during the year for an Open Day / Musical event or something, so that it doesn't just appear to be a 'part of Invergordon that we're not able to use'. Encouraging events for tourists to attend to stay local	Ensuring the use of local businesses to supply as much as possible for the workers / visitors to the port. When used by liners to encourage the advertisement of local businesses / museum / murals so visitors see as much as possible what is available locally	5
6	Offshore Energy & Cruise Berth	No	Increased employment. Improve visitor interest.	Increased revenue will increase monies to local charities. Also encourage development	It is also up to local business to work with the port and avail themselves to the possible opportunities	5
7	Offshore Energy, Construction & Cruise Berth	No	Employment prospects and prosperity	Employment prospects and prosperity	Increased cruise ship visits	5

	Questions					
Response:	1	2	3	4	5	6
8	Offshore Energy & Cruise Berth	N/a	Hopefully it will encourage closer co-operation between the Council and Port Authority	As 3 above, but with the addition of local businesses	Share ideas and cooperate	4
9	Offshore Energy, Construction & Cruise Berth	The Black Isle Tourism Team (BITT) supports slow, sustainable tourism which is reflected in our strapline 'savour the unexpected'. The BITT sees nothing in the proposal to welcome ever larger cruise ships to the Cromarty Firth that will provide the kind of tourism BITT aims to encourage	Predominantly negative effects - just like Southampton or Greenwich. See attached sheet.	By ensuring that the profits from the port were more equitably distributed for the benefit of local people as well as the development of the port	See attached sheet	1
10	Cruise Berth	Developing facilities for large cruise vessels should go in hand with a provision of shore power so that polluting diesel generators can be switched off. Invergordon should become the southern port for the Shetland NorthLink Service to reduce sea-time and costs and provide twice a day service. Sustainable use of world resources should burst the bubble of cruise ship expansion. Do not join the club. Not a good investment.	Pollution from cruise ship power plants. Added congestion to Highland roads. Inadequate local infrastructure will be stressed	Ensure that air quality meets European standards, noise pollution is controlled and that profits from the port are transparently used to benefit the local community	Demand that cruise ship operators provide some green tourism options so that passengers stay and spend time in the locality without being bussed/taxied to remote sites	2

	Questions									
Response:	7	8	9	Gender	Age	Nationality	Postcode	Job	Stakeholder	
1	<p>SG & HIE have poured millions of tax payers money into Nigg and Kishorn, on top of their previous support to upgrade Invergordon Port. Sadly, our Governments have done nothing to:</p> <ul style="list-style-type: none">• ensure a share of Government subsidised decommissioning or offshore energy projects have been completed in these facilities• require companies who receive taxpayers funding to provide, where possible, local jobs• implement a post project assessment process that require companies to demonstrate ‘value for money’ has been achieved <p>To both support their request for additional funding and provide a means of assessing the ‘value for money’ obtained from any taxpayer funded investment, the Port Authority should:</p> <ul style="list-style-type: none">• provide information on political lobbying and other steps being taken to secure future contracts, as well as• identify and detail the specific benefits they expect this investment will deliver to the local community	Yes	Provide much needed additional employment within our local community	Female	40-59	British	IV20 1XB	Unemployed	Local Community	

	Questions								
Response:	7	8	9	Gender	Age	Nationality	Postcode	Job	Stakeholder
2	N/a	Yes	Must provide flexibility of use and retain cruise business	Male	>60	British	IV18 0EF	Self-employed	Local Community, Local Business and Other
3	Info is sufficient	Yes	It is not Phase 4 but the addition of decommissioning that will impact local residents	Male	>60	British	IV18 0DX	Employed	Local Community
4	N/a	Yes	Any improvement can only be for the good of the town	Male	>60	Scottish	IV18	Retired	Local Community
5	Images showing a multiple use of the whole port to give an idea of flexibility of the port i.e. not just one use at a time as I'm sure there will be overlap	Yes	N/a	Female	40-59	N/a	N/a	Employed	Local Community
6	As you are available to locals for meetings and information this is not a problem	Yes	It is essential for the Port to grow and develop	Female	>60	British	IV19 1QJ	Retired	Local Community
7	N/a	Yes	This should bring increased business to the area	Male	>60	British	IV19 1QJ	Retired	Local Community
8	A physical model can be a 'futer(?)' to build but it is the best way of explaining something of this nature	Yes	It is making the best use of one of natures geographical wonders	Male	>60	Scottish	IV3	Retired	Local Community
9	Promised imagery is missing from the website. The environmental impact assessment for the development	No	The CFPA has shown scant regard for the inhabitants of Cromarty by positioning a large percentage of rigs in close proximity to the town when other anchorages are available further up the Firth. See attached sheet	Male	>60	N/a	N/a	Retired	Local Community and Other
10	No images on the website although 8 were mentioned in the briefing. Power available to service ships so that engines can be turned off. Baseline monitoring of all relevant environmental factors. Independent analysis of whether cruise tourism can grow year on year. Impact assessment documentation	No	The Highlands are unique. Invergordon should have no fears that cruise ships will berth elsewhere. Where to go? Keep the market of manageable size and resist the temptation to bring added environmental problems to NE Scotland	Male	>60	UK	IV8 8PF	Retired	Local Community