

## Wright H (Hamish)

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**From:** MacLeod N (Neil) (MARLAB)  
**Sent:** 19 November 2019 15:52  
**To:** Makela A (Anni)  
**Subject:** FW: Marine Licence application: St. Ola pier redevelopment, Scrabster (07075/07076) - consultation

Hi Anni,

Here is the Highland Council response in regards to Scrabster.

I'll catch you to speak about it shortly.

Thanks,

Neil

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**From:** Mark Harvey <Mark.Harvey@highland.gov.uk>  
**Sent:** 19 November 2019 15:47  
**To:** MacLeod N (Neil) (MARLAB) <Neil.MacLeod3@gov.scot>  
**Cc:** 'sheila.doull@scrabster.co.uk' <sheila.doull@scrabster.co.uk>; 'alastair.mckinley@rspgroup.com' <alastair.mckinley@rspgroup.com>  
**Subject:** Marine Licence application: St. Ola pier redevelopment, Scrabster (07075/07076) - consultation

Dear Neil

Many apologies for the delay in providing this response.

I have examined the submitted documents and focussed on those matters of relevance to the Highland Council its role as local planning authority.

Consequently, I am satisfied that the transport and traffic impacts have been assessed appropriately by Transport Scotland and that issues of marine ecology can be properly considered as part of the marine licensing process in consultation with SNH, SEPA and other bodies.

In terms of visual amenity, the proposal is considered unlikely to result in any significant overall material visual change to the harbour area as a whole.

The one aspect where the authority has some concern is in respect of construction noise which will inevitably have some impact on the nearest residential properties for a period of time. Although the separation distances in this case are greater (250m – 500m), consultation responses received from my environmental health colleagues in respect of the Uig project on Skye are pertinent.

In that case they made the following suggestions for conditions to cover the issue of both construction and operational noise from an 'improved' jetty and these are considered pertinent to this project also, albeit with Marine Scotland as the relevant authority;

- **Prior to construction commencing, the applicant shall submit a construction noise management plan for the written approval of the ~~planning authority~~.**

- Prior to the site becoming operational, the applicant or operator shall submit an operational noise management plan for the written approval of the ~~planning authority~~. The plan should consider operational noise in general but specifically, the impact of night time noise.
- Prior to construction commencing, the applicant shall submit a dust suppression scheme for the written approval of the ~~planning authority~~.
- All plant, machinery and equipment associated with ventilation, air-conditioning, heating and refrigeration services or similar and including fans, ducting and external openings shall be so installed, maintained and operated such that any associated operating noise does not exceed NR 20 when measured or calculated within any noise-sensitive premises with windows open for ventilation purposes. For the purposes of this condition, "noise-sensitive premises" includes, but is not necessarily limited to, any building, structure or other development the lawful use of which a) falls within Classes 7 (Hotels & Hostels), 8 (Residential Institutions) or 9 (Houses) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended), or b) is as a flat or static residential caravan.
- If the above standard cannot be met, the applicant must undertake an assessment of the noise in terms of BS 4142:2014 Methods for rating and assessing industrial and commercial sound which demonstrates that noise will not have an adverse impact on noise sensitive properties. A report of the assessment must be submitted for the written approval of the ~~Planning Authority~~.

I trust the above is helpful to your determination of the license.

Kind regards

**Mark Harvey**

Team Leader

The Highland Council

Development and Infrastructure Service - Portree

Tel: 01478 613823

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Mura h-eil na beachdan a tha air an cur an cèill sa phost-d seo a' buntainn ri gnothachas Chomhairle na Gàidhealtachd, 's ann leis an neach fhèin a chuir air falbh e a tha iad, is chan eil iad an-còmhnaidh a' riochdachadh beachdan na Comhairle, no buidhnean buntainneach, agus chan eil am post-d seo na phàirt de chunradh sam bith mura h-eil sin air innse.

**Listening \* Open \* Valuing \* Improving \* Supporting \* Partnering \* Delivering**  
**Èisteachd \* Fosgailte \* Luach \* Leasachadh \* Taic \* Com-pàirteachas \* Libhrigeadh**

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## Wright H (Hamish)

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**From:** Thomas Bulpit <Thomas.Bulpit@mcga.gov.uk>  
**Sent:** 20 November 2019 16:56  
**To:** MS Marine Licensing  
**Cc:** navigation safety  
**Subject:** RE: 07075/07076 - Scrabster Harbour Trust - Construction and Capital Dredging - St Ola Pier, Scrabster Harbour, Thurso - Consultation - Response required by 17 November 2019

Dear Marine Scotland,

Thank you for the opportunity to comment on this application for a Marine Licence for the redevelopment of St Ola Pier within Scrabster Harbour. We note our previous advice at Scoping and Screen stage and that the applicant has submitted a Navigation Risk Assessment within Appendix 2.3 of the EIAR, and further noting its references and proposed changes to Scrabster Harbour's existing Safety Management System as per the Port Marine Safety Code.

MCA Navigation Safety Branch have now received the information provided and have no objections to a licence being granted on the understanding that all maritime safety legislation, and that the following standardised advice is implemented;

### Conditions

1. The Licencee must ensure that HM Coastguard, in this case [nmoccontroller@hmcg.gov.uk](mailto:nmoccontroller@hmcg.gov.uk), The National Maritime Operations Centre is made aware of the works prior to commencement.

### Advisories

1. The Consent Holder should ensure suitable bunding, storage facilities are employed to prevent the release of fuel oils, lubricating fluids associated with the plant and equipment into the marine environment.

2. Any jack up barges / vessels utilised during the works/laying of the cable, when jacked up, should exhibit signals in accordance with the UK Standard Marking Schedule for Offshore Installations.

3. The site is within port limits and the applicant should gain the approval/agreement of the responsible local navigation authority or the Harbour Authority/Commissioners/Council. They may wish to issue local warnings to alert those navigating in the vicinity to the presence of the works, as deemed necessary.

Should you have any questions, please feel free to contact us.

Best Regards,

Tom

**Thomas Bulpit, Marine Licencing Lead**  
Navigation Safety Branch, DMSS  
Maritime & Coastguard Agency  
Spring Place, 105 Commercial Road, Southampton, SO15 1EG  
Direct: 020381 72418 | Mobile: 07825 792138





HISTORIC  
ENVIRONMENT  
SCOTLAND

ÀRAINNEACHD  
EACHDRAIDHEIL  
ALBA

By email to:  
[MS.MarineLicensing@gov.scot](mailto:MS.MarineLicensing@gov.scot)

Marine Scotland (Aberdeen Office)  
Marine Laboratory  
375 Victoria Road  
Aberdeen  
AB11 9DB

Longmore House  
Salisbury Place  
Edinburgh  
EH9 1SH

[Urszula.Szupczynska@hes.scot](mailto:Urszula.Szupczynska@hes.scot)  
T: 0131 668 8653

Our case ID: 300026302  
Your ref: 07075/07076

13 November 2019

Dear Sir/ Madam

Marine (Scotland) Act 2010 Part 4 Marine Licensing  
The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (As Amended)  
07075/07076 - Scrabster Harbour Trust - Construction and Capital Dredging - St Ola Pier, Scrabster Harbour, Thurso  
(EIA Report)

Thank you for your e-mail consultation of 15 October 2019 requesting our comments on this Marine License application.

We consider that the proposals are unlikely to have significant adverse impacts on sites within our remit. On this basis, we are content that the Cultural Heritage Topic area has been scoped out of the EIA process. Finally, I can confirm do not wish to object and we have no further comments to make on the proposals.

Yours faithfully

**Historic Environment Scotland**

Marine Scotland  
Scottish Government  
Marine Laboratory  
375 Victoria Road  
Aberdeen  
AB11 9DB

Your ref:  
07075/07076

Our ref:  
TS00538

Date:  
01/11/2019

[ms.marinelicensing@gov.scot](mailto:ms.marinelicensing@gov.scot)

Dear Sirs,

**MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING**

**THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND)  
REGULATIONS 2017 (AS AMENDED)**

**SCRABSTER HARBOUR TRUST - CONSTRUCTION AND CAPITAL DREDGING - ST OLA  
PIER, SCRABSTER HARBOUR, THURSO**

With reference to your recent correspondence on the above development, we acknowledge receipt of the Environmental Impact Assessment Report (EIAR) prepared by RPS in support of the above development.

This information has been passed to SYSTRA Limited for review in their capacity as Term Consultants to Transport Scotland – Roads Directorate. Based on the review undertaken, we would provide the following comments.

**Proposed Development**

We understand that the development comprises the redevelopment of the existing St. Ola Pier in Scrabster, located approximately 1.5 miles north-west of Thurso. The nearest trunk road to the site is the A9(T) which forms the northern boundary of the harbour, and from which access to the harbour is taken. The renovated pier will be approximately 280m long and fully enclosed around the perimeter. It will provide berthing opportunities for cruise ships of up to 250m long, and will result in an additional 30 cruise ships per year utilising the port. The volume of dredged material generated by the works is identified as approximately 172,000m<sup>3</sup> of sandy gravel and clay.

Transport Scotland was consulted on the Scoping Report for the proposal, and provided comment in a letter dated 1 August 2018. In this, we requested that for the purposes of traffic impact assessment, a worst-case scenario be assumed whereby all of the dredged material is transported off site by road during the construction period. We now understand from the new information provided that some, if not all of the material may be reused within the reclaimed area of the pier.



## Assessment of Environmental Impacts

Chapter 5 of the EIAR deals with the Traffic and Transportation aspects of the proposals. The chapter indicates that the aspects of the redevelopment that may impact on transportation are:

- Construction related traffic movements during the construction period;
- Transportation activity relating to the 30 additional cruise calls per year and the increase in the number of passengers and crew for each of the existing cruise calls during the operational period;
- Traffic increases due to the increased berthing activity for oil & gas vessels during the operational period

Table 5.9 of the EIAR provides data on the Annual Average Daily Traffic Flow (AADT) on the A9(T) adjacent to Scrabster Harbour as well as data for the two busiest days of 2018. The two-way flows were identified as 4,294 (busiest day of 2018); 4,192 (second busiest day of 2018) and 3,223 (AADT). The HGV proportion was identified as 3.7%. These flows have been factored to future year flows using National Roads Traffic Forecast (NRTF) medium growth rates. This approach is considered acceptable.

### Operational Assessment

Table 5.12 of the EIAR provides a summary of the operational development generated trips which equate to 4,400 trips per annum. The percentage impact of these trips on the factored AADT as well as on the flows associated with the two busiest days are indicated to be a maximum of 3.1%, with a maximum increase in HGVs of 7.1%. We note some arithmetical errors in these figures, however, the results are well below the 30% threshold for further assessment as indicated within Institute of Environmental Management and Assessment Guidelines.

### Construction Assessment

As requested in our Scoping Response, a worst-case scenario has been considered whereby all of the dredged material is transported off site by road during the construction period. The results show that the maximum peak occurs during the import of fill material for a 4 month period, generating 15.4 construction vehicles per hour over a working day of 11 hours. The disposal of the dredged material occurs over a 7 month period after the import of fill material, and generates a peak of 13.8 construction vehicles per hour. The peak impact, therefore, occurs during the import of fill material rather than during the export of dredged spoil.

The percentage impact of construction vehicles has not been identified within the EIAR, however, we have calculated that 15.4 vehicles over 11 hours per day results in 169.4 HGVs per day. Examination of the figures within Table 5.13 (2021 AADT flows) indicates that the existing HGV content is 95 HGV vehicles plus 124 bus and coach vehicles, giving a total of 219 HGVs. This results in a percentage increase in HGV traffic during construction of 77.2% - which is well in excess of the 30% IEMA threshold identified above for further detailed assessment of environmental impacts. No further comment or assessment of the impact of HGVs has been provided within the EIAR.

Transport Scotland requires the environmental impacts associated with this increase in HGV trips to be assessed in line with the IEMA guidelines and mitigation proposed if required. We would therefore ask that an assessment is prepared and forwarded to Transport Scotland for review.

Transport Scotland will be pleased to discuss this assessment, and will provide a formal response upon the satisfactory conclusion of this further work.

I trust that the above is satisfactory and should you wish to discuss any issues raised in greater detail, please do not hesitate to contact Alan DeVenny at SYSTRA's Glasgow Office on 0141 343 9636.

Yours faithfully  
[Redacted]

**Gerard McPhillips**

**Transport Scotland  
Roads Directorate**

cc Alan DeVenny – SYSTRA Ltd.

Email: [ms.marinelicensing@gov.scot](mailto:ms.marinelicensing@gov.scot)

Date: 1st November 2019

Dear Marc,

**MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING**

**THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS  
2017 (AS AMENDED)**

**07075/07076 - Scrabster Harbour Trust - Construction and Capital Dredging - St Ola Pier, Scrabster  
Harbour, Thurso**

Thank-you for consulting RSPB Scotland on the above Marine and Dredging Licence applications.

The proposed consents have the potential to impact on the natural heritage interests associated with the North Caithness Cliffs Special Protection Area. In general, the application has addressed the potential issues and provided the mitigation proposed in the Environmental Impact Assessment is followed this would be sufficient.

We note that the assessment also considers the potential negative effects on other mobile marine species such as seals and cetaceans known to be present in Thurso Bay. We do not have particular expertise in this field but consider that, again, in general, the application has addressed the potential issues and has provided appropriate mitigation proposals.

Finally, we note that this development will support the cruise ship industry. In light of the First Minister and The Highland Council declaring a 'climate emergency' it must be clearly demonstrated how this proposal is compatible with Scotland's carbon reduction targets – including the commitment to achieve net zero greenhouse gas emissions by 2045.

Please get in touch should you require any further information or clarification.

Yours sincerely,

[Redacted]

Bea Ayling  
Conservation Officer  
[bea.ayling@rspb.org.uk](mailto:bea.ayling@rspb.org.uk)

**North Scotland Office**  
Etive House  
Beechwood Park  
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[rspb.org.uk](http://rspb.org.uk)



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**Chairman, Committee for Scotland:** Professor Colin Galbraith **Director, RSPB Scotland:** Anne McCall **Regional Director:** George Campbell

The RSPB is a registered charity in England and Wales 207076, in Scotland SCO37654





Scottish Natural Heritage  
Dualchas Nàdair na h-Alba  
**nature.scot**

By email only to: [ms.marinelicensing@gov.scot](mailto:ms.marinelicensing@gov.scot)

Date: 14 November 2019

Our ref: CLC157129

**For the attention of: Neil MacLeod**

Dear Mr MacLeod,

**MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING  
THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND)  
REGULATIONS 2017 (AS AMENDED)**

**07075/07076 - Scrabster Harbour Trust - Construction and Capital Dredging - St Ola  
Pier, Scrabster Harbour, Thurso**

Thank you for consulting us on the Environmental Impact Assessment Report (EIAR) for the above proposals.

**Summary**

**Protected Areas**

**River Thurso Special Area of Conservation (SAC)**

This proposal could be progressed with appropriate mitigation. However, because it could affect internationally important natural heritage interests, we **object** to these proposals unless they are made subject to conditions so that the works are done strictly in accordance with the mitigation detailed below and in the Annex to this letter.

Mitigation to be implemented:

- Soft –start piling should be employed at all times (day and night) during the period 1<sup>st</sup> April – 30th September inclusive.

**Moray Firth SAC**

There are natural heritage interests of international importance on the site, but in our view, these will not be adversely affected by the proposal.

Scottish Natural Heritage, The Links, Golspie Business Park, Golspie KW10 6UB  
Tel: 01463 701608 [www.nature.scot](http://www.nature.scot)

Dualchas Nàdair na h-Alba, A' Mhachair, Raon Gnothachais Ghoillspidh, Goillspidh KW10 6UB  
Fòn: 01463 701608 [www.nature.scot](http://www.nature.scot)

North Caithness Cliffs Special protection Area (SPA)

There are natural heritage interests of international importance on the site, but in our view, these will not be adversely affected by the proposal.

The Annex to this letter contains our full appraisal of the impacts of this proposal and our advice.

I hope you find this advice helpful. Please contact Debbie Skinner ([Debbie.Skinner@nature.scot](mailto:Debbie.Skinner@nature.scot)) at our Golspie office if you would like to discuss any aspects of our advice.

Yours Sincerely,

Graham Neville  
Area Manager  
Northern Isles and North Highland

## **Annex – Scrabster Harbour Construction and Capital Dredging**

### **Appraisal and Advice**

#### **Protected Areas**

The following protected areas may be affected by the proposed development:

- River Thurso SAC
- Moray Firth SAC
- North Caithness Cliffs SPA
- Sanday SAC
- Faray & Holm of Faray SAC

The sites' status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 2017 as amended (the "Habitats Regulations") or for reserved matters, The Conservation of Habitats and Species Regulations 2017. Consequently, Marine Scotland is required to consider the effect of the proposal on these sites before it can be consented (commonly known as Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements: <https://www.nature.scot/sites/default/files/2017-06/A423286%20-%20Legislative%20requirements%20for%20European%20Sites.pdf>

In our view, from the information available, it appears that in this case the proposal is not connected with or necessary for the conservation management of these sites. Hence, further consideration is required.

#### **River Thurso SAC**

The River Thurso SAC is designated for its Atlantic salmon and is located approximately 2.5 km to the south east of Scrabster Harbour. We consider that the proposal has the potential to impact on both smolts and adult salmon as a result of noise from piling activity.

It is proposed that piling will be restricted to daylight hours between April and May in order to mitigate noise impacts on smolts. However it should be noted that the nocturnal behaviour of the salmon diminishes as they move down the catchment towards the sea and therefore we advise that consideration should be given to mitigating noise levels during both day and night.

Impacts from piling noise on adult salmon returning to the river have not be considered within the EIAR. Returning adult salmon will be present from the start of April—end of September inclusive. We therefore advise that noise mitigation should also extend to the 30<sup>th</sup> September to ensure adult salmon are not adversely affected by noise.

As a result of the impacts identified above it is our view, this proposal is likely to have a significant effect on the salmon interest of the site. Consequently, Marine Scotland as competent authority is required to carry out an appropriate assessment in view of the site's conservation objectives for its qualifying interests. To help you do this, we advise that in our view on the basis of the appraisal carried out to date, if the proposal is undertaken strictly in accordance with the following mitigation, then the proposal will not adversely affect the integrity of the site:

- Soft start piling should be employed at all times (day and night) from 1<sup>st</sup> April – 30<sup>th</sup> September inclusive.



### Moray Firth SAC

This proposal has the potential to impact on the bottlenose dolphin feature of the Moray Firth SAC. Although the Moray Firth SAC is located on the east coast, the bottlenose dolphins connected with the SAC have a wide range and have been recorded within the Pentland Firth. It can therefore be considered that there is potential for the proposal to impact on this species.

In our view, this proposal is likely to have a significant effect on the bottlenose dolphin qualifying interests of site. Consequently, Marine Scotland, as competent authority, is required to carry out an appropriate assessment in view of the site's conservation objectives for this qualifying interest.

To help you do this we advise that, in our view, based on the information provided and appraisal carried out to date, the proposal will not adversely affect the integrity of the site. The appraisal we carried out considered the impact of the proposals on the following factors:

- Disturbance to bottlenose dolphins from construction noise; and
- Disturbance, injury or death to bottlenose dolphins from construction vessels.

We welcome the proposed employment of a Marine Mammal Observer (MMO) and note that the works will be undertaken in line with the standard JNCC piling mitigation protocols. In addition to this we also advise that best practice is followed in relation to dredging and disposal and that a watch is undertaken before these activities occur to ensure animals are not near the vessel. It would be acceptable for a crew member to undertake such watches.

### North Caithness Cliffs SPA

The proposal has the potential to impact on the North Caithness Cliffs SPA, classified for its nesting seabirds and peregrine falcons.

In our view, this proposal is likely to have a significant effect on the nesting seabird interest of site. Consequently, Marine Scotland, as competent authority, is required to carry out an appropriate assessment in view of the site's conservation objectives for this qualifying interest.

To help you do this we advise that, in our view, based on the information provided and appraisal carried out to date, the proposal will not adversely affect the integrity of the site. The appraisal we carried out considered the impact of the proposals on the following factors:

- Disturbance to nesting seabirds from construction noise; and
- Displacement to nesting and foraging seabirds from construction noise and increased vessel movement.

The EIAR states that the predicated construction noise would be 50db at the nearest point of the SPA boundary during daytime operational activity. We consider that this level of noise will not cause disturbance to nesting birds particularly since the SPA cliffs are sheltered from the works as they curve round to the north.

This proposal is expected to result in a 6 % increase in vessel traffic. We consider that this will not cause significant disturbance to foraging SPA birds providing that vessels follow best practice guidelines at all times, as set out in the Scottish Marine Wildlife Watching Code.

The cumulative assessment within the EIAR has scoped out proposals due to their lack of spatial overlap. We consider this is not an accurate assessment given that cumulative impacts can occur outwith a spatial overlap. However, given the nature of the works and the predicted minor impacts, it is considered that cumulative impacts resulting from this proposal and others are unlikely.

#### Sanday SAC and Farray & Holm of Faray SAC

Sanday SAC is designated for harbour seals (amongst other features) and Farry and Holm of Faray SAC is designated for grey seals.

In our view, it is unlikely that the proposal will have a significant effect on any qualifying interests of the above sites either directly or indirectly. An appropriate assessment is therefore not required.

We have reached this conclusion on the basis that the sea disposal site is outwith the connectivity range for the qualifying features of these SACs.

#### **Protected Species**

We now aim to fulfil our advisory role on protected species through the provision of standing advice. We will generally only comment on protected species in exceptional circumstances not covered by our standing advice<sup>6</sup>. You should consider the need for species licences as part of any development. Please contact our licencing colleagues ([licensing@nature.scot](mailto:licensing@nature.scot)) if you require further advice on licensing.

19<sup>th</sup> October 2019

Marine Scotland  
Scottish Government 375 Victoria Road  
Aberdeen  
AB11 9DB



Development Operations  
The Bridge  
Buchanan Gate Business Park  
Cumbernauld Road  
Stepps  
Glasgow  
G33 6FB

Development Operations  
Freephone Number - 0800 3890379  
E-Mail - DevelopmentOperations@scottishwater.co.uk  
www.scottishwater.co.uk

Dear Mr Marc

**KW14 Thurso Scrabster Harbour St Ola Pier**  
**PLANNING APPLICATION NUMBER: 07075/07076**  
**OUR REFERENCE: 783977**  
**PROPOSAL: Construction and Capital Dredging**

**Please quote our reference in all future correspondence**

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

#### **Water**

- This proposed development will be fed from Loch Calder Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water. The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Water's website at the following link  
<https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-Our-Network>

#### **Foul**

- This proposed development will be serviced by Thurso Waste Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water. The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Water's website at the following link  
<https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-Our-Network>



The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

### **Infrastructure within boundary**

According to our records, the development proposals impact on existing Scottish Water assets.

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team directly at [service.relocation@scottishwater.co.uk](mailto:service.relocation@scottishwater.co.uk).

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

### **Scottish Water Disclaimer**

*"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."*

### **Drinking Water Protected Areas**

A review of our records indicates that there are no Scottish Water drinking water catchments or water abstraction sources, which are designated as Drinking Water Protected Areas under the Water Framework Directive, in the area that may be affected by the proposed activity.

### **Surface Water**

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will **not** accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification taking account of various factors including legal, physical, and technical challenges. However it may still be deemed that a combined connection will not be accepted. Greenfield sites will not be considered and a connection to the combined network will be refused.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is proposed, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection

request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

**General notes:**

- **Scottish Water asset plans can be obtained from our appointed asset plan providers:**

**Site Investigation Services (UK) Ltd**

**Tel: 0333 123 1223**

**Email: [sw@sisplan.co.uk](mailto:sw@sisplan.co.uk)**

**[www.sisplan.co.uk](http://www.sisplan.co.uk)**

- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.
- If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.
- Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.
- The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.
- **Please find all of our application forms on our website at the following link**  
**<https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-Our-Network>**

**Next Steps:**

- **Single Property/Less than 10 dwellings**

For developments of less than 10 domestic dwellings (or non-domestic equivalent) we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a Pre-Development Enquiry Form to be submitted (for example rural location which are



deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

- **10 or more domestic dwellings:**

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

- **Non Domestic/Commercial Property:**

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at [www.scotlandontap.gov.uk](http://www.scotlandontap.gov.uk)

- **Trade Effluent Discharge from Non Dom Property:**

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and laundrettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email [TEQ@scottishwater.co.uk](mailto:TEQ@scottishwater.co.uk) using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/our-services/compliance/trade-effluent/trade-effluent-documents/trade-effluent-notice-form-h>

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units



## Wright H (Hamish)

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**From:** Pauline McGrow <Pauline.McGrow@ryascotland.org.uk>  
**Sent:** 24 October 2019 16:12  
**To:** MS Marine Licensing  
**Subject:** RE: 07075/07076 - Scrabster Harbour Trust - Construction and Capital Dredging - St Ola Pier, Scrabster Harbour, Thurso - Consultation - Response required by 17 November 2019

Hi Marc,

I write to inform you that RYA Scotland has no objections to this application.

Kind Regards

Pauline

**Pauline McGrow**  
**Senior Administrator**  
**Tel: 0131 317 4611**

**Royal Yachting Association Scotland**  
**T: 0131 317 7388**  
**E: [pauline.mcgrow@ryascotland.org.uk](mailto:pauline.mcgrow@ryascotland.org.uk)**



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Protecting your personal information is important to us, view our full Privacy Statement [here](#)



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**From:** MS.MarineLicensing@gov.scot [mailto:MS.MarineLicensing@gov.scot]

**Sent:** 15 October 2019 16:13

**To:** north@snh.gov.uk; planning.dingwall@sepa.org.uk; navigationsafety@mcga.gov.uk; navigation@nlb.org.uk; brian@asfb.org.uk; rmerrylees@ukchamberofshipping.com; RCarington@ukchamberofshipping.com; marine@crownestatescotland.com; DIO-safeguarding-offshore@mod.gov.uk; soctland-eia.scoping-opinions@hse.gov.uk; hmconsultations@hes.scot; maddox.iain@gmail.com; eplanning@highland.gov.uk; secretary@marinesafetyforum.org; Pauline McGrow <Pauline.McGrow@ryascotland.org.uk>; planning.scotland@rspb.org.uk; renewables@sff.co.uk; info@scottishfishermen.co.uk;

# Northern Lighthouse Board

Your Ref: MSL 07075 / 07076  
Our Ref: AL/OPS/ML/S13\_01\_038

84 George Street  
Edinburgh EH2 3DA  
Switchboard: 0131 473 3100  
Fax: 0131 220 2093  
Website: [www.nlb.org.uk](http://www.nlb.org.uk)  
Email: [enquiries@nlb.org.uk](mailto:enquiries@nlb.org.uk)



Marine Scotland – Marine Planning and Policy  
Marine Laboratory  
375 Victoria Road  
Aberdeen  
AB11 9DB

21 October 2019

## MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 (AS AMENDED)

### 07075 / 07076 - SCRABSTER HARBOUR TRUST - CONSTRUCTION AND CAPITAL DREDGING - ST OLA PIER, SCRABSTER HARBOUR, THURSO

Thank you for your correspondence date 15<sup>th</sup> October 2019 regarding the Marine Licence applications submitted by **Scrabster Harbour Trust** relating to the proposed redevelopment of St. Ola Pier, Scrabster, and an associated capital dredging campaign.

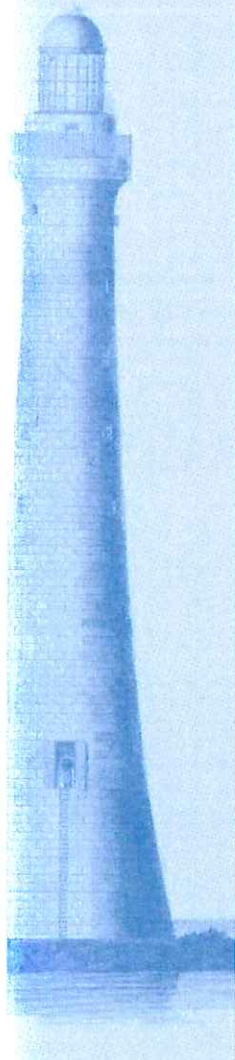
#### Pier Redevelopment – MS Licence 07075

Northern Lighthouse Board have no objection to the proposed redevelopment, and advise the following:

- The new navigation light to be installed at the end of the refurbished pier is to display the same character as the navigation light that is to be replaced (Q (2). G. 6s).
- If any alterations are to be made to either the character or position of the light, the Statutory Sanction of the Commissioners of Northern Lighthouses is required.
- **Scrabster Harbour Trust** should liaise with NLB regarding any temporary Aids to Navigation used throughout the construction project.
- **Scrabster Harbour Trust** should issue a Notice to Mariners clearly stating the nature and duration of the proposed works.
- On completion of the pier redevelopment, a copy of the 'as-built' plans should be provided to the UK Hydrographic Office to enable the update of appropriate navigational publications.

## For the safety of all

Certified to: ISO 9001:2000 · The International Safety Management Code (ISM) · OHSAS 18001



### **Capital Dredging Campaign – MS Licence 07076**

Northern Lighthouse Board have no objection to the proposed capital dredging campaign, and advise the following:

- Maritime Safety Information is promulgated as necessary prior to, and throughout the dredging campaign.
- **Scrabster Harbour Trust** provide the UK Hydrographic Office with revised survey data following the completion of the dredging campaign.

Yours sincerely  
[Redacted]

Peter Douglas  
Navigation Manager

#### **Privacy Statement**

NLB take seriously the protection of your privacy and confidentiality, and understand that you are entitled to know that your personal data will not be used for any purpose unintended by you. In line with our document retention schedules, copies of this correspondence will be retained on our live internal system in line with our legislative requirements and obligations, before being archived as required for conformance with our data Protection Policy and the associated Data Retention Schedules. Archived copies may be retained indefinitely in the public interest. Our Privacy Notice can be accessed via the following link: <https://www.nlb.org.uk/legal-notices/>



## Wright H (Hamish)

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**From:** DIO-Safeguarding-Offshore (MULTIUSER) <DIO-Safeguarding-Offshore@mod.gov.uk>  
**Sent:** 12 November 2019 12:19  
**To:** MS Marine Licensing  
**Subject:** RE: 07075/07076 - Scrabster Harbour Trust - Construction and Capital Dredging - St Ola Pier, Scrabster Harbour, Thurso-DIO 100438959-O

Good Afternoon Marc,

Further to your e-mail below and after our investigation, I can confirm that the MOD has No Objection regarding this activity in the locations specified. I hope this information is sufficient for your purposes.

Regards

### Michael Billings

Assistant Safeguarding Manager  
Estates – Safeguarding

**Defence  
Infrastructure  
Organisation**

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Building 49, DIO Sutton Coldfield, Kingston Road, B75 7RL

Please use mobile no. only from 25th Mar onwards. Landline nos. will cease operating

Tel: 0121 311 2025 – Mob: 07970171283 | Email: [michael.billings950@mod.gov.uk](mailto:michael.billings950@mod.gov.uk)

Website: [www.gov.uk/dio/](http://www.gov.uk/dio/) | Twitter: @mod\_dio

Read DIO's blog: <https://insidedio.blog.gov.uk/>



**Defence Infrastructure Organisation**

**From:** MS.MarineLicensing@gov.scot <MS.MarineLicensing@gov.scot>

**Sent:** 15 October 2019 16:13

**To:** north@snh.gov.uk; planning.dingwall@sepa.org.uk; navigationsafety@mcga.gov.uk; navigation@nlb.org.uk; brian@asfb.org.uk; rmerrylees@ukchamberofshipping.com; RCarington@ukchamberofshipping.com; marine@crownestatescotland.com; DIO-Safeguarding-Offshore (MULTIUSER) <DIO-Safeguarding-Offshore@mod.gov.uk>; soctland-eia.scoping-opinions@hse.gov.uk; hmconsultations@hes.scot; maddox.iain@gmail.com; eplanning@highland.gov.uk; secretary@marinesafetyforum.org; pauline@ryascotland.org.uk; planning.scotland@rspb.org.uk; renewables@sff.co.uk; info@scottishfishermen.co.uk; scollin@scottishwildlifetrust.org.uk; Fred.Abercrombie@transport.gov.scot; Chris.Wilcock@transport.gov.scot; Karl.Zaczek@transport.gov.scot; chair@caithnesswestcc.co.uk; secretary@caithnesswestcc.co.uk; thursocc@hotmail.co.uk; FO.Scrabster@gov.scot; Phil.Gilmour@gov.scot; laura.blackburn@visitscotland.com; cdsfb@outlook.com; planningconsultations@scottishwater.co.uk; info@northlinkferries.co.uk; david.mchardie@cmassets.co.uk

**Cc:** alastair.mckinley@rpsgroup.com

**Subject:** 07075/07076 - Scrabster Harbour Trust - Construction and Capital Dredging - St Ola Pier, Scrabster Harbour, Thurso - Consultation - Response required by 17 November 2019