

Appendix 1 – Planning Permission in Principle Conditions

Conditions

1. That plans and particulars of the matters listed below shall be submitted for consideration by the Planning Authority in accordance with the timescales and other limitations in Section 59(2) of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin on any distinct zone or agreed phase of the development until details of that distinct zone or phase have been submitted to, and approved in writing by, the Planning Authority, in consultation where relevant (as specified below for each particular criterion). The development shall be carried out in accordance with that approval:-

(a) Substation (Zone)

- (a) (i) The siting of the substation building(s) and structures, including any associated plant and machinery;
- (a) (ii) The design of the substation building(s) and structures, including any associated plant and machinery;
- (a) (iii) The external appearance of the substation building(s) and structures, including any associated plant and machinery;
- (a) (iv) The layout of the substation site including all permanent above ground features; boundary enclosures; existing and proposed ground levels and floor levels of the substation buildings relative to a fixed ordnance datum point;
- (a) (v) Details of all hard and soft landscaping works, planting and screening associated with the development of the substation site;
- (a) (vi) Full details of the means of disposal of surface water from the substation site during the construction and operational phases (which shall be by means of SUDS) along with measures to limit the post-development discharge rate from the site to pre-development runoff rates and evidence that potential flood risk will not be increased in the area;
- (a) (vii) A phasing plan for the development of the substation site;
- (a) (viii) The means of access to the substation site.

(b) Cable Route (Zone) or phase thereof as may be agreed with the Planning Authority (outwith the substation compound)

- (b) (i) Full details of the specific route, depth, ducting, jointing bays and number of cables to be installed within the cable route corridor or phase thereof. This shall include confirmation of the transmission technology to be used unless otherwise agreed with the Planning Authority;
- (b) (ii) The siting, design and external appearance of any other permanent above ground features associated with the cable route or phase thereof;
- (b) (iii) Details of all hard and soft landscaping works, planting and screening associated with the cable route or phase thereof;
- (b) (iv) Full details of the location and number of construction compounds associated with the cable route or phase thereof and the associated means of access together with a programme for their phasing, removal and restoration;
- (b) (v) A phasing plan for the cable route including specific details of the timing of works across Carnoustie Golf Links;
- (b) (vi) Full details of all road and waterway crossings associated with the cable route or phase thereof.

Reason: To ensure that the matters referred to are given full consideration.

2. That any application for approval of matters specified above in respect of: -

(a) The substation and/or the cable route (or phase thereof) shall be accompanied by:-

(a) (i) A Construction Traffic Management and Routing Plan (CTMRP) for each distinct zone or phase that shall be subject of consultation with the Trunk Roads Authority, and Network Rail in respect of construction vehicle movements across Barry Links (also known as Barry West) Level Crossing as appropriate. For the avoidance of doubt the CTRMP shall include but not be limited to:-

- An Abnormal Loads Assessment including routing details for abnormal loads;
- Details of the timing of any works within the boundary of the A90 (T) Road;
- The type and volume of vehicles to be utilised in the delivery of construction materials;
- Assessment of the suitability of the proposed construction vehicle routes, including assessment of bridge capacities, to accommodate the type and volume of traffic to be generated by the development. The assessment shall include details of swept path analyses and include before and after DVD video route condition surveys;
- Mitigating measures on public roads, including, carriageway widening, junction alterations, associated drainage works, protection to public utilities, temporary or permanent traffic management signing, and temporary relocation or removal of other items of street furniture;
- The restriction of delivery traffic to agreed routes;
- Measures to minimise traffic impacts on existing road users including timing of construction traffic to minimise impacts on local communities and a code of conduct for HGV drivers to allow for queuing traffic to pass;
- Liaison with the roads authority regarding winter maintenance;
- Contingency procedures, including names and telephone numbers of persons responsible, for dealing with vehicle breakdowns;
- A dust and dirt management strategy, including sheeting and wheel cleaning, prior to departure from the site;
- The location, design, erection and maintenance of warning/information signs for the duration of the works, at site accesses and crossovers on private haul roads or tracks used by construction traffic and pedestrians, cyclists or equestrians;
- Contingencies for unobstructed access for emergency services;
- Traffic management in the vicinity of temporary construction compounds, including, the provision of temporary signage, maintenance of signage and removal of signage upon completion of the works;
- Arrangements for the monitoring, reviewing and reporting on the implementation of the approved plan; and procedures for dealing with noncompliance with the approved plan;
- Details of all movements of construction traffic over Barry Links Level Crossing.

Thereafter the development shall be undertaken in accordance with the details in the approved CTMRP for that distinct zone or phase unless otherwise agreed in writing with the Planning Authority.

(a)(ii) A Construction Environmental Management & Monitoring Plan (CEMP) for each distinct zone or phase which shall be subject of consultation with SEPA and SNH. For the avoidance of doubt the CEMP shall include but not be limited to:-

- A dust and air quality management plan including detailed measures for the mitigation of dust arising from construction activities and a complaint investigation and resolution procedure;
- A construction noise and vibration management plan including the hours of operation for construction related activities, detailed measures for the mitigation of construction noise and vibration and a routine noise monitoring and complaint investigation and resolution procedure;
- A Site Waste Management Plan (SWMP) including details for the management of pollution prevention monitoring and mitigation measures for all construction activities;
- A Soil Management Plan including a map showing locations of stockpiles of excavated materials, details of use and/or disposal of unsuitable subsoil, details of the management and mitigation of soil resources in accordance with biosecurity best practice;
- A scheme for the identification of drainage systems (including field drains, culverts, septic tanks and soakaways) and private water supplies, and measures for their protection during development and/or mitigation of impacts associated with the development including the temporary of alternative facilities as required;
- A scheme for the reinstatement following the completion of the construction of the cable route (or phase thereof) including the reinstatement of agricultural land, drainage systems and private water supplies and landscape resources.

Thereafter the development shall be undertaken in accordance with the details in the approved CEMP for that distinct zone or phase unless otherwise agreed in writing with the Planning Authority.

(a)(iii) Evidence to confirm that the scheme has been designed to comply with Electro Magnetic Field (EMF) emission limits set by the National Radiological Protection Board (NRPB) or such other limit as may, at the time of application be set by Government.

(b) The substation shall be accompanied by: -

(b)(i) A Design Statement in accordance with the requirements of Part 3 Regulation 13 (4) of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.

(c) The cable route (or phase thereof) shall be accompanied by: -

(c) (i) An Access Management Plan (AMP). For the avoidance of doubt the AMP shall include but not be limited to:-

- Proposals for management of public access on core paths, rights of way, Carnoustie Beach/Seafront and Barry Links during construction works;
- Details of the extent and timing of any closures and proposed diversions;
- Proposals for reinstatement of any core paths or other public access route and public access infrastructure (including steps, ramps, bridges and gates) which may be disturbed during construction and the timing for the completion of any works.

Thereafter the development shall be undertaken in accordance with the details in the approved AMP for that zone or phase unless otherwise agreed in writing with the Planning Authority.

- (c) (ii) A scheme to ensure the protection of that section of the coastal rock armour as highlighted in blue (and referenced as Mean High Water Springs) on drawing number A4MRSEAGZ-GRD530-SMP-0005 approved as part of this planning permission in principle (or such section of the aforementioned area as may be agreed in writing with the Planning Authority) for the duration of any works required for the installation of ducts and/or cables between the intertidal area and the location where the marine and landward cables will be jointed (“the transition joint bays”) on the landward side of the rock armour. This scheme shall include but not be limited to:-

- A pre-construction condition survey of the rock armour;
- Full details of the proposed location and depth of cables below the rock armour;
- Full details of any cable joint locations between the mean low water mark and the transition joint bays on the landward side of the rock armour;
- Arrangements for the monitoring, review, reporting and repair of any damage (which shall be as soon as reasonably practicable after identification of the damage) to the rock armour during construction works.

For the avoidance of doubt within 3 months of the installation of the cable under the rock armour at the foreshore, a post construction condition survey of the rock armour shall be submitted for the written approval of the Planning Authority. The post construction survey shall include:-

- Record drawings illustrating the exact depth of the cable and any joint locations between the mean low water mark and the transition joint bays on the landward side of the rock armour;
- Proposals for the implementation and timing of any remedial works, to reinstate the rock armour to its pre-construction survey condition if it is identified in the post condition survey that damage has been caused to the rock armour by the works or activities associated with the development.

Thereafter any remedial works to the rock armour shall be undertaken in accordance with a programme/phasing schedule approved in writing by the Planning Authority.

Reason: In order to ensure the provision of adequate information for the planning authority to consider the matters detailed in condition 1 above, in the interests of road and rail safety; in the interests of amenity, environmental quality, environmental protection, site restoration and drainage; in the interests of public health; in the interests of design quality; in the interests of safeguarding public access; and in order to ensure the integrity of the coastal rock armour.

3. That except as otherwise provided for and amended by the terms of this permission, the development shall be undertaken in accordance with the provisions of the Seagreen Phase 1 Onshore Transmission Works Environmental Statement dated June 2016. Specifically the development shall be undertaken in accordance with the mitigation measures identified in the Environmental Statement and with the mitigation identified in Chapter 16 of the Environmental Statement.

Reason: To ensure that the development is undertaken in accordance with the Environmental Statement in order to mitigate impact of the development on the environment.

4. For the avoidance of doubt there shall be no commencement of the Development until it can be demonstrated to the Planning Authority that consent under Section 36 of the Electricity Act 1989 has been granted by the Scottish Ministers for the Seagreen Alpha and/or Seagreen Bravo Phase 1 Offshore Wind Farms, unless otherwise approved in writing by the Planning Authority.

Reason: To ensure there is an operational requirement for the onshore electrical transmission infrastructure.

5. Prior to the commencement of the development hereby approved, an appropriately experienced and qualified Ecological Clerk of Works (ECoW) shall be appointed by the applicant/developer following consultation with the Planning Authority and SNH. An ECoW appointed in accordance with this condition shall be in post during appropriate stages of the construction phase of the development, as agreed in writing with the Planning Authority. The ECoW's scope of work shall include monitoring compliance with the mitigation measures within the Environmental Statement and the conditions of this planning permission.

Reason: To minimise environmental impacts during the construction phase of the development.

6. Within 24 months of the permanent cessation of generation of electricity at the offshore wind farm, a decommissioning and site restoration plan (the 'Demolition and Restoration Scheme') shall be submitted to and approved in writing by the Planning Authority. The Demolition and Restoration Scheme shall have due regard to the Decommissioning Programme prepared in respect of the offshore wind farm and shall include details of:
 - (i) The extent of substation and cable infrastructure to be removed and details of site restoration;
 - (ii) Management and timing of works;
 - (iii) Environmental management provisions; and
 - (iv) A traffic management plan to address any traffic impact issues during the decommissioning period.

The development shall thereafter be decommissioned and the site restored in accordance with the approved Demolition and Restoration Scheme unless a further

planning permission for retention of the development has been granted within the 24 month period identified above.

Reason: To ensure that the land is restored to its previous condition in the event that the development is no longer required in interests of the environmental quality and amenity of the area.

7. There shall be no piling or blasting carried out as part of the development unless otherwise approved in writing by the Planning Authority.

Reason: In order that any residential amenity impacts associated with piling and blasting can be considered and mitigated.

8. Except at Murroes Primary School, Duntrune and unless otherwise approved in writing by the Planning Authority, construction noise levels measured at the façade of existing nearby noise sensitive properties as detailed in the construction noise and vibration management plan required by condition 2 above shall not exceed the following limits:-

- (a) 70 dba Leq 12 hours between 0800hrs and 2000hrs
- (b) 45 dba Leq 12 hours between 2000hrs and 0800hrs

At Murroes Primary school Duntrune unless agreed in writing by the Planning Authority construction noise levels shall not exceed the following limit:-

- (a) 65 dba Leq 8 hours between 0800hrs and 1600hrs

Reason: In order to safeguard the amenity of occupants of noise sensitive property located close to the development.

9. Vibration levels associated with construction or maintenance activities shall not exceed the following limits unless otherwise approved in writing by the Planning Authority:-

- (a) At existing residential or educational properties 1mms-1 PPV
- (b) At existing commercial or industrial properties 3mms-1 PPV

The above vibration limits relate to maximum PPV ground borne vibration occurring in any one of three mutually perpendicular axes. Vibration is to be measured on the foundation or on an external façade no more than 1m above ground level or on solid ground as near the façade as possible.

Reason: In order to safeguard the amenity of occupants of nearby properties that may be affected by vibration.

10. The substation operational noise levels shall not exceed the rating noise levels specified in the table below as measured and assessed in accordance with BS4142; Method for rating industrial noise affecting mixed residential and industrial areas:

Address	Period	Rating Noise Level
Myreton of Claverhouse	0700hrs-2300hrs	37db LA eq 1hr
	2300hrs-0700hrs	36db LA eq 5mins
Balnuith	0700hrs-2300hrs	39db LA eq 1hr
	2300hrs-0700hrs	38db LA eq 5mins
Muir of Pert/Moatmill	0700hrs-2300hrs	37db LA eq 1hr

And 2300hrs-0700hrs 34db LA eq 5mins

Address	Period	Noise Limit
Myreton of Claverhouse	0700hrs-2300hrs	NR CURVE 30
	2300hrs-0700hrs	NR CURVE 20
Balnuith	0700hrs-2300hrs	NR CURVE 30
	2300hrs-0700hrs	NR CURVE 20
Muir of Pert/Moatmill	0700hrs-2300hrs	NR CURVE 30
	2300hrs-0700hrs	NR CURVE 20

Reason: In order to safeguard the amenity of occupants of noise sensitive property located close to the development.

11. No development shall take place within any distinct zone or phase until a written scheme of archaeological investigation for that distinct zone or phase (including a timetable) has been submitted to and approved in writing by the Planning Authority in consultation with Aberdeenshire Council Archaeology Service. Thereafter the development within that distinct zone or phase shall be undertaken in accordance with the approved scheme.

Reason: In order to record items of archaeological interest and finds.

12. No works within 50 metres of Scheduled Ancient Monument shall take place unless protective fencing, in accordance with a scheme approved in writing by the Planning Authority in consultation with Historic Environment Scotland, has been erected around; and outwith the designated asset to protect it from accidental damage during construction works. The protective fencing shall remain in place during any works within 50 metres of the designated asset and no works shall take place within the area protected by the fencing.

Reason: In order to safeguard historic features within close proximity to the application site.

13. That any storage of materials, plant or machinery within any functional flood plain identified on SEPA flood maps shall be undertaken only in accordance with details, including a flood mitigation scheme, that has been approved in writing by the Planning Authority in consultation with SEPA. There shall be no storage in association with this development within any functional flood plain other than in accordance with the aforementioned approved scheme. For the avoidance of doubt following the completion of works associated with the installation of the underground cabling within the functional floodplain the existing ground levels shall be restored.

Reason: In order to reduce the potential of flooding within and outwith the application site.

14. That prior to commencement of any works on the cable route (or phase thereof) a Habitat Management Plan (HMP) for the cable route (or phase thereof) shall be submitted to and approved in writing by the Planning Authority in consultation with SEPA and SNH. Thereafter the development of the cable route (or phase thereof) shall be undertaken in accordance with the details in the approved HMP unless otherwise agreed in writing with the Planning Authority.

Reason: In the interests of minimising adverse impacts on the biodiversity of the site and to enhance habitats

15. That no vehicular access or egress in association with this development shall be taken from a public road until that access/egress has been formed and constructed in accordance with the Design Manual for Roads and Bridges or Angus Council Roads Standards as appropriate and as approved in writing by the Planning Authority in consultation with the Roads Authority. For the avoidance of doubt this will include: -
- (i) Provision of visibility splays at the junction of any works accesses with the respective public road in accordance with details approved in writing by the Planning Authority. Within the above visibility splays nothing shall be erected, or planting permitted to grow to a height in excess of 1050mm above the adjacent road channel for the duration of the works for any existing access or until that junction is closed/blocked for any new access;
 - (ii) Provision of turning space within the respective works areas to allow vehicles to enter and leave in a forward gear in accordance with details approved in writing by the Planning Authority. Thereafter the approved turning space shall be maintained for the duration of use of the works area.
 - (iii) Provision of access tracks leading from the public road to the construction areas that are formed and constructed in accordance with a specification that has been approved in writing by the Planning Authority. For the avoidance of doubt all accesses shall be designed so as to prevent the discharge of surface water onto the public road.

Reason: In the interests of road safety and pedestrian safety.

16. For the avoidance of doubt there shall be no open excavation undertaken on the A90, A92 and A930 principal classified roads. Any crossing of these public roads shall be undertaken by horizontal directional drilling (HDD) unless otherwise approved in writing by the Planning Authority in consultation with the Roads Authority.

Reason: To minimise disruption to public transport and road users.

17. That, no works shall take place within any distinct zone or phase of the development until the applicant has agreed haul routes and provided written evidence of a maintenance agreement with the Roads Authority under Section 96 of the Roads (Scotland) Act 1984.

Reason: To ensure the integrity of the public road network is protected.

18. That prior to the commencement of any development on any part of the site that falls within the parameters of the former Tealing Airfield, a comprehensive gamma radiation survey shall be submitted to and approved in writing by the Planning Authority in consultation with SEPA. The survey shall include a remediation strategy and shall be undertaken in accordance with a method statement that has been approved in writing by the Planning Authority. For the avoidance of doubt the Gamma Radiation Survey investigation shall be completed in accordance with The Radioactive Contaminated Land (Scotland) Regulations 2007 (as amended) and The Radioactive Substances (Basic Safety Standards) (Scotland) Direction 2000. Any wastes arising shall be addressed in accordance with the Radioactive Substances Act 1993 (and the associated exemption orders).

Reason: In order to ensure that any residual gamma radiation that exists within the site as a result of its former use as an airfield is identified and remediated in the interests of public safety and the amenity of the area.