

Welcome

Hunterston Construction Yard



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Welcome, and thank you for taking the time to come along to today's public consultation event. This event relates to prospective planning and marine licence applications for proposed upgrading works to the existing Hunterston Construction Yard facility. The event provides information on the proposed development, the consent process, and the approach to the environmental impact assessment.

Have your say

The event is an opportunity for you the local community to engage in the decision-making process. As such, the project team welcome your views and opinions on the proposals. We are available to discuss the proposed development with you.

Please complete the Feedback Postcard with any questions or comments you may have. These postcards are available at today's event.

Following the public event, information about the development can be found on the dedicated web page www.hunterstonparc.com or scan the QR code. Written questions/comments should be emailed to info@cameronplanning.com in the first instance.

A second consultation event will be held on **8th November 2023**; this will reflect design changes and include responses made to the project following this first consultation event.

Project Team

Clydeport Operations Ltd are the port authority/ developers and control the land in question.

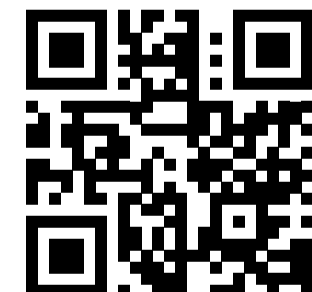
Arch Henderson LLP are an independent engineering consultancy tasked with providing an exemplar design for the site.

Cameron Planning is an independent planning consultancy appointed to lead the Planning process relating to the new quay wall and infilling of the existing drydock.

EnviroCentre Ltd is an independent environmental consultancy who will project manage and prepare the environmental assessment that will accompany the planning and marine applications.



For further background information visit:
www.hunterstonparc.com





Background



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Clydeport Operations Ltd. are considering options for developing Hunterston PARC. This optioneering includes the modification of Hunterston Construction Yard, through the demolition and infilling of the existing dry dock and provision of a new quay on the western side of the site. This will form a construction platform that can service the offshore renewables sector.

Vision

A place with the blue and green economy at its heart

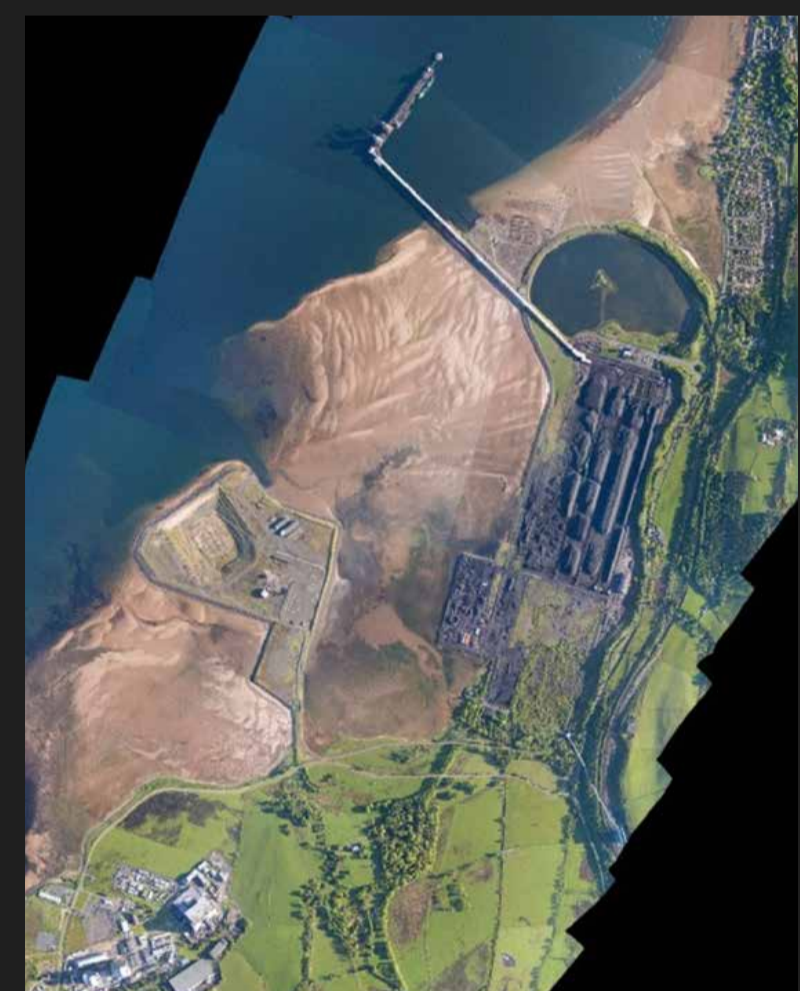
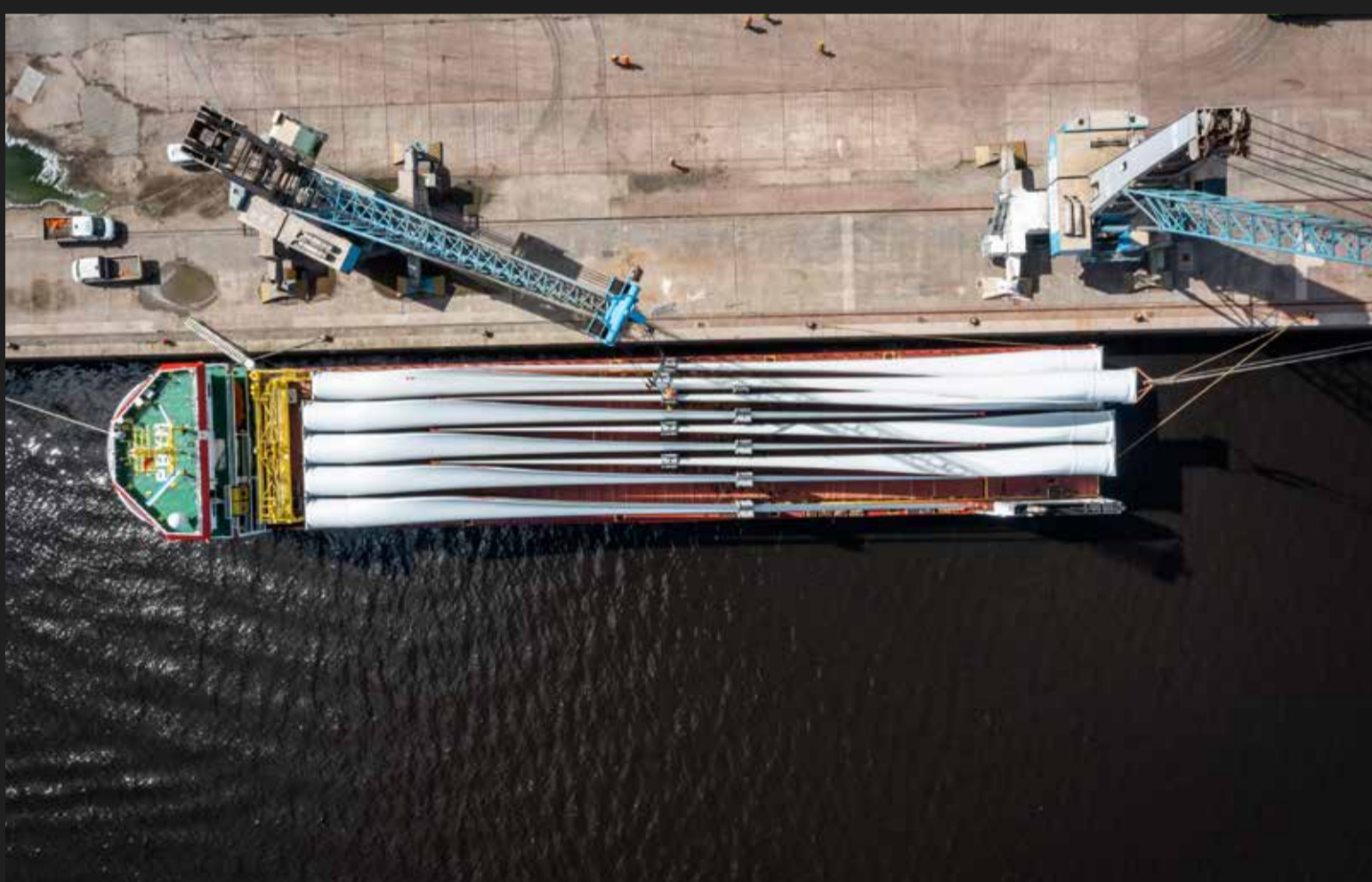
Our vision is to create a nationally significant Energy and Marine campus. Bringing together leading industry operators, world class universities and the latest innovators to deliver technological advances in areas such as power generation and aquaculture.

Advantage

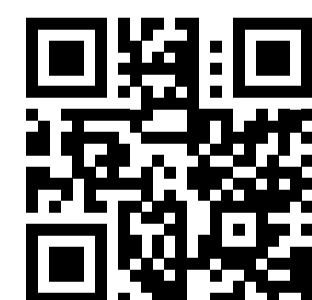
Hunterston Construction Yard has the deepest sea entrance on the west coast of the UK which gives it a strategic advantage in accommodating the largest capacity sea vessels available and, handling project cargoes such as gravity base structures used by the offshore wind industry.

Future

Future use of the yard is targeted towards providing a facility that supports the offshore wind industry, for example, through gravity-based structure construction, jacket construction, turbine assembly & load out, and associated activities.



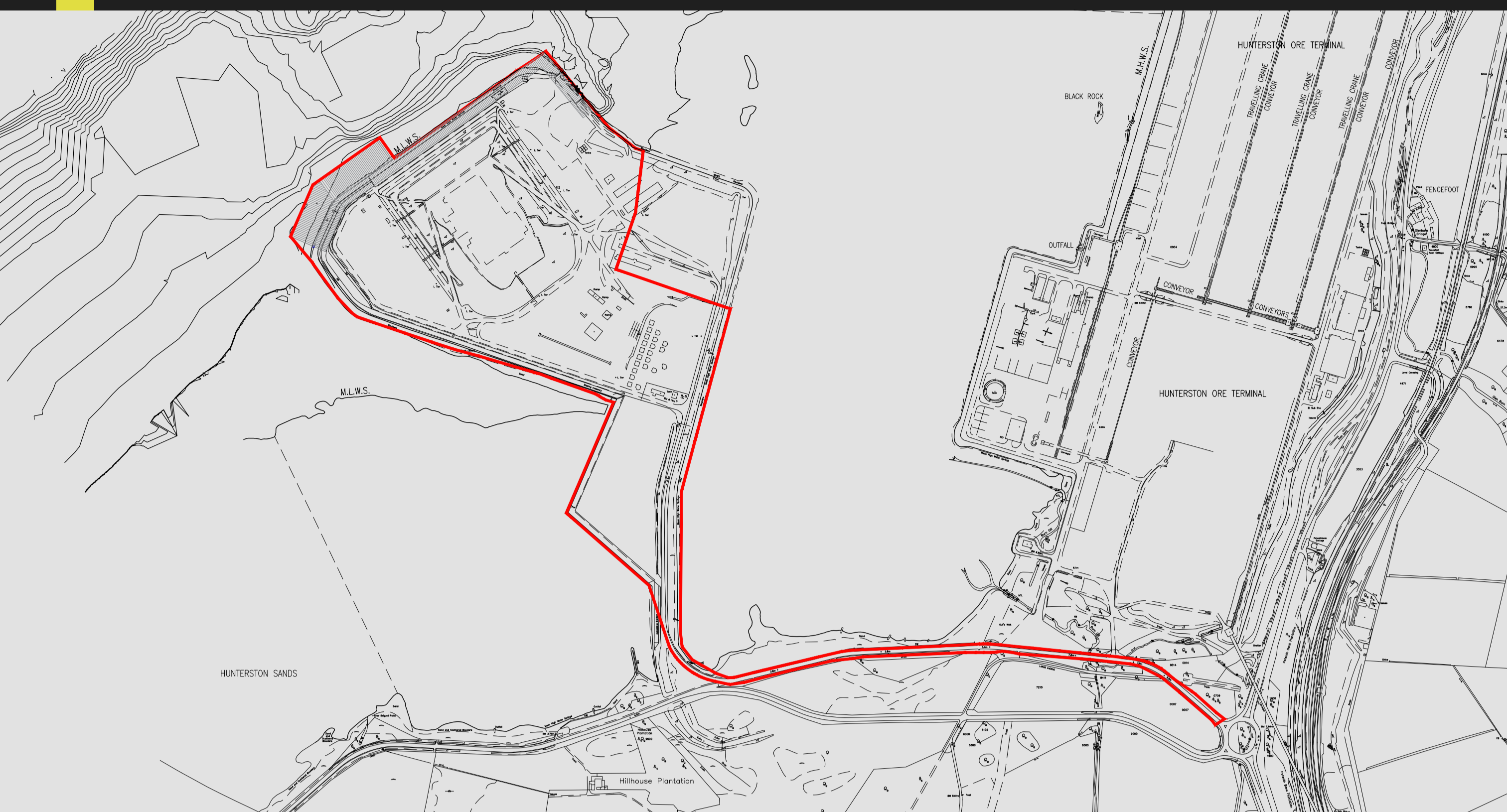
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Project Design



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The proposals will upgrade the existing Hunterston Construction Yard to provide a facility suitable for servicing the offshore wind industry. The main elements of the project design are known however some specific details will evolve during the design development.

Development

The main elements of the proposed development are:

- The construction of a new quay and associated quayside infrastructure on the western edge of the site to berth vessels
- Works could include land reclamation, removal of the existing dock entrance bund, and/or removal of existing land to facilitate the construction of appropriate berths
- Demolition works of existing structures including removal of the base of the former dry dock
- Infilling of the former dry dock basin to provide additional land for general industrial purposes
- Ground improvement works including piling
- Dredging to enable marine vessel access to quay areas
- Provision of site utilities and any required foundations within storage areas
- Erection of temporary site offices and staff welfare buildings to accommodate site workforce.

Design Options

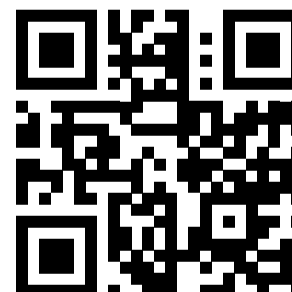
There are a number of design options associated with the quay that are currently being considered.

These design options include:

- A Roll-on Roll-off (RO-RO) facility; and/or
- A grounding pad (not exceeding 250m x 250m, exact location TBC) as a temporary fixed gravel platform for grounding two barges
- A series of dolphins (typically 3 to 5) for berthing/mooring of barges
- A catwalk for access to the berthed barges



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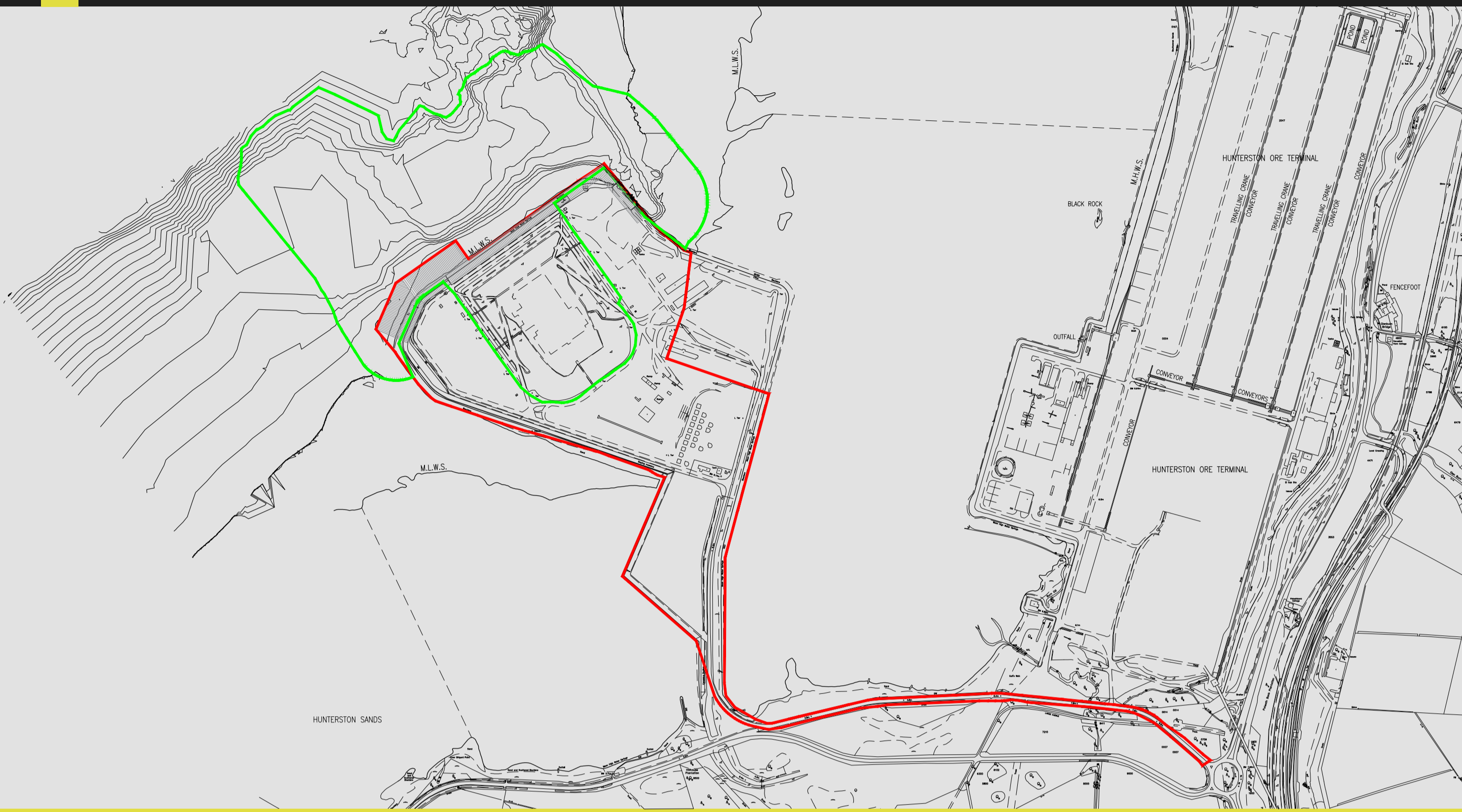
 Cameron Planning



Consent Process



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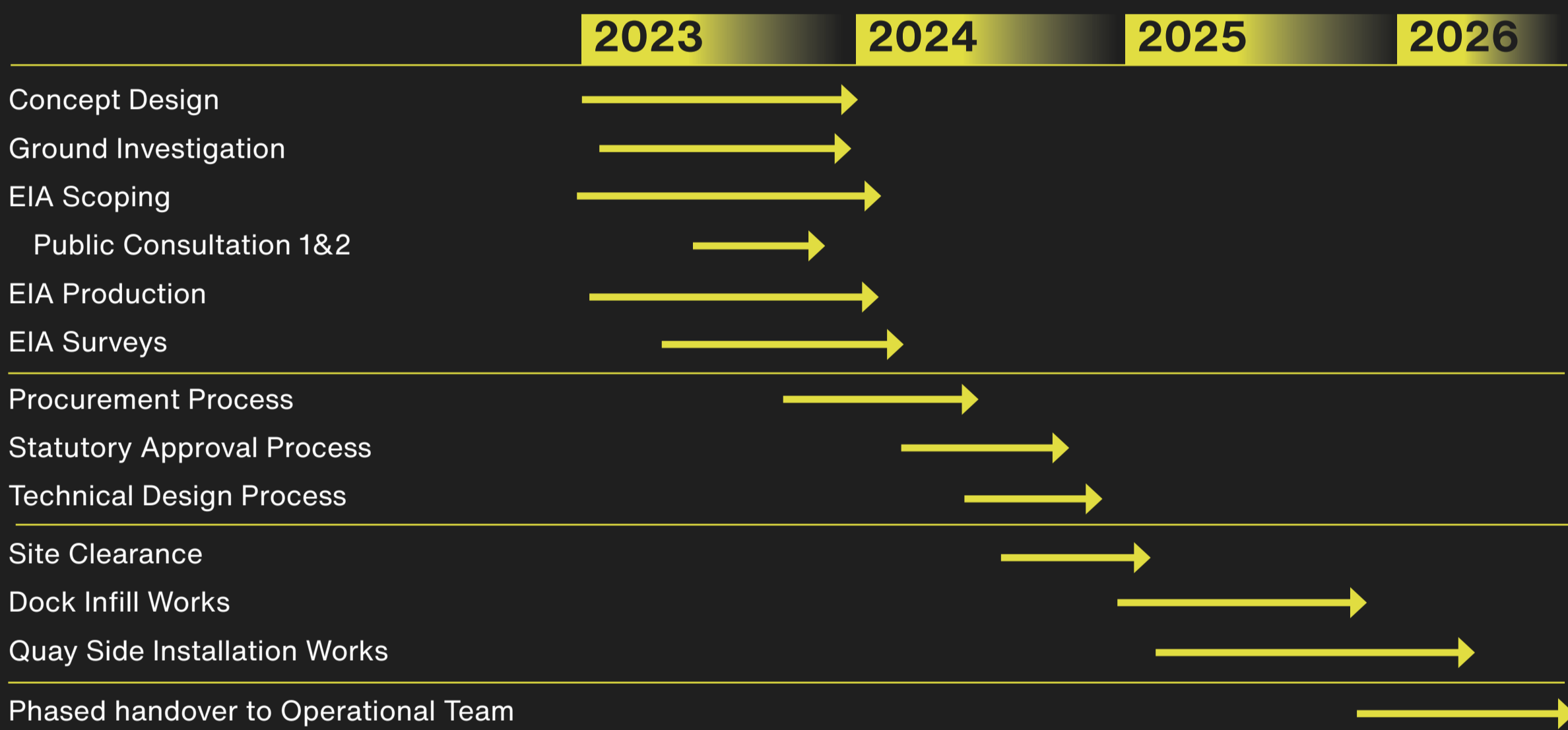
The proposed development includes both terrestrial and marine based elements and consent is required from both North Ayrshire Council (Planning Permission) for works above Mean Low Water Springs, and Marine Scotland (Marine Licence) for works below Mean High Water Springs.

In terms of Planning Policy, the current Development Plan for Hunterston comprises the adopted North Ayrshire Council Local Development Plan 2 (LDP), 2019, and National Planning Framework 4 (NPF4) which was adopted by the Scottish Government in February 2023.

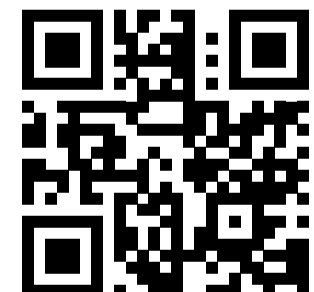
Hunterston Strategic Asset is defined as a national development within NPF4. Development associated with this asset is therefore classed a 'National Development' in terms of the Development Hierarchy Regulations, 2013.

The national development status confirms the strategic importance of Hunterston port and the adjoining former nuclear power station development and seeks to repurpose the area. The industrial use of the yard also benefits from a Certificate of Lawful Use, meaning industrial activity is lawful in Planning terms.

Hunterston Yard Dock Infill and Quayside Installation Timeline



For further background information visit:
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Environmental Impact



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Environmental Impact Assessment

The proposal by virtue of its size, scale and nature, is subject to a statutory Environmental Impact Assessment (EIA). EIAs make sure that project decision makers think about the likely effects on the environment at the earliest possible time and aim to avoid, reduce or offset those effects.

Assessment Process

This EIA process involves:

- Scoping the content of the EIAR to confirm the topics of assessment that have the potential to cause significant effect on the environment. These topics are taken forward and form the main chapters of the EIAR. The impacts of topics that have been scoped out of forming a full chapter may still be assessed that would be provided as supporting technical information.
- Undertaking the project specific Environmental Impact Assessment.
- Mitigation measures identified through the EIA process are presented in a Schedule of Mitigation. This Schedule forms the basis to develop a site-specific Environmental Management Plan for the construction, operation or decommissioning phases of the development.



Project Specific

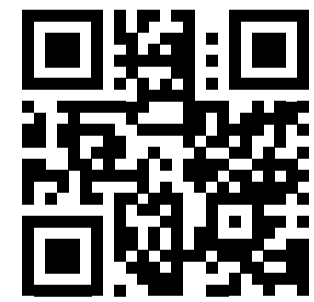
Details of the project specific EIA process is presented in an Environmental Impact Assessment Report (EIAR) which supports the planning and marine licence applications. The details to be included are:

- Details of the current environmental conditions.
- Technical assessment of potential impacts.
- Interaction with other proposed developments.
- Mitigation measures to avoid, reduce or compensate any potential environmental impacts.
- Information on any residual environmental effects from that particular project.

The EIA statutory process provides a list of topics to be considered for each development project. These topics are:

- Air Quality
- Archaeology and Cultural Heritage
- Biodiversity
- Carbon/Climate Change
- Seascape, Landscape and Visual
- Land Quality
- Socio-Economics
- Terrestrial Noise
- Water Environment & Coastal Processes
- Traffic (incl. shipping and navigation)

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Environmental Considerations



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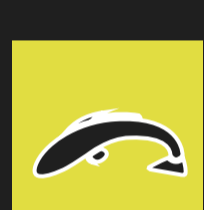


Site Specific Environmental Considerations and Content of the Environmental Impact Assessment Report

HCY extends out into the Firth of Clyde with Hunterston Power Stations ~1km to the south, Fairlie village ~1.9km to the northeast, the island of Great Cumbrae ~1.4 km to the northwest and the former Hunterston Coal Terminal, which is being repurposed, ~500m to the east. The Southannan Sands Sites of Special Scientific Interest (SSSI) bound the site to the northeast, east and southeast.

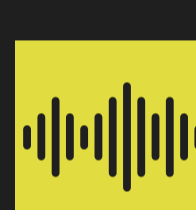
HCY was constructed in the 1970s by infilling onto Hunterston and Southannan Sands. The yard was used to manufacture an oilrig base, dry dock and a gravity base tank and more recently, the site has been used as a wind turbine test site.

The EIA Scoping exercise has identified the following topic areas that have the potential to have a significant impact on the environment as a result of the development.



Biodiversity

Key elements for focus will be consideration of potential for impact upon the Southannan Sands SSSI associated with the proposed dredging activity incorporating a benthic survey. Underwater noise impacts to marine mammals related to construction works (primarily piling will be assessed). Supporting documents will include a Preliminary Ecological Assessment (PEA), targeted bird survey work to confirm conditions are similar to previous survey findings and a Marine Mammal Risk Assessment.



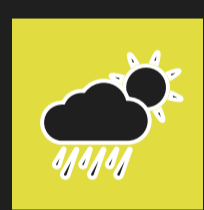
Terrestrial Noise

A Noise Risk Assessment will be undertaken to assess the potential impacts associated with construction noise. The data from the assessment will subsequently inform the production of a Construction Noise Management Plan.



Transport (incl. shipping and navigation)

Whilst we anticipate construction materials will be transported to site by sea, other construction materials may be transported to site by road which may increase traffic on the local road network. Assessment of the potential impact related to construction traffic will be undertaken once further construction activity details are available and included as a Chapter in the EIAR. The site is an operational port facility and the applicant is the controlling Port Authority. A suitable Navigational Risk Assessment will be undertaken with respects to the proposed development. Shipping and navigation are therefore scoped out of the EIAR.



Carbon/Climate Change

A carbon impact assessment of the construction phase will involve assessing the physical infrastructure assets associated with the proposed development. It includes the embodied carbon of proposed development materials and emissions associated with construction activities.



Seascape, Landscape and Visual

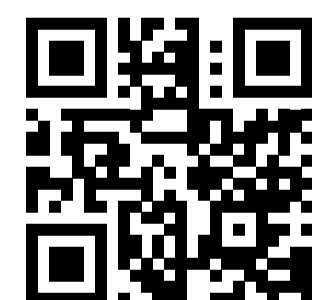
Appraising the extent to which the proposed development would affect existing landscape character from land and from the sea. The assessment will be conducted in accordance with Landscape Institute and NatureScot guidelines. The assessment will discount all coastal and landscape character receptors, and visual receptors located beyond distances exceeding 5km from the proposed development.



Water Environment

An updated coastal modelling study will be produced. The coastal modelling study will include modelling of dredge plume dispersal to inform the assessment of impact on water quality.

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