

## Fairlie Community Council/Peel Ports Meeting 4/12/18

Present: David Nairn, Andy Temple, Alan Holden and Rita Holmes(FCC)

Andrew Hemphill (Port Director), Warren Marshall (Group Planning Director) and Jo Scott ( Group Head of Marketing)

(1) After introductions, AH(PP) handed out agenda which had been jointly agreed on.

FCC stated, as had been done at the first meeting, that the meeting was not a Liaison Group Meeting and reminded PP that Condition 8 was as yet unfulfilled. WM(PP) stated that in their opinion a Liaison Group was not yet required as no oil rig decommissioning contractor has any contract to use Hunterston and permissions and all consents for decommissioning have not yet been granted to allow any work to start. However, WM would review the position in conjunction with North Ayrshire Council.

(2) Talgo

DN maintained that FCC was not against jobs coming to the area, but not at any cost.

RH commented that Hunterston`s advantage as a development site was the amount of land available, but its location on the west coast was a disadvantage. AH(PP) said this was not so. He suggested that the Talgo decision had partly gone against Hunterston and in favour of Longannet because of the lack of enthusiasm locally for the project. FCC rejected this as it had not opposed the construction of trains. AH (PP) stated that Peel Ports is actively canvassing other companies and industrial concerns for the use of the land and facilities here at Hunterston, but no firm interest has as yet been seen.

(3) Update on current dismantling of redundant structures.

The company TDS owns the cranes on the main jetty and TDS is dismantling them. Work on this will continue up until Christmas. The estimated time of completion for crane dismantling is August 2019.

Network Rail estimate that a time slot at the end of January 2019 will see the first bunker at the Rail /Coal loading facility (east of the A78) being collapsed by using explosives for controlled demolition. This means that the structure will fall away from the railway line. The second bunker will be demolished mid February. The conveyor over the A78 will come down in June 2019. The road will be closed for this. The causeway conveyor will be dismantled by Christmas 2018 all going to plan. The ship loading arm on the main jetty will also be removed. Once all equipment is removed from the jetty it will return to an open port, suitable for mooring and loading/unloading of cargoes from most vessels and/or marine structures. (but not cruise liners).

(4) Update on SEPA and Marine Scotland licence applications.

SEPA application to go before Planning Committee 5th December 2018.

FoFoC to make representation at this.

Marine Scotland Application in process of being put together. The Pre Consultation Consolidation was a week ago and Marine Scotland has to check it.

(5) Environmental Impact Assessment

FCC suggested that Peel Ports volunteer to do an Environmental Impact Assessment as it believes this would be a positive step forward in PP rebuilding its reputation as a good neighbour. PP stated the development was not a Schedule 1 so no EIA necessary. FCC maintain it is a Schedule 1. PP maintained that the Planning Applications had been “screened out” as potential Schedule 2 as had been confirmed by North Ayrshire Council.

(6) Ownership of different parts of the site

DN suggested that the bund at Hunterston Construction Site is in Crown Estate.

(7) Masterplan

PP said that redundant gas rigs in the Irish Sea were well placed for decommissioning at Hunterston and that PP was also interested in

decommissioning ships. There were no plans to claim anymore land as had been suggested when Hunterston was considered for a trans-shipment hub. A Hunterston Parc Master Plan was in the process of being produced internally by PP. This would be a visionary document setting out a range of potential projects/uses and would be subject to a full and proper consultation in due course.

#### (8) Clarification of Companies.

CessCon have office at Hunterston but are not clients or working for Peel Ports. CessCon also at Methil in Fife.

#### (9) Conflict of Interest

FCC felt with PP having so much authority being Harbour Master for the Clyde area as well as having a vested interest in promoting the Construction Yard to grow its business there could be a Conflict of Interest.

PP believe there is no conflict of interest between Peel Ports and Clydeport Harbour Authority as PP own it all. There are separate activities/responsibilities concerning commercial activity/projects and the role as Statutory Harbour Harbour Authority.

#### (10) Presentation

Copy of presentation slides to be sent to RH. RH to e mail Warren Marshall with some suggestions of what FCC would see as a positive type of Liaison Group rather than just "tick box exercise" to fulfil Planning Condition 8. Reference was made to the type of forum established by the Nuclear Decommissioning Authority.

#### (11) Date of Next Meeting

Suggestion that PP and FCC continue to meet bi-annually although PP committed to notifying FCC (via Rita Holmes) of any "material" issues that would be of interest to the local Fairlie Community.

