

## **'Informal' Peel Ports and Fairlie Community Council (FCC) Meeting on 12<sup>th</sup> July 2018**

**Present from Peel Ports:** Andrew Hemphill, Port Director- Clyde Port; Warren Marshall, Group Planning Director; Doug Coleman – Group Project Development Director

**Present from FCC:** Rita Holmes (Chair), Karla Tully (Secretary), Alan Holden, Marco Piva, David Nairn

### **Meeting opening and discussion on Peel Ports' Hunterston Site**

Andrew Hemphill opened the 'informal' first meeting of which Andrew Hemphill hoped would be many; asking for honesty and openness.

1. Peel Ports site was officially opened on 5<sup>th</sup> June 1979, originally by British Steel and then acquired by Clydeport in 1993, for bulk imports handling of Coal and Iron Ore. Peel Ports intend to continue operations 'for a long time to come as this is their deepest water site at 24 m, and with 300 acres of 'brownfield' land and rail connectivity.
2. Andrew Hemphill recognised that lack of community contact and communication creates difficulties in relationship and want to establish mutual benefits in future.
3. Andrew Hemphill hoped FCC would not treat Peel Ports as 'enemy'. Rita Holmes stated that on matter of oil rig decommissioning, Peel Ports are the 'enemy'.
4. Peel Ports stressed that all applications and operations are always legally compliant and Peel Ports work to high safety and environmental standards. Peel Ports operational and marine operations are heavily regulated (North Ayrshire Council, SEPA, SNH, Marine Scotland, HSE, MCA, Statutory Harbour Authority)
5. Andrew Hemphill showed FCC the site from the 'tower' and it was clear that any works being done currently are in the old coal yard and on the coal conveyors and jetty.
6. FCC raised concerns re: current demolition of jetty equipment. This is being completed by Technical Demolition Services, day time hours only, 7 days a week. FCC raised concerns re: smoke, dust and debris from the jetty demolition polluting the waters and beach. Andrew Hemphill stated that the equipment was previously cleaned, however there may be small residues left on ledges etc, however the demolition should not cause high concentrations. FCC asked Andrew Hemphill to check with the contractors and have provided photos and sand sample showing high concentrations since meeting.
7. Peel Ports reported that the two hopper cranes on the Hunterston jetty will be dismantled for scrapping and may take months depending on the weather. The coal conveyor belt across the A78 will also be removed and this will involve temporary road closure in agreement with Transport Scotland. The railhead facility to the east of the A78 will also be demolished when agreed with Network Rail.
8. Peel Ports previously employed 125 full time staff on site managing the infrastructure, with coal operators and contractors employing a further 400 app. Peel Ports hoping to create 'more jobs' as projects develop.
9. No work will start on the 'marine yard' until the Marine Scotland application has been completed. Planning permission states work will be 7 am to 10 pm, up to 7 days a week.
10. Peel Ports were keen to share **two potential projects**; however they are in discussions with several other interested parties, but cannot comment further at this time, they could bring significant investment and jobs to Hunterston, Peel Ports will keep FCC informed.
  - a. HS2: Train and carriage manufacturers from Europe considering setting up in Hunterston.
  - b. Heathrow Airport third runway: modules for terminal built here and then shipped to Heathrow.
    - Peel Ports are competing with other companies and sites for these projects. 1 of 5 Scottish sites is guaranteed to be selected.
    - Both could bring jobs and would be 'lighter' industry than coal or oil rig decommissioning.
11. Peel Ports were not party to NAC LDP designating the site as an 'Energy Hub and Deep-water port', other than to comment after the draft was published. Activities could be manufacturing, re-cycling or 'energy' generation. Peel Ports have no other projects they can discuss with FCC currently.

12. Peel Ports continuing talks with to several potential customers who may benefit from the rail links, water way and brownfield site.
13. Peel Ports committed to speak to FCC as soon as they had serious options as they see FCC as a conduit to Fairlie residents. Peel Ports see no need to hold a public meeting at this time as they will keep FCC informed.
14. FCC stated that Peel Ports' lack of communications and their activities, such as using explosives as part of demolition without informing local populations has contributed to a real sense of mistrust and concern from a significant proportion of Fairlie residents.
15. Andrew Hemphill recognised this position and apologised, and again stated Peel Ports will keep communicating as issues arise, and that the explosion was not publicised so as not to alarm the local population or cause safety risks by people trying to observe, which had occurred on Peel Ports projects elsewhere.
16. FCC stated that even though the meeting was 'informal' they had a duty to feedback the meeting's outcomes to Fairlie residents and it was agreed that Karla Tully would take notes of the meeting, content of which would be agreed by both parties, and publish on the FCC website.

**Oil Rig Decommissioning at marine construction yard (wind turbines site)**

1. FCC made it clear that they were against such a development in the Clyde's unique and beautiful marine setting, one of the most beautiful waterways in Northern Europe. Proximity to local homes and protected marine life such as porpoises, seals and the SSSI site for rare sea grasses.
2. FCC stated that other CC's West Kilbride and Cumbrae, as well as Bute and Arran are very concerned.
3. NAC planning condition for a 'Community Liaison group' will involve two NAC elected Councillors and CC's in the area.
4. Peel Ports reminded FCC that the planning applications were subject to a democratic process and were ultimately determined by the Elected Councillors at the NAC Planning Committee following verbal presentations by both FCC and Peel Ports in April 2018. The decommissioning project was also subject to a "Screening Opinion" with NAC confirming in writing the project was Non-EIA Development.
5. Peel Ports intending to start caisson gate construction 'first quarter' of 2019.
6. Peel Ports reminded FCC that 'oil rig decommissioning' is a Scottish National Government initiative.
7. Marine (Scotland) approval still to be applied for and gained.
8. Warren Marshall apologised that Clyde Marine Planning Partnership (CMPP) had not been involved in February 2018 pre-consultation and that a further date had been arranged for 8<sup>th</sup> August 2018 at Fairlie Village Hall.
9. Peel Ports emphasized that that meeting was to discuss the small jetty extension only and not the whole project.
10. FCC made it clear that all homes in Fairlie would be 'leaflet dropped' by a group of concerned Fairlie residents to ensure Fairlie residents who are concerned will attend. The online petition against the project has now more that 2200 signatures.
11. SEPA also need to issue an operating licence.
12. Peel Ports stated that unless they have Marine Scotland and SEPA permission as well as NAC they would not progress the oil rig decommissioning project.
13. FCC raise concerns that Peel Ports have done the minimum to meet legal compliance and that FCC believe NAC should have required an Environmental Impact Assessment (EIA).

14. Doug Colman answered that “We do what is necessary under the legislation”, but also stated Peel Ports have gone beyond that as they have offered to look at surveys on air, water and mammals, which is ‘over and above’ what is required of Peel Ports. Also refreshing previous studies on water, noise and air quality. Rita Holmes remarked that SEPA’s new regulations for licence/permit holders expected that developers/operators should strive to achieve more than the minimum requirements. FCC would hope that Peel Ports would uphold the ethos of this expectation
15. David Nairn challenged Peel Ports’ management of the coal dust deposits on the shorelines of the SSSI as in SEPA’s ‘Coal Mitigation Report’, and Andrew Hemphill responded that SEPA had advised Peel Ports to do nothing further as this would cause less damage to the natural fauna than cleaning up the shoreline.
16. Warren Marshall committed to give FCC copies of Scottish Natural Heritage (SNH), SEPA and EDF’s pre-planning screening responses and submissions as FCC cannot access through NAC.
17. Warren Marshall recognised FCC’s frustrations with NAC planning and some statutory consultees but assured FCC that Peel Ports were fully compliant and open in their approach. Peel Ports advised that FCC should take up any such issues with the relevant agencies directly.
18. FCC asked for an environmental bond. Andrew Hemphill stated that they require a bond from operators on Peel Ports sites and that they have a three tier ‘spill’ process established within all port sites, including a retained expert contractor for larger scale spills. RH commented that Peel Ports’ own Oil Spill Emergency Operation "Operation Fairlie" concluded and Adler Peel Ports’ consultants agreed that in the event of an oil spill in Fairlie Roads the SSSI could not be protected. Priority protection would be given to Largs Yacht Haven, the oyster farm and Hunterston B’s water intake pipe.
19. Andrew Hemphill stated not in Peel Ports’ interest to pollute and contaminate as they have a long-term interest in the site and developing good relations with local communities.
20. Peel Ports said they were aware they needed to do a comprehensive marine mammal survey and would do so once marine planning permission had been granted David Nairn challenged this, as a thorough survey would take a considerable amount of time and said he believed the survey had to start immediately. Peel Ports have already carried out a comprehensive desk top marine mammal survey for our submission to Marine Scotland.
21. David Nairn also raised that ‘Enviro Centre, who were employed by Peel Ports for the initial marine Planning pre-consultation in February 2018 had used Clyde Marine charity’s data without permission and had also agreed to meet with David Nairn to discuss the survey and details of the marine environment. Despite David Nairn’s attempts this has not happened to date. Andrew Hemphill committed to get Enviro Centre to contact David Nairn.

#### **CessCon as potential operators of decommissioning.**

1. FCC questioned Cesscon’s credentials as only registered as a UK company in January 2018.
2. Doug Colman assured FCC that Cesscon have many years plus experience of such operations in Norway which is ‘more highly regulated than the UK, but only registered in UK in 2018.
3. Cesscon have an office in Hunterston ‘for marketing’, the lease time of which Andrew Hemphill stated was ‘commercially sensitive’ so would not say.
4. FCC questioned the timing and content of the CessCon promotional video as it gives no indication that all legal permissions have not yet been sorted, yet it is promoted as a ‘done deal’
5. Andrew Hemphill stated they were not party to the video’s content or design and had no knowledge of the timing of its release. Peel Ports recognise the poor perception of themselves and Cesscon that this has created with residents.

6. FCC concerned about noise and contamination so near local populations. Peel Ports stated that Lerwick, Dundee and Inver Gordon have operations at similar proximity, although these are not Peel Ports operations.
7. Rita Holmes noted that the original Lerwick site in the town was relocated to the other side of the island as it was annoying the inhabitants.
8. David Nairn asked what job vacancies for local people will exist in view of the CEO of DeCon North Sea stating there will be 'no jobs bonanza'. Andrew Hemphill answered that DeCon North are direct competitors of CessCon, and that it is too early to discuss specific job details. Peel Ports pointed out that there may be opportunities arising from the Irish Sea decommissioning market.

#### **Meeting Close**

1. Andrew Hemphill asked what Peel Ports could do better in future apart from more regular communications.
2. FCC remain concerned that Peel Ports operations do not adversely affect the broader environment and residents.
3. David Nairn asked if Peel Ports could look to set up or be part of a local 'Environmental Group' including protecting marine life and giving shoreline access where safe to do so. Andrew Hemphill asked for David Nairn to make a proposal including a 3/6/9-month plan. Peel Ports reminded FCC that Hunterston is a secure ISPS approved site and Ports are "exempted land" when it comes to public access, although existing footpaths outside the operational port estate will be unaffected.
4. Karla Tully stated the need to keep communities up to date and stop unwanted 'surprises'.
5. Karla Tully reminded Peel Ports that FCC were against oil rig decommissioning at Hunterston but asked for a stake holders group enabling communities to have real input on future mutually beneficial projects. Peel Ports committed to setting up 'Liaison Group' as per NAC conditions.
6. FCC and local communities will continue to campaign against projects they see as risking the environment and residents.
7. Andrew Hemphill stated Peel Ports will consider doing a 'road show' for potential projects in future to inform local communities.
8. Andrew Hemphill closed thanking all present for their honesty and attendance and that the next potential meeting will be Autumn 2018.