

Hunterston **PARC**

**Development Framework
September 2021**

Draft for Consultation



1. Introduction

Overview

Hunterston PARC offers an unrivalled combination of space, facilities and connectivity for Scottish Industry with energy at its heart. At nearly a 1,000 acres the site is multi-faceted with 320 acres of brownfield land, a SSSI, a lagoon and a large wooded area under a tree preservation order.

What is proposed?

Under three identified Key themes of Port, Industry and Marine the site intends to offer a clear potential to help deliver on important challenges facing Scotland and the UK. A table of potential uses is in the Appendix (B) which give granularity to the ability to help tackle climate change (NetZero 2045) assisting in the delivery of the circular economy, utilising existing significant grid connections after the closure of Hunterston B, exercising the ability of multimodality (Rail, Sea and Road) and the important reuse of world class existing assets helping to tackle increases in carbon production.

The purpose

Building on previous consultations we are now bringing forward a proposal for a development framework in compliance with Local Development Plan 2 (LDP2) and our previous Master Plan consultation for the repurposing 320-acres of brownfield land in a land holding of 1000-acres ownership, which offers a fantastic opportunity for regeneration and enhancement of natural capital for North Ayrshire and beyond.

The development framework which is the subject of this consultation seeks to maximise the opportunity provided by this site by proposing what is seen as the optimal layout, or mix of uses. There will be additional opportunities to comment on more detailed proposals as planning applications are submitted for parts of the site in line with this framework.

One of the key elements of the Hunterston Parc framework is a research and development campus which will offer an incubator space for new research primarily in the blue/green economy.

Green economy strategies tend to focus on the sectors of energy, transport, sometimes agriculture and forestry, while the blue economy focuses on fisheries sectors and marine and coastal resources. Both incorporate strategies to address climate mitigation and adaptation. This campus will sit within the blue green principle underpinned by the three pillars of the site of Industry, the Marine Yard and the Port.

The development of Hunterston PARC is part of a wider programme with the Ayrshire Growth Deal, offering circa £250 million (of which £18 million is allocated for Hunterston) for the Ayrshire region to level up to other parts of Scotland and the UK as a whole. This development has the potential to transform the Region over a 5-20 year period.

What is the blue/green economy?

1. Blue Economy

Sustainable use of ocean resources for economic growth improving livelihoods and jobs

2. Green Economy

Natural capital as a critical economic asset and a source of public benefit

3. Blue Green Economy

Offering a more resilient sustainable growth through low impact industries and modern technologies



1. Introduction

Alignment

The Framework will be mindful to be aligned with the overall strategic aspirations across the wider identified Hunterston area (Local Development Plan²), which includes the PARC site, which is currently being formulated by the North Ayrshire Council's working group. It is intended that Hunterston PARC will adhere to the emerging thinking for the site regarding inward investment innovation such as the capacity in blue, green and circular economy sectors and overall in assisting and providing a platform for supporting Ayrshire Growth Deal investment.

Whilst this Framework will be ahead of this process, it is not envisaged that material changes will be required to the Hunterston PARC Framework once the Strategic aspirations are formalised, however this will be kept under review to ensure it can comprehensively support Ayrshire Growth Deal project activity.

It is intended to use natural capital accounting process as part of the wider strategic thinking linked to environmental considerations for the Framework and subsequent projects. The natural capital accounting process is not intended to duplicate regulatory processes that will remain required as defined by legal provisions, but there will be an interface which will be considered.

Interested parties are asked to consider this framework and respond to the following key question: Do you have any views on the proposed development framework or range of uses at Hunterston PARC?



2. Consultation Purpose

What is the purpose of this consultation process?

The consultation process provides the opportunity to share your views on the proposed development framework uses on the Hunterston PARC site, to follow on from the consultation upon the Master Plan in May 2019.

How do I comment on the proposal?

Comments can be submitted via the following email address:
HunterstonParc@peelports.com from the 1st September until the 30th September 2021.

What will happen to my comments?

Your comments will be kept confidential and will not be attributed to individuals. All comments will be collated and considered by the Hunterston design team in future development. A consultation report will be prepared. This will summarise the output of the consultation and where changes have and have not been made and provide reasons why.

Will there be further opportunity to comment on the proposal?

There will be additional opportunities to comment on more detailed proposals as planning applications are submitted for individual parts of the site. This will occur after we seek approval of this Development



Images right: CGIs of potential future developments

3. Site Analysis and Context

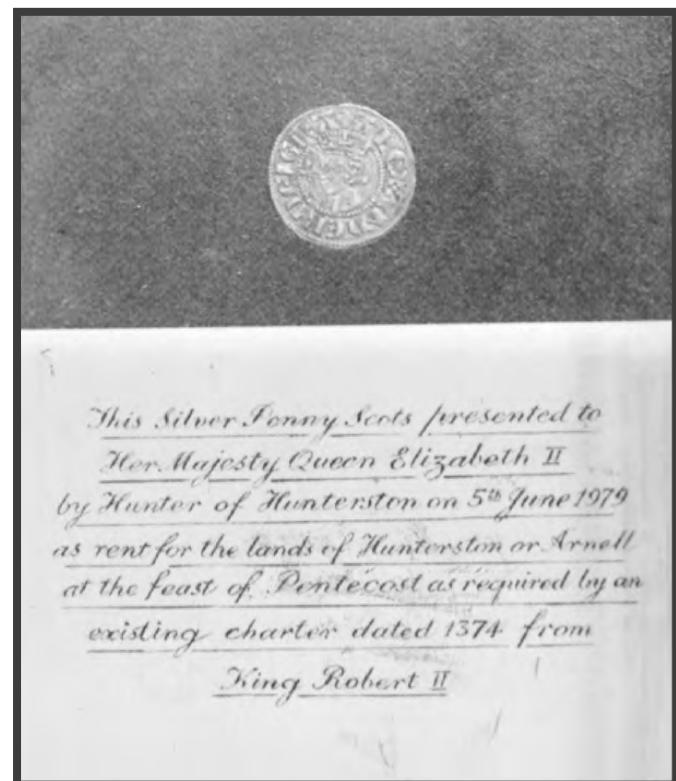
History & Context of Hunterston

Hunterston has a rich history, as a safe harbour, a Port, and as part of the wider area of two nuclear power stations and the historic Hunterston Estate, to the South, granted to the Hunters by David I of Scotland in the 12th century, with the heads of the clan having lived on the estate for the last 900 years.

Reference to the longevity of the Hunters was made in the opening of the terminal in 1979 with the presentation of a symbolic coin to the Queen, for payment of rent for the lands at Hunterston.

The coastline has offered such advantage that its strategic position has provided opportunity for the development of energy related services which have benefitted the UK as a whole.

The 20th Century saw the development of Hunterston A and B nuclear power stations and the development of Hunterston as an import terminal to service the production of British Steel at Ravenscraig. This, undoubtably changed the fortunes of those that worked



there providing many skilled and unskilled roles to support the communities in the locality. There is a strong community spirit longstanding within Fairlie, with many residents very proud of the area in which they live and work.

Hunterston was a very busy coal import terminal, importing product from the Americas predominantly to service the Power stations at Longannet and further afield, mainly by rail.

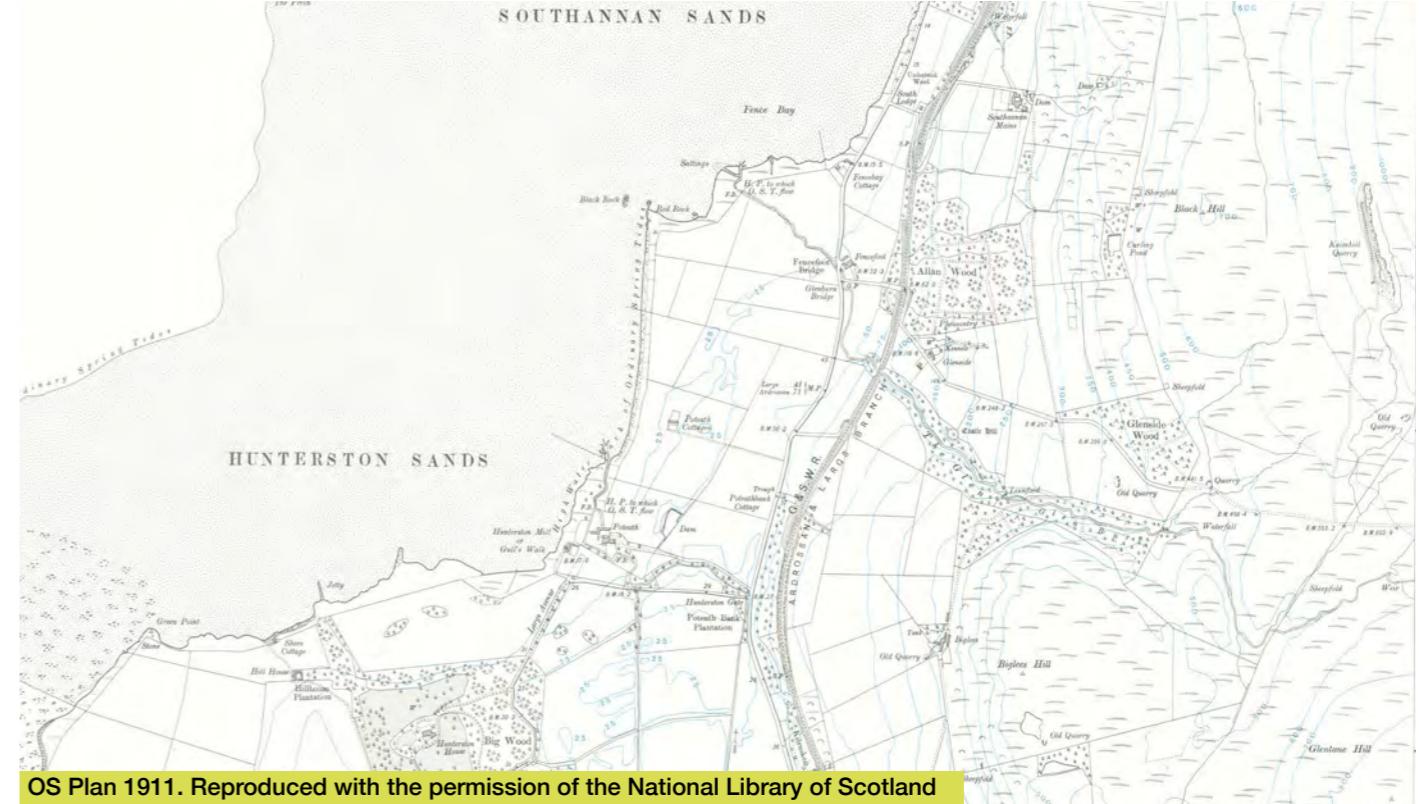
Although the importation of Coal is no longer conducted (since 2016) the site is still irrevocably a well-designed and connected place.

The rail heads are still in use by EDF, for the safe and reliable movement of flasks from Hunterston B, with this becoming more frequent over the next few years whilst the site is de-fuelling and being decommissioned. We will work very closely with EDF to ensure that this relationship is continued and brought closer as we support them in this nationally important phase.

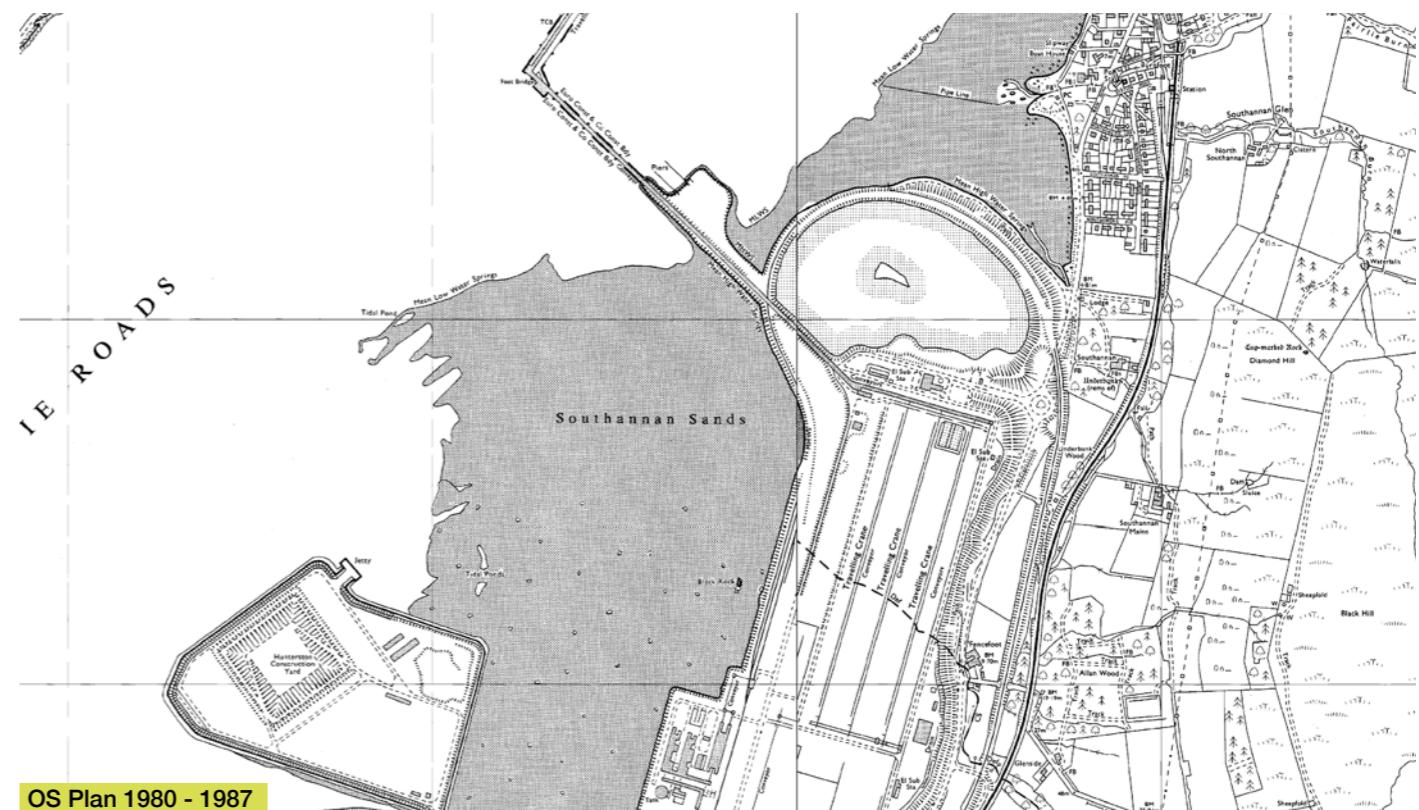
From 2008-2012, the site was considered for a coal powered power station with Peel Energy and DONG Energy promoting this as Ayrshire Power. The company proposed the Hunterston Power Station, a 1600 megawatt coal-fired power station in Scotland.

This was heavily opposed by local and national interests who didn't want a new coal powered station given the evidence of the release of carbon into the atmosphere, even with a carbon capture element that was proposed to reduce this extensively.

The scheme would have also required to have used some of the SSSI to accommodate the scheme. Peel Energy withdrew the proposals and the scheme did not progress. Hunterston continued to be a coal import terminal until its closure in 2016 with the direct loss of 130 jobs.



OS Plan 1911. Reproduced with the permission of the National Library of Scotland



OS Plan 1980 - 1987

3. Site Analysis and Context

Fairlie

Fairlie began as a fishing village providing good, sheltered anchorage that was fully used in the 16th century. A turnpike road was built from Greenock to Stranraer in the 18th century and merchants and master mariners began to move into Fairlie.

The channel between Fairlie and Cumbrae (Fairlie Roads) was a popular anchorage for merchant shipping, mainly to avoid the dangers of press-gangs at Greenock and the customs could be easier avoided if anchored at Fairlie.

It was in the late 18th century that John Fyfe came from Kilbirnie to set up business as a cartwright in Fairlie.

His son William (1785–1865) founded the Fife & Son shipyard in Fairlie in 1803 to which William's grandson William Fife III (1857–1944) brought international recognition as a prolific designer and builder of sailing yachts on the beachfront of Fairlie, this became known as the 'Fife Dynasty', these three generations of boat building by William Fife's I, II, III produced are coveted, with the large and now rare racing yachts selling in excess of £2 million. The Fife regatta has been held five

times since 1998 and celebrates the home and waters of these magnificent sailing boats.

To the North of Fairlie are the Kelburn lands, with a fine castle, where members of the Boyville (Boyle) family have been since the 12th century. David Boyle was honoured in 1703 by being created 'Viscount Kelburn' and 'Earl of Glasgow'. One of the later Earls, in 1850, had a wall built round the estate to give work to the poor people of the area with the present Earl greatly improving and developing the estate for the 21st century via new initiatives.

It is now a country centre, open to the public, and attracts many visitors from far and wide. Four of the world's leading graffiti artists created a unique, colourful art work on the south side of the castle in an graffiti art project with the style hailing from Brazil. It received huge media coverage given that the property is a historic rural category A listed castle.

In 2011, the mural was named as one of the world's top 10 examples of street art by author and designer Tristan Manco – on a par with Banksy's work in Los Angeles and the Favela Morro Da Providencia in Rio de Janeiro.



Image: MoonBeam, William Fife III, Photograph By Ludovic Péron - Own work, CC BY-SA 3.0

4. Location

The proposed site is located at Hunterston, 320-acres of brownfield development land owned by Peel Ports Group following the purchase of Clydeport's portfolio in 2003.

The site is bounded to the south and east by a large, purpose built bund which has an extensive Tree Preservation Order on it. This provides excellent screening to the previous iterations of the site and now provides a healthy biodiverse area, low on human interference. Beyond this to the south is Hunterston Estate, with the Castle built in 1263, and the Mansion House started in 1799 and comprising of 72 rooms. and still in the ownership of the original family the Hunters. It has been used extensively as a filming location since the 1990s.

The Nuclear power stations A and B beyond that, one in long term decommissioning and the other, B about to be decommissioned. To the north of the site is a purpose built lagoon and bird sanctuary which also provides extensive habitat for a wide range of birds such as Heron, Wigeon, Greenshank, Goldeneye and Dunlin.

The principal former use of the site was as an import iron ore and coal terminal to service Ravenscraig Steelworks station and Longannet Power Station. Hunterston has been largely vacant since 2016, with Cumbrae Oysters and EDF still in occupation.

Given its size, condition and central location, the positive development of the site will make a huge contribution to the regeneration of the area, both economically and physically. Hunterston forms part of the energy coastline and is part of a unique identity and character. The site is intrinsically connected to Fairlie and Largs to the North and Seamill to the South therefore development of this scale in this area will have benefits for the wider area.

There are opportunities for attracting a greater number of employees, new residents and commuters from outwith the area, with people drawn to the improved and redesigned facilities and the opportunity for jobs in a world class setting.

Hunterston is recognised in the National Renewables Infrastructure Plan (NRIP) site (Area of co-ordinated action) and as a key port. North Ayrshire Council have identified Hunterston as a 'Strategic Development Area in Local Development Plan 2 (LDP2) where strategic

national importance as an energy hub and deep-water port are recognised.

Employment Site in the Regional Economic Strategy and Local Development Plan 2 as a Port and Energy Hub, Strategic Development Area 1.

North Ayrshire, Peel Ports and Scottish Enterprise support the designation of Hunterston as a National Development in National Planning Framework (NPF4) which is currently under preparation.

Hunterston PARC is one of 10 national and internationally important investment sites within the Scottish Government's Green Investment Portfolio, and is nationally recognised.



5. Consultation to Date

Pre-Engagement Activity

In April 2019, stakeholders were informed that there was an intention to bring forward a Concept Masterplan for the Hunterston site, and that a series of consultation events were arranged, an email address and website were set up for people to comment, a letter drop and a council meeting was organised to inform the local council representatives of our intention to undertake a public consultation.

Consultation

The consultation was held over a six week period from 16th May to the 28th June 2019 with public consultation held in two different locations of Millport and Fairlie.

The findings from this were published in a consultation report in February 2020 which provide a comprehensive grouping of thoughts, comments and proposals for the site. Right is a summation of the most discussed and raised points.

Of the 145 online and written responses that were received in response to the survey were residents predominantly. More than half of the respondents (54%) felt the redevelopment of Hunterston is important to the local economy.

Key themes emerging through the consultation period included:



6. Connectivity

Introduction

Hunterston PARC is able to absorb the majority of movements via multi-modality given the good connections to, an on-site rail head, railway sidings, the road network, and a jetty capable of hosting Cape Size vessels. Detailed Transport Statements will be developed and submitted with future planning applications, potentially offering mitigation and enhancements if identified for the scheme through the development phase and then assessed by statutory consultees such as Transport Scotland.

This section sets out key transport and connectivity issues which have informed the development framework.

Wider Connections

Transport Scotland is currently considering the future of roads, trains and cycle paths in Ayrshire over the next 20 years with the agency presenting 138 potential ideas for investment across the region which Hunterston will be part of. The options are being weighed up as part of the strategic transport projects review (STPR2) and comments are sought in the winter of 2021.

Within the region, the most likely impact on the network once Hunterston is productive is that it has the potential to affect traffic flows on the A78 and A737 with increased traffic movements. Both of these roads have been identified as requiring 'Corridor Improvements' by STPR2. North Ayrshire Council have responded to STPR2 (March 2021) which expanded on this issue:

...access to Hunterston which has been identified within the National Planning Framework as a key deep-water resource with significant potential to support both transport and energy sectors. The NPF acknowledges the need to support a National Development at Hunterston with infrastructure improvement, in particular the A78/A737.

It would help to meet both national and local development aspirations by providing an upgraded link between the A78 and A737 strategic routes. Substantial resources are being invested in both Hunterston and Ardrossan through the Ayrshire Growth Deal, with £18m secured for the Centre for Research into Low Carbon Energy and the Circular Economy at Hunterston...it would reduce journey times, reduce accident rates and provide a more direct route between North Ayrshire and the M8.'



6. Connectivity

Peel Ports commits to supporting North Ayrshire Council in their identification and bidding for funding from UK government for nationally identified roads needing '**infrastructure improvements**'. Any improvements to these roads would align with the nationally identified need to help promote economic growth and the enablers required to do this in a sustainable manner and in the case of North Ayrshire within the context of the Ayrshire Growth Deal. As the rail network is still functioning and providing service to a third party at present Peel is able to and in line with Peel's commitment to multi-modality absorb, grow and develop any haulage that is rail compatible from the redevelopment of Hunterston PARC.

The Jetty in recent years has seen huge change, with the removal of the cranes and the conveyor belt, it is now available for many other types of vessels to access the site. Future schemes could include specialised vessels for offshore cable laying which would allow manufacture and distribution from site to vessel without using the national road network increasing multi-modal usage on site.

Peel Ports predominantly is a Port operator with the overall objective to maximise port usage. However, we acknowledge that the offer of 'choice' via multi-modality is necessary to promote modal shift. Therefore, Peel Ports commit to maintaining the internal rail network, the jetty and to maintain the on-site approaches to the A78. Peel Ports will be able to contribute positively to transportation methods by offering this.

Routes and connections

The principal means of access into Hunterston is via vehicle from the A78, there is a well serviced train and bus link travelling north to Largs and south to Irvine and Glasgow in the east.

The development framework considers the long-established accesses to the north and south of the site and consideration will be given to the internal development of the site to create smooth traffic flow on and off site. The development will require multiple on-site estate roads connected via a spine road which will then seamlessly connect to the wider existing road network. This approach reduces the impact on surrounding neighbourhoods by distributing the

traffic throughout the whole land footprint rather than concentrating it at one location.

As the primary connections are already in place the secondary connections will be defined and planning permission and advice from North Ayrshire Council will be sought.

Tertiary connections which could include cycle ways and footpaths will be enhanced or protected from development if they are deemed essential to biodiversity.

Hunterston PARC offers an opportunity to create a safe campus style setting offering unparalleled views along a beautiful stretch of the coastline. Along with well-established footpaths and a cycleway it offers multi-modality to and from the site for all users.

The development of the site is to embrace these potential connections and utilisation of the site by the local community to access services on site, such as a petrol station or a coffee shop, which are compliant with

policy 7 of the LDP2, which allows non-industrial uses within Business and Industry employment locations such as Hunterston to provide ancillary services.

There will be clear active internal travel connections running north - south and east - west throughout the site. These will connect the development with existing residential neighbourhoods, cycle routes, local bus and train services.

The Cycleways and footpaths will allow for local residents and commuters to take alternative modes of transport to travel to and from the site for work or leisure. On site encouragement of multi-modal choices to commute could come from a green travel plan, staff schemes to purchase bicycles and incentives for staff to travel together if arriving at the PARC by vehicle.

The proposal scheme for Hunterston PARC provides an existing and well-designed important site with internationally important infrastructure, and connections creating a destination site for the Ayrshire area and beyond.

Neighbourhood Connections

The site stands in isolation and was purposefully designed in this manner, but this does not mean that it is closed. Peel Ports intend to open some of the site to use for footpaths and provide additional connections to existing networks.

Parking for the Area

The development will incorporate an innovation park with current parking layout re-utilised. Parking associated with the Port, Industry and Marine Yard and commercial uses can also be accommodated on site easily.



7. Policy Context

Strategically located port

Hunterston PARC is able to serve a variety of different businesses, facilitating the import and/or export of goods from Scotland to the rest of the world.

Our extensive 450m main outward jetty length, helipad and 36m draught is unparalleled in the UK and allows vessels to be accommodated alongside with ease and simplicity.

The ability to approach the terminal's jetty negates extensive manoeuvring and in suitable conditions would also render tugs unnecessary for most vessel movements. It offers importers and exporters opportunities to deploy the biggest carriers all connected by excellent road and onsite rail links.

Scotland's National Planning Framework 3 (2014) Ambition. Opportunity. Place

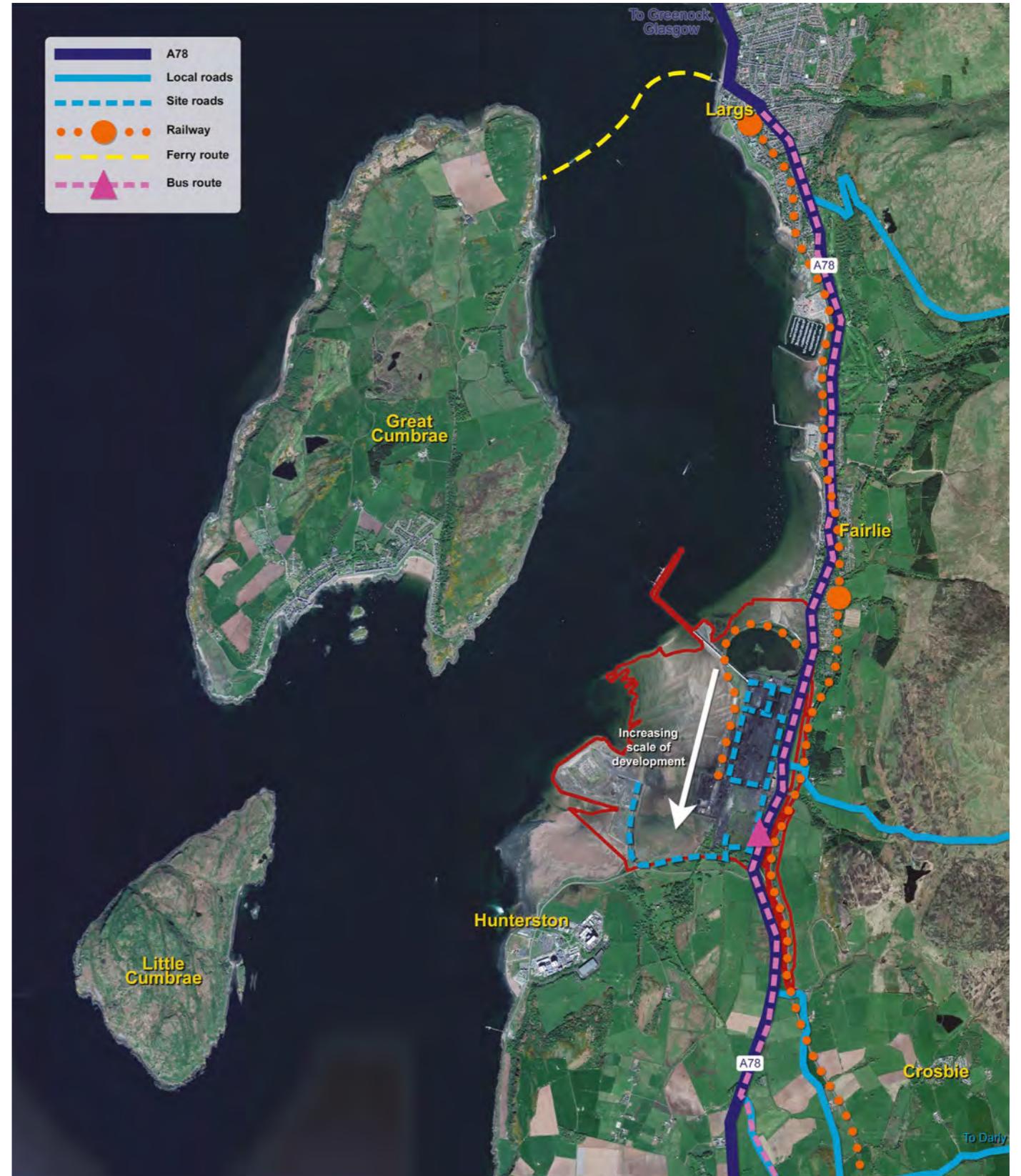
The National Planning Framework 3 (NPF3) sets the context for development planning in Scotland and provides a framework for the spatial development of Scotland until the publishing of NPF4 which is expected to be adopted in 2022. The NPF identifies national developments and other strategically important development opportunities in Scotland, where Hunterston has long been identified as a priority for industrial and employment use.

NPF4

The emerging National Planning Framework (NPF) is a long term plan for Scotland (to 2050) that sets out where development and infrastructure is needed to support sustainable and inclusive growth. NPF4 will incorporate Scottish Planning Policy (SPP) which contains detailed national policy on a number of planning topics. For the first time, spatial and thematic planning policies will be addressed in one place, and will have the status of the development plan for planning purposes. NPF4 will also take into account regional spatial strategies which will be prepared by local authorities.

Regional Spatial Strategy

Regional Spatial Strategies (RSS) are long-term spatial strategies which specify the area/s to which they relate, and identify the need for strategic development, the outcomes to which strategic development will contribute, priorities for the delivery of strategic development, proposed locations which are to be shown in the form of a map or diagram.

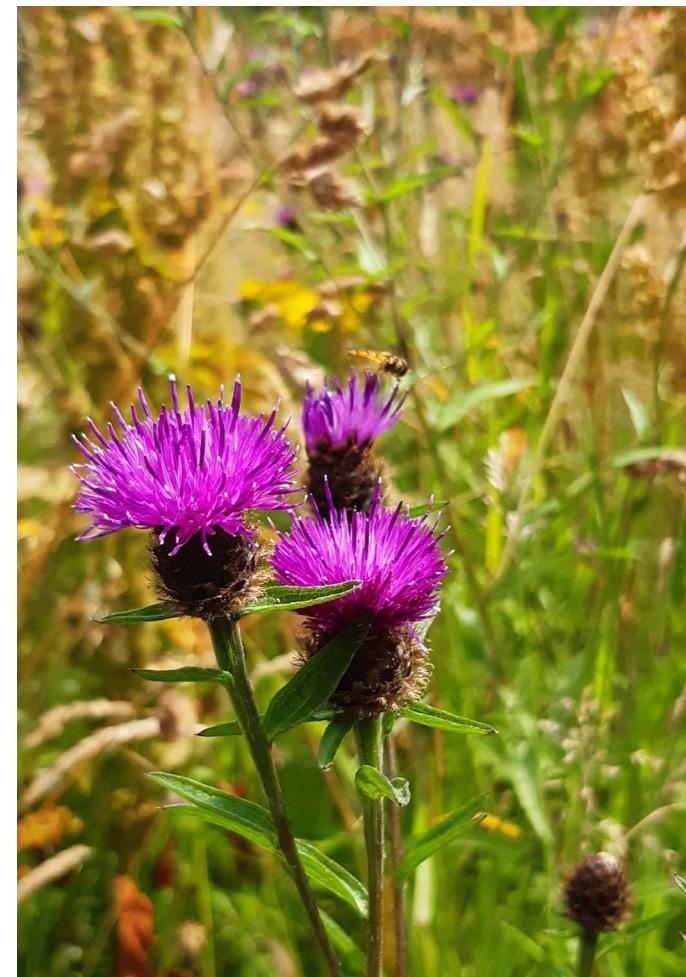


7. Policy Context

North Ayrshires Local Development Plan 2: 2019

The Local Plan sets out how North Ayrshire Council aim to guide development and investment in the area over the next 20 years.

Hunterston is identified as a Strategic Project in recognition of the national importance of Hunterston as an energy hub and a deep-water port.



Permitted Development

There are instances whereby operations at Hunterston Parc are dependent upon implementation of development projects that entail some form of reconfiguration in layout and/or the erection of buildings. Under the terms of The Town and Country Planning (General Permitted Development) (Scotland) Order 1992 Hunterston PARC benefits from several concessions such that there is no necessity to apply for formal planning permission as follows:

Part 13 Class 35:

Development by Statutory Undertakers in respect of Dock, pier, harbour, water transport, canal or inland undertakings

This class permits development upon our operational land as undertakers and by our lessees, for shipping and for dock, pier or harbour related activities (for passengers, livestock or goods), or connected with the movement of traffic by canal or inland navigation, or any railway forming part of the undertaking.

The availability of the rights is significant in terms of our operational port requirements. For example, there are often scenarios whereby buildings, are required at short notice for the safe and weatherproof storage of import or export cargoes.

It is of course acknowledged that where such projects are likely to result in significant environmental effects, the Class B rights are overridden such that an Environmental Statement would be required in association with a formal planning application. Likewise, we are mindful of relationships with local planning authorities and those third parties potentially affected in our exercising of these rights. For this reason, the Port actively engages and consults with Council representatives and any local residents that may reside in close proximity prior to undertaking any development works.

Part 13 Class 37:

Dredgings

This class permits the use of any land for the spreading of dredged material by those statutory undertakers listed in Class B above. Whilst much of marine dredging are deposited offshore rather than on land. The incidence of dredging and deposition is of regular occurrence and as such the rights enjoyed under Class D are of critical operational importance.

Potential Planning Considerations for future developments on Hunterston PARC

Scale & Form

The proposed development will acknowledge and respond to the existing physical context. The setting of the site with its purpose built bund and planted tree screening, the two Nuclear power stations to the south and hilly landscapes to the east all offer a strong setting and edge for the majority of the site, which industry sites within.

The Island of Great Cumbrae to the west as a receptor with the village of Fairlie to the north is a combination of housing with 19th and early 20th century buildings in Fairlie of a linear community.

Housing generally on the outskirts and on the seashore are set within their own grounds and well screened from the road to the east with views over to and from Great Cumbrae in the west. The development of the PARC will take these receptors into account and inform future planning applications for development.

We would expect that due to the proximity of Fairlie Village all future proposals will undertake a thorough assessment of this potentially sensitive receptor with regards to increases in activity at Hunterston PARC. Therefore it will be typical that assessments in areas

such as traffic, noise, landscape and visual will be expected with most of the future planning applications (dependent on factors such as job numbers and size of development).

Residential Amenity

Residential amenity will be considered at each planning application as it is a material consideration. However, we would expect that any applications on site would minimise their impact in potential areas such as noise, dust, odour and traffic by providing relevant mitigation should it be deemed to be required through planning assessment.

Visual Amenity/ Views and Vistas

Consideration of potential visual impact will be considered by the virtue of scale, massing and siting on Hunterston PARC through the planning process.

The maximising of opportunities for views from and to the site will be key to the ‘campus feel’ and providing a nice place to work. Therefore encouragement will be given to future occupiers to consider the orientation of buildings and windows to take best advantage of the setting, we will provide ‘design principles’ in a document produced as a result of this framework.

In it we will expect an adherence to the design principles on the blue/green campus, which will be most prevalent to the north of the site where the Research and Development Campus will be sited.

8. Site Conditions

Overview

The development of the site requires to consider site conditions, reflective of the history of the site and the uses it has accommodated. These site conditions are considered as follows:

Flooding and Site Drainage

The requirements for the design of surface water drainage for the site are set out in North Ayrshire Council's Drainage, Sustainable Urban Drainage Systems & Flooding:

Procedure Note For Prospective Developers (2019) and SEPA's Regulatory Method for Sustainable Urban Drainage Systems (WAT-RM-08; 2019), with the overarching drivers being the control of pollution and flood risk from site discharge.

Pollution control is achieved by the design and implementation of an appropriate SuDS treatment train (consisting of one or more SuDS elements in series) complying with the Simple Index Approach as described in the CIRIA SuDS Manual (2015), with exception of high pollution hazard developments (e.g. lorry yards, sites where waste, chemicals or fuels are handled/managed/used/manufactured, and other industrial sites) which also require SEPA consultation and CAR licensing.

Flood risk control is generally achieved by ensuring that peak rates and cumulative volumes of site runoff do not exceed equivalent pre-development amounts, although exceptions to this requirement apply for discharge to transitional or coastal waters due to high dilution.

Options for surface water drainage can be categorised in terms of discharge pathway, with the following options available in order of general preference:

1. Discharge via infiltration
2. Discharge to coastal waters
3. Discharge to watercourse
4. Discharge to sewers

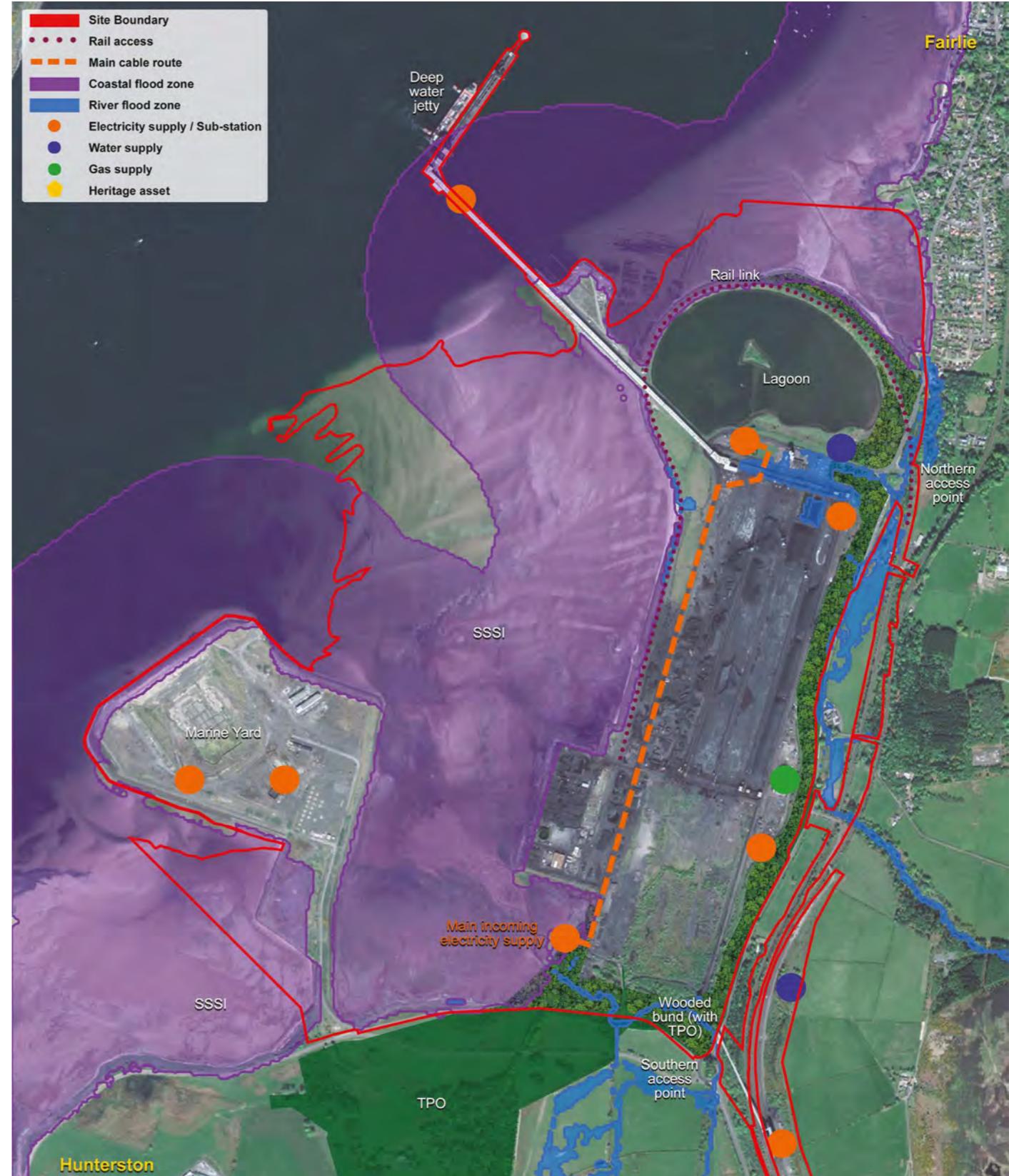
Infiltration is generally the preferred method for discharging surface water, as this mimics the behaviour of the natural landscape. Practically, it also removes the requirement for a discharge pathway beyond the footprint of the site and the potential need for discharge consent licensing. Infiltration is typically achieved using soakaways (for smaller collection catchments), infiltration trenches or infiltration basins, as well as infiltration-type pervious pavement designs.

The viability of infiltration is primarily dependent upon the subsurface permeability of the soil on site and depth to groundwater, although contaminant mobilisation and ground stability risks must also be considered. Site investigations undertaken in 2009 indicate that the site area is predominantly underlain by sand or coarser textured materials that would be expected to have high permeability.

The same investigation determined that groundwater was generally at least 2 m below ground level, with smaller local areas of perching to shallower depths, with water quality sampling from perched groundwater locations returning some instances of cadmium, copper, chromium and lead exceeding marine environmental quality standards (EQS), and more limited instances of contamination found in soil samples. While the site's physical characteristics are broadly suitable for infiltration SuDS, this should be supported by ground investigation to ensure that local subsurface permeability is sufficient (determined through BRE-compliant infiltration testing), that the local depth to groundwater is sufficiently deep and that the location of the infiltration SuDS is not near to locations of contaminated perched groundwaters.

If additional water quality treatment is required based on the pollution hazard of the intended land use, infiltration SuDS may be used at the downstream end of a SuDS treatment train with other SuDS elements providing source control treatment and/or in-line treatment.

Source control SuDS may include green roofs, rainwater harvesting (e.g. rainwater butts), permeable paving, filter trenches and rain gardens. Conveyance between source control measures and end-of-line infiltration SuDS may be provided by swales, which provide in-line water quality treatment, or else by conventional pipework or channels.



8. Site Conditions

Where local subsurface permeability is not sufficient for a full infiltration solution, infiltration may still be used (subject to the considerations set out above) to assist in the discharge of surface water drainage, but remaining water will need to be drained laterally – preferably to another location with more favourable infiltration characteristics, but otherwise to a receiving waterbody or sewer. Likewise, if there are any extensive areas of the site found to have low subsurface permeability or groundwater perching or contamination concerns, all surface runoff must be discharged to a receiving waterbody or sewer.

Suitable SuDS will vary depending upon context, with rainwater harvesting, rain gardens and permeable paving preferred in residential and commercial areas and linear features such as swales (or enhanced swales/bioswales) preferred adjacent to the verges of arterial roads and through roads. Where design constraints permit, the preference is to keep surface water at the surface wherever possible, using swales and channels in preference to pipes. However, pipes may be necessary to cross roads along the discharge route and to overcome unfavourable gradients and other constraints. In areas with contaminated soils or perched groundwater, it may be necessary to line SuDS features to minimise the risk of contaminant mobilisation; otherwise, SuDS should be unlined to allow infiltration-assisted discharge.

Discharge to sewers should only be considered as a last resort, and is subject to Scottish Water consent, with stringent restrictions applied to surface water and in particular combined sewer discharge. Therefore, where infiltration is not feasible, the preference is to discharge to a waterbody.

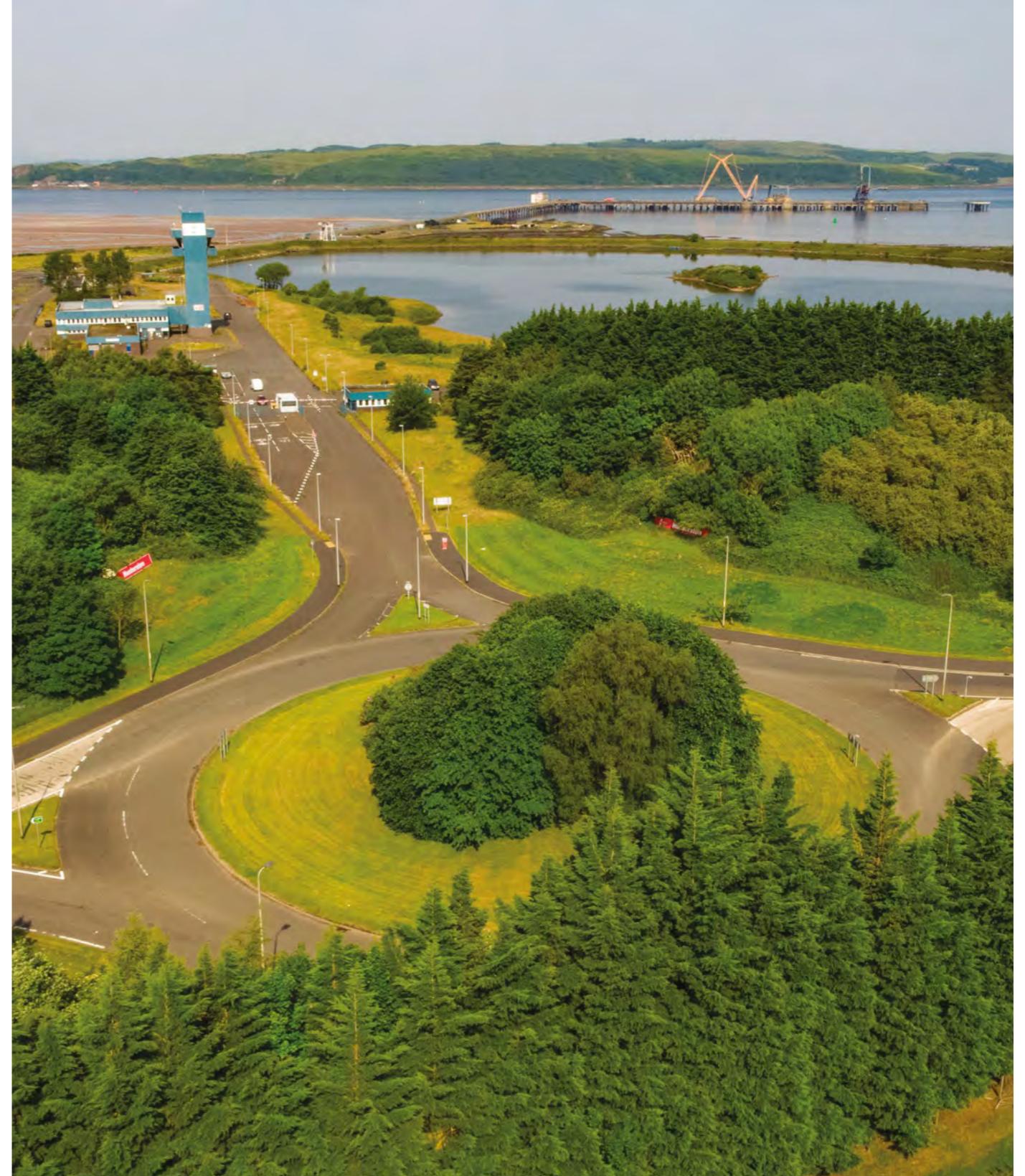
Discharge of surface water to coastal waters results in substantial dilution and therefore does not generally pose pollution or flood risk concerns, such that SuDS are not compulsory for coastal discharge. However, the coastal waters adjacent to the site are within the Southannan Sand SSSI site, such that NatureScot (formerly Scottish Natural Heritage) must be consulted if any SuDS are designed to discharge via new outfall to coastal waters, with SEPA licensing required for any new outfall above mean high water springs (MHWS) level and Marine Scotland licensing needed for any new outfall below MHWS. If feasible, coastal discharge should therefore instead be routed along the causeway route to the large holding tanks associated with the

historical site drainage system, which outfalls beyond the SSSI.

For areas of the site in close proximity to the Burn Gill, discharge to this transitional watercourse may be a viable alternative to coastal discharge. Discharge to transitional waters requires only minimal SuDS treatment, provided by source control SuDS or a short length of swale or filter trench.

The site is located in an area that may be at risk of coastal flooding, exacerbated by wave impact. The present-day 1 in 200 year still water extreme sea level is 3.67 mAOD, with sea level rise due to climate change predicted to increase this to 4.25 mAOD by 2080. The risk of SuDS elements flooding due to tidal action and waves should be considered in the siting and design of SuDS, with SuDS located on high ground and/or behind high intervening ground if possible. Flood risk posed by the Burn Gill should similarly be considered for any SuDS placed near to this watercourse.

Regardless of the SuDS treatment train used, it is highly recommended that site drainage design incorporates appropriate pre-treatment to remove sediment and silt prior to discharge into the SuDS; this minimises the risk of progressive blockage of substrate material within the SuDS (termed “blinding”) that may reduce infiltration performance over time and/or increase maintenance requirements for the SuDS. Oil separation may similarly be necessary as part of pre-treatment for SuDS systems serving surfaces with high oil contamination risk, such as lorry parking areas, high-traffic lorry approaches and industrial areas.



8. Site Conditions

Climate Change

The existing Flood Risk Management Strategy for the Ayrshire Local Plan District, which is relevant to the Hunterston PARC Master Plan area, is based on the 2018 climate change projections which provides updated observations and projections to 2100 in the UK and globally. The impact of these amended projections would be considered in terms of potential future flood risk. As a matter of good practice, any future development taking place in the PARC should ensure that its constituent elements are climate resilient and use low carbon technologies.

The NPF4 Position Statement notes a significant shift is required to achieve net-zero emissions by 2045 and that we all cannot afford to compromise on climate change. North Ayrshire therefore pro-actively sought cabinet approval in May 2021 for the proposed Environmental Sustainability and Climate Change Strategy 2021-2023 with recommendations that a Climate Change Steering Group is established. Peel Ports have expressed interest in being a member of this Group going forward.

The site is being promoted as a hub for the blue and green economies. Hunterston PARC's vision is to bring together energy intensive industries with low cost, on-site power and heat generation, offering a unique opportunity to develop innovative, self-sustaining and cost-effective net zero operations aimed at supporting the delivery of Scotland's 2045 climate change targets. The site should be seen as an enabler to meeting the 2045 targets as the sorts of companies being attracted to the site are part of the journey.

Contaminated Land

An important consideration in the development of many projects concerns the likelihood of contamination of development sites. Soil/land may inadvertently become contaminated through various activities and operations.

Of relevance to port activities, cargo handling and storage may cause run-off, spills or leakage in operational areas. In addition, the historical use of sites acquired for development purposes are equally as important to assess.

Hunterston PARC is continuing to improve its site through remediation, ensuring that there is a prevention of contamination, and the raising of awareness of compliance with all environmental regulations. We seek to produce a desktop remediation strategy, that would inform future occupiers when applying for planning permission.

These planning applications submitted to North Ayrshire Council would be expected to be accompanied by a desktop study covering a historical assessment of past site usage.

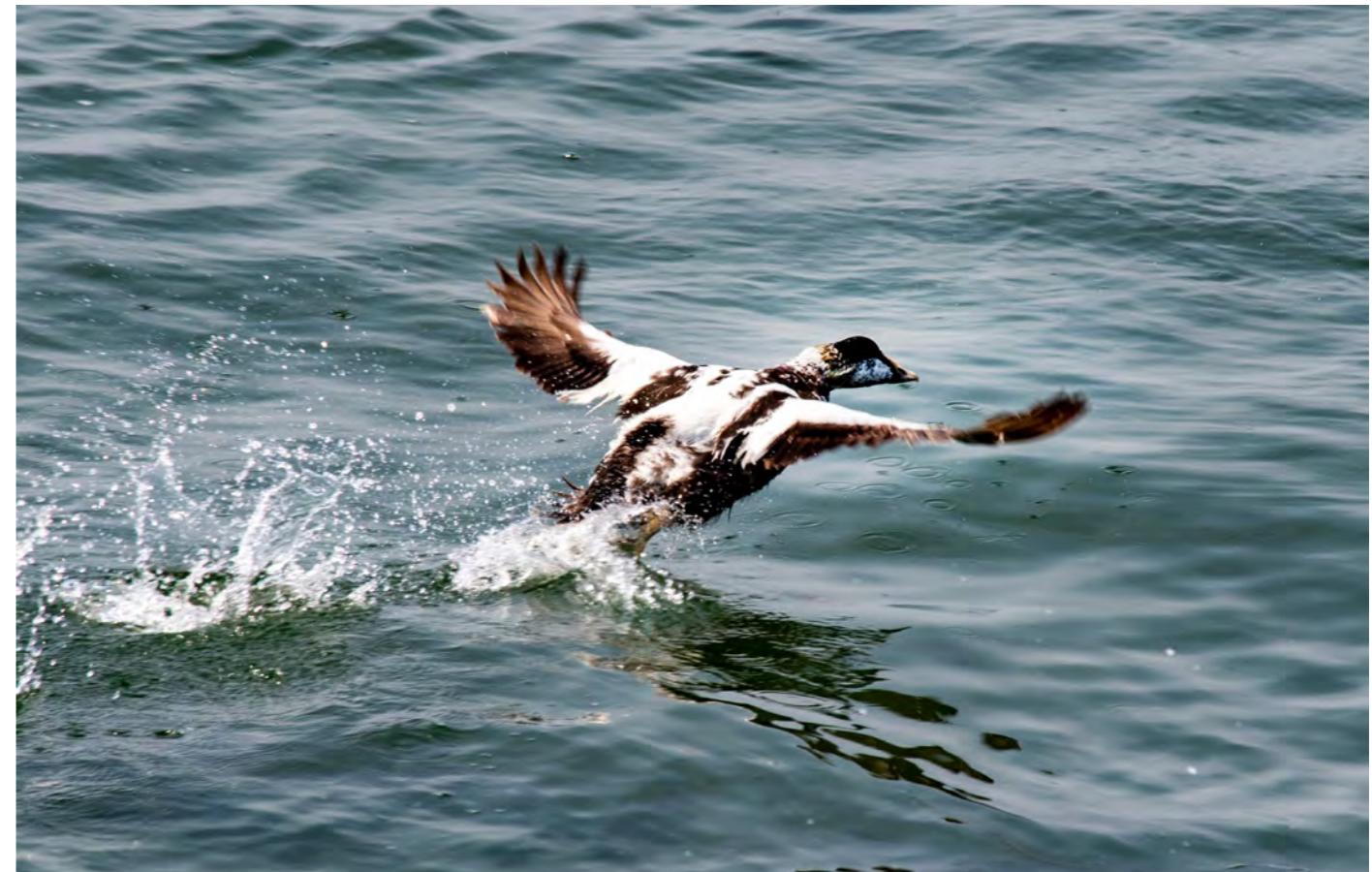
In certain circumstances, intrusive site investigation surveys and remediation strategies would be undertaken and the outcomes submitted for assessment and approval either as part of a planning application or in compliance with a planning condition attached to a consent.

Peel Ports are currently producing a desktop remediation strategy which will form part of this framework. This is being undertaken by Envirocentre who have had a long history of studies and surveys on Hunterston PARC site.

It is worth noting that this strategy has to meet criteria set out below by SEPA (Scottish Environment Protection Agency) who will not regulate under the waste regime unless a remediation plan is in place incorporating the six criteria listed below:

1. **The use is a necessary part of the planned works.**
2. **The material is suitable for that use.**
3. **The material does not require any processing or treatment before it is reused.**
4. **No more than the quantity necessary is used.**
5. **The use of the material is not a mere possibility but a certainty.**
6. **The use of the soil will not result in pollution of the environment or harm to human health.**

The remediation plan needs to be agreed with the Local Authority as part of a formal planning application.



8. Site Conditions

Biodiversity

The Hunterston PARC Master Plan area is located within the mouth of the Firth of Clyde. This location is such that operations at Hunterston PARC co-exist with a number of nature conservation sites of national importance.

The spatial distribution of the nationally designated nature conservation sites within 5km is illustrated in the table below. The relevant designations are Sites of Special Scientific Interest (SSSI) which are protected areas under the Wildlife and Countryside Act 1981 for the protection and conservation of flora and fauna. Under the Nature Conservation (Scotland) Act 2004, NatureScot (the statutory nature conservation body) is responsible for monitoring the condition of these protected areas and advising on development proposals that have the potential to affect protected areas.

Where a project is located close to, or within, an

area designated or proposed under the Birds and/or Habitats Directives (European sites) and/or the Ramsar Convention (Ramsar sites), the requirements of The Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations) may apply.

The nearest Special Protection Area (SPA) site is Renfrewshire Heights, located approximately 12km north-east from Hunterston. This site is designated for terrestrial qualifying interest features. In addition to the table below, the nearest marine designated site is the Inner Clyde SPA, Ramsar and SSSI site, located more than 25km to the north-east. The Cumbrae Islands lie approximately 2km north west of Hunterston and are covered by a Marine Consultation Area.

The Marine (Scotland) Act 2010 provides for the designation of Marine Protected Areas (MPA) in Scottish inshore waters (within 12 nautical miles (nm) of the territorial baseline) to protect habitats and species considered to be of national importance. Hunterston PARC is over 10km from the nearest MPA.

Southannan Sands SSSI extends for over 4km along the coast, and is subdivided by Hunterston PARC. The marine construction yard and the coal terminal conveyor extend beyond the Mean Low Water Spring (MLWS) tide mark and sub-divide the sandflats and mudflats into three areas: Hunterston Sands, Southannan Sands and Fairlie Sands. Areas of the nationally scarce dwarf eelgrass (*Zostera noltii*) are a biologically and structurally important component across this site. Although not notified features of the site, the sandflats and mudflats are a food source for a range of wildfowl and waders species, particularly during the winter months, with communities of polychaetes (marine annelid worms such as lugworms), crustaceans (including species of crab and shrimp) and molluscs (such as mussels and cockles) present, especially on the lower shores (SNH, 2018).

When the Hunterston Ore Terminal was built between 1974 and 1979, a lagoon and a bird sanctuary island was developed to the north.

Other nearby designations include Portencross Woods SSSI, which is of national importance for its ancient coastal mixed ash woodland, situated on steep-sided maritime cliffs ; Kames Bay SSSI, a small sandy bay with rocky margins provides a feeding ground for wader species. Ballochmartin Bay SSSI is backed by herb-rich grassland and roadside verges which support slow-worms and a number of uncommon higher plant species.

There are no nature conservation sites designated for marine mammals or basking sharks in the immediate vicinity of Hunterston. However, species of marine mammal and basking sharks have been recorded in and around the Firth of Clyde. The Clyde Marine Mammal Project documents sightings of marine mammals (and basking sharks) in the Clyde, and is undertaking a visual and acoustic marine mammal survey of the Clyde waters. A summary of the Clyde Marine Mammal Project's records for 2017 (the latest available) is provided in the table below.

Species	Comments	Biodiversity
Harbour porpoise (<i>Phocoena phocoena</i>)	Most commonly identified cetacean species in the Clyde and is resident throughout the year. In 2017, recorded between February and May adjacent to Hunterston Coal Terminal.	
Short beaked common dolphin (<i>Delphinus delphis</i>)	In 2017, recorded between February and May adjacent to Hunterston Construction Yard and Hunterston Coal Terminal and along the Hunterston and Fairlie Channels to the North.	
Basking shark (<i>Cetorhinus maximus</i>)	Often appears in summer months in the Clyde, with numerous records in the waters around Great Cumbrae to the North.	
Grey seal (<i>Halichoerus grypus</i>)	There is a small haul-out for grey seal on The Eileans in Millport Bay and they can be observed from shore.	
Harbour seal (<i>Phoca vitulina</i>)	There is a small haul-out for harbour seal on The Eileans in Millport Bay and they can be observed from shore.	

Nature conservation designated sites within 5km			
Site	Designation	Distance & direction from Hunterston	Description
Southannan Sands	SSSI	0km	Intertidal sandflats Extensive intertidal sandflats habitat, with areas of the nationally scarce dwarf eelgrass species.
Portencross Woods	SSSI	1.5km south	Upland mixed ash woodland Botanically-rich mixed deciduous woodland is situated on steep-sided maritime cliffs.
Ballochmartin Bay	SSSI	1.5km north	Coastland The beach is backed by herb-rich grassland and roadside verges supporting slow-worms and a number of uncommon higher plant species.
Kames Bay	SSSI	2 km north-west	2 km north-west Coastland Most intensively studied site for intertidal marine biology in Scotland.

8. Site Conditions

To the north of the Hunterston PARC Master Plan area, an area of Southannan Sands, Fairlie, is designated as a Shellfish Water under the Water Environment (Shellfish Water Protected Areas Designation) (Scotland) Order 2013. Fairlie Shellfish Waters is also designated as a Shellfish Harvesting Area by the Food Standards Scotland (FSS), for the production of Pacific oysters (*Crassostrea gigas*). Fisheries landings in the area are dominated by shellfish, with the large majority of landings for Nephrops, but scallops, crabs and razor clams are also present in large numbers.

Key fisheries within the Firth of Clyde also include herring and sprat. The Clyde is identified as highintensity nursery grounds for cod, hake, ling, mackerel, herring and spurdog (Coull et al., 1998).

In many cases, development of existing land within the Hunterston PARC Master Plan area is unlikely to have any significant impact upon biodiversity, given that it will effectively involve the re-use or development of existing brownfield sites. However, this would be considered on a project-by-project basis and would be informed by site-specific surveys and assessments as appropriate.

Any construction works below the MHWS tide level would require a Marine Licence under the Marine (Scotland) Act 2010, to be granted by Marine Scotland. For works above the MHWS tide level, planning permission may need to be sought from North Ayrshire Council under Section 28 of the Town and Country Planning (Scotland) Act 1997. This process would involve close liaison with stakeholders, including NatureScot and Scottish Environment Protection Agency (SEPA).

For developments that may give rise to significant environmental impact, an Environmental Impact Assessment (EIA), under the Town and Country Planning (EIA) (Scotland) Regulations 2017 for terrestrial projects, or the Marine Works (EIA) (Scotland) Regulations 2017 for marine projects, may be required. The competent authorities are Marine Scotland (for marine licensing) and North Ayrshire Council (for planning). In some cases, EIA may be required under both of these Regulations.

Owners and occupiers of land within an SSSI must apply to NatureScot for consent to carry out certain operations. Developments within SSSIs are subject to

policy stipulated within the Scottish Planning Policy (2014) (The Scottish Government, 2014).

We have engaged with a third party to review the biodiversity on site and provide recommendations for site management going forward. We will also be developing some recommendations for those developing on site on how they can integrate elements into their design to complement the wider site. This is likely to include recommendations on plants, SuDS, habitat creation (bird/bat boxes etc), orientation and style and consideration for the dark skies / low impact lighting etc. For example these will include:

- **Enhancing the site for existing species such as breeding birds and mammals.**
- **Development of SUDs solutions that use more natural open drainage, rainwater ponds, road verge water capture, etc to support natural solutions.**
- **Integration of local natural species and habitat within the infrastructure, such as creation of corridors into parking and building surrounds. These provide important links between existing and new habitat.**
- **Creation of nature based outdoor spaces for company personnel outside and around industrial units.**
- **Building solutions into built infrastructure including bird and bat boxes, bee and insect feeding, green walls and roofs, water and solar energy capture, etc.**

Heritage

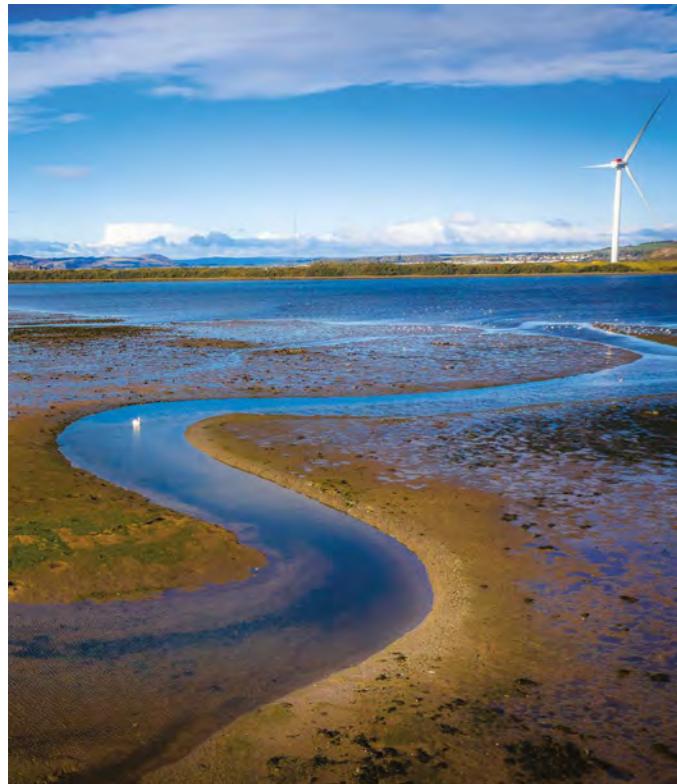
There is one heritage asset within the Hunterston PARC Master Plan area; Hunterston Gate (North Pillars) (LB14314), which is registered as a Listed Building. The designation of a building or structure of special architectural or historic interest is recognised through the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Built around 1800, Hunterston Gate (North Pillars) is described by Historic Environment Scotland (HES) as “square, rusticated, stone piers with dentilled entablatures; urn finials decorated with shell ornament; low curved screen walls and smaller terminal piers.” (HES, 2018)

Nearby heritage assets directly to the south include Hunterston Castle (LB14313) and its associated buildings, comprising Walled Garden, Hunterston (LB14288), Hunterston House (LB14286) and Well in Front of Mansion (LB14287). All assets are located out with the boundary of Hunterston PARC



9. PARC Vision



The combining factors of the closure of Longannet Power Station and Ravenscraig Steelworks, directly impacting on Hunterston and the forthcoming closure of Hunterston B has refocused the local and national thought towards this area and it is now considered an area that requires direct assistance through funding and transformative projects, such as the UK Government and Scottish Government investment into the Ayrshire Growth Deal to allow North Ayrshire and the wider regions to re-imagine their future.

Hunterston Port and Resource Campus has the ability to be part of this future story. It has the ability to provide a platform to invest in Scotland's people and future infrastructure for power generation, it allows for the development of innovation in areas such as the circular economy reducing and re-purposing waste products reducing the reliability on resources, assisting the reduction of all green house gases to Net Zero by 2045.

The new innovation hub will re-purpose the current control tower and offices and laboratories on site, to provide short term incubator hubs for Small/ Medium business' and to support the emerging blue /green economy that is envisioned for Hunterston under the Three Pillars principles of Industry, Port and Marine which will cross fertilise and support each other. The proposed site layouts on section 12-14 indicate how these uses will make best use of the land in the most sustainable manner and in general where the new sites for industry will be located.

This development framework will include education facilities, research and development offices, incubator hubs for new start-ups, providing a healthy and

necessary mix of business' that can cooperate and even collaborate ensuring a sustainable community, via community wealth building as introduced by North Ayrshire in 2020, leading Scotland in this vision. It is envisaged that the campus, with an enhanced road facing frontage, will act as a catalyst for regeneration, re-skilling and up-skilling and development of a new sustainable commercial development.

The site's strategic location will aim to benefit the Ayrshire communities as widely as possible, maximising local economic opportunities ensuring social and environmental wellbeing. Of the roughly 1,000 acres in Peel Ports ownership, one third, 320 acres is for brownfield re-purposing and the remaining two thirds is deemed to be natural assets which provide such benefits as tree cover, vistas, habitats and coastal ecology, such as the Southannan Sands SSSI (Site of Special Scientific Interest)

Aims of Community Wealth Building in North Ayrshire

- Reduce poverty and inequality
- More well paid and fair jobs for local people
- More local businesses including those owned by communities and workers
- Sustainable communities with an increased level of wellbeing and a pride in the place people live in.

9. PARC Vision

Purpose of the Development Framework

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.

The site, aside from being a very well equipped port location, of which would be very difficult and expensive to replicate is supported by a large land footprint directly behind the jetty.

This brownfield site, defined as an area of land which has been previously developed, is now re-visioned as an area which can and will provide the next generation of energy, research to support this and industry to sit alongside. The site is bounded to the east by a purpose built bund and trees, which are protected by a collective tree preservation order.

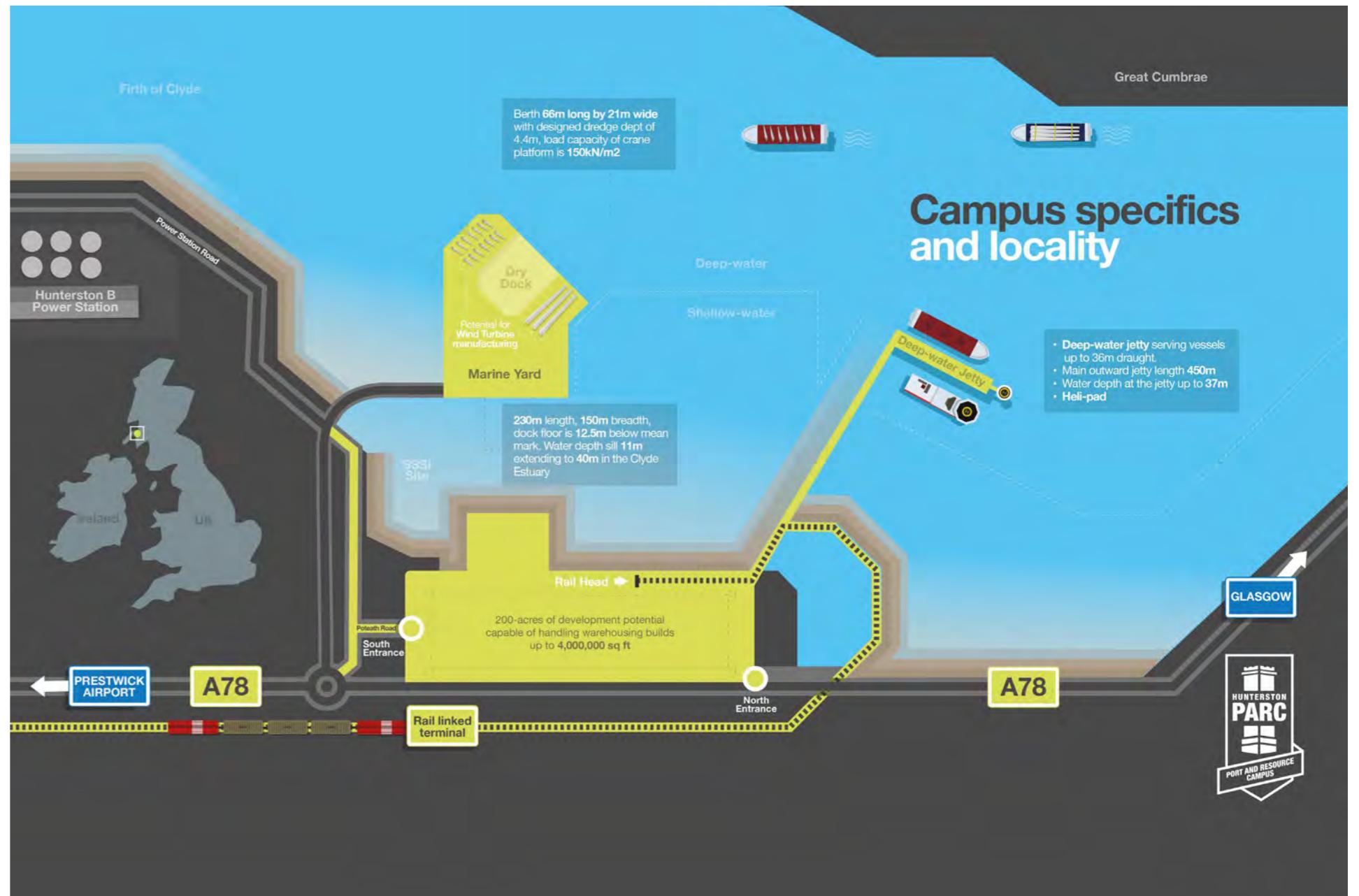
The Parc's objective is underpinned by three 'Pillars'- Marine Yard, Industry, Port. Hunterston Port and Resource Campus will have a new campus style site which allows for the cross fertilisation of ideas and concepts drawn together by research and development at the onsite Innovation Parc which are outlined in LDP2 in Annex A of this document.

This will create a symbiotic site which can for example import raw product onto site from the jetty, use energy from the a business producing clean energy on the Marine yard to feed into the making of products to support the offshore wind industry, and re-exporting the finished product via vessel.

This new site will become its own entity and a destination for emerging innovation and support for the Global challenge of Carbon reduction by 2050 and of Scotland's ambition of 2045. Hunterston Parc has been being cleared for the last six years but is now set to become a 'hub' for the support of the blue/green economy.

The development framework also considers how best to make use of the site and accommodate many different uses and many different users, a start-up hub for Research and Development, commercial premises, innovative industry, excellent natural surrounding environment to enjoy the existing wildlife. This process, via the development framework will make the very best use of the regeneration opportunity provided by the site in terms of reutilising existing assets, economic impact and efficiency.

The proposed site layout, on section 12-14, indicate how these uses will utilise the land in the best possible and sustainable manner and in general where the new sites for industry will be located. The following information provides the details of the process that has been undertaken so far in respect of the new Hunterston Parc



10. Port and Resource Campus

Hunterston is set to benefit from the £250 million Ayrshire Growth Deal, with £18 million allocated to Hunterston PARC:

"The UK Government will offer up to £18 million for the Centre for Research into Low Carbon Energy and Circular Economy (CECE) at the Hunterston Strategic West Scotland Industrial Hub. Hunterston is also identified as a national strategic site as set out in the National Planning Framework. As Scotland's largest strategic deep-water port with direct rail and significant grid connections, the site has a critical role in Scotland's Energy, Blue Economy, Offshore Wind and the Circular Economy futures.

Hunterston is envisioned to be a multi- investor project which will help to deliver jobs, environmental solutions to big questions regarding the production of cleaner energy and will be delivered over the next 5-10 years. Partners in the Innovation Parc include North Ayrshire Council, Peel Ports and Scottish Enterprise. There is wider interest and collaboration expected with the Nuclear Decommissioning Agency, the University of Strathclyde and many other multi agency bodies to assist in the comprehensive delivery of the site.

To show the commitment to inclusivity of the development of the site we have taken a journey, firstly producing a concept Masterplan document for consultation in May 2019, then comprehensively producing a consultation responses document which outlined the thoughts, assessment and feelings of many stakeholders near Hunterston and beyond.

This document also took into account a local survey produced by the Friends of the Firth of Clyde, published alongside the one undertaken by Peel Ports.

Click brochure to read:



It has been identified by Scottish Government that the planning process for Scotland as a whole needs improving in terms of engagement and therefore to reduce concerns that any consultation events are not 'tick box' exercises and that there was a lack of feedback to communities on their views.

Therefore we have sought to move away from this 'tick box' exercise, to fully allow for the feedback to be taken on board and used to inform our future vision and output for Hunterston Parc.

Via this Framework we have set out the future for:

- Economic Development
- Educational development through partnering with Strathclyde University and North Ayrshire Council
- Continued community engagement and community empowerment
- The continued enhancement of 700 acres of biodiversity and natural capital

This Framework seeks to:

Build on the conversations we had with our communities in May 2019 and the comments received and collated in the Consultation summary of February 2020.

We seek to:

- Continue this conversation starting from the changes to the plan since the last round of comment, for example the shift from eight identified uses on site to three pillars that identify the assets that are on site and can be accommodated on site.
- To discuss the ideas that came forward from the consultation and how we have implemented them in this Framework.
- From this we hope to generate trust and confidence that Hunterston is helping to deliver a site that benefits the Community- whether that is at local, Regional and National level.
- We seek to strengthen Communities by building back better, the loss of many jobs in the area creates an opportunity to reskill and stay in the areas that people want to, helping maintain community bonds, history and sustainability for future generations.
- Set out a future framework for economic sustainability, with a range of uses to achieve this

with no reliance on one product or service to maintain this.

- Continue the journey of the Framework into a living document which is updated and reviewed every five years.
- Design and define the design principles of 'campus feel'
- Demonstrate the benefits to the wider community

For Hunterston to be successful we have identified characteristics and what they mean for this proposal and are summarised below:

- Best Use of Resources
- Renew and strengthen the Identity of Hunterston
- Nurture Resilient Growth in the Incubator Parc
- Create Opportunity for developing new emerging industry
- Build Community Wealth by improving job offerings in the area
- Protect and enhance the natural capital that Hunterston offers



11. Site Design Development

Key Design Considerations

Remediation

Hunterston Parc required that there was a removal of on-site structures that would be considered a hindrance to the future development of the site. Therefore a scheduled programme of safe removal of these identified structures was undertaken.

Firstly the removal of the two prominent Gantry Cranes, taking 18 months, with all product recycled via Technical Demolition Services. The conveyor belt, at 26 miles long, and purchased for recycling and reuse in the iron ore industry and the scheduled removal of the gantries for the coal hop loader over the A78 and rail line due to be removed by 2022.

The site is now vacant of large structures and is ready to be re-purposed for identified, through the three pillars concept with appropriate uses for site which are compliant with the Local Development Plan

Scale

In order to develop a scale which is appropriate to the site, it is important to read the context and consider the structures which exist nearby. This means considering not only the height and massing of the buildings but the views to and from these existing buildings from elsewhere.

Therefore the setting of any new application for planning permission needs to take into account the existing layout of the surrounding area, with the predominantly linear settlement to the North, The Island of Great Cumbrae to the west, Kaim Hill to the east at 380 metres and the two Nuclear power stations to the south.

This will also take into account the man made features on site that were architect designed to mitigate for the initial impact that the site was deemed to have with the original grant of permission. Therefore the Marine Yard, the Jetty, the Lagoon and Dorothy's island and the bund with the associated trees, (under a Tree preservation order) feature heavily as a strong influence on the site.

The natural capital of the site is mainly focused on two key areas. The Site of Special Scientific Interest to the north, west and south of the site, Southannan Sands, identified for intertidal sandflats. To the north of the SSSI it is designated as a Shellfish Water under the Water Protected Areas designation) It is also a Shellfish Harvesting Area by the Food Standards Scotland for the production of pacific oysters.



11. Site Design Development

Access / Point of Connection

Vehicular Access

For vehicles, Hunterston PARC is accessed from the A78. Traffic entering and leaving the port does so via a dedicated roundabout, from two points, North and South which are in good order.

The Active Travel and Transport team at North Ayrshire recently responded to a consultation on the Strategic Transport Projects Review 2 (STPR2) with Hunterston PARC being directly referenced:

“... Hunterston which has been identified within the National Planning Framework (NPF) as a key deepwater resource with significant potential to support both transport and energy sectors. The NPF acknowledges the need to support a National Development at Hunterston with infrastructure improvements, in particular the A78/A737.

It would help to meet both national and local development aspirations by providing an upgraded link between the A78 and A737 strategic routes. Substantial resources are being invested in both Hunterston and Ardrossan through the Ayrshire Growth Deal, with £18m secured for the Centre for Research into Low Carbon Energy and the Circular Economy at Hunterston, and £10.5m for the International Marine Science and Environment Centre at Ardrossan.”

Peel fully support North Ayrshire Council in this request to Transport Scotland and are committed to responding to forthcoming consultations to assist in delivery.

Pedestrian and Cycle Access

Outside of the port estate there are dual cycleway/footways on both sides of the A78 linking to nearby conurbations, north towards Fairlie and south towards Irvine. The footway on its western side continues at the roundabout along the port road towards Hunterston providing access for pedestrians to the site.

Promoting Rail Freight

Rail freight played an important role in the movement of heavy, bulk goods and long-distance haulage at Hunterston PARC. Coal was the main source of the mineral tonnage lifted up until 2016. Most of the rail freight was long haul to England with only 20% of the rail freight staying within Scotland.

There was a marked increase of movement of imported coal from the Hunterston terminal to England, with it accounting for almost all the growth in rail freight traffic in the period 2000-2009, however this has now ceased. Rail freight capacity therefore has an ability to absorb, grow and develop any haulage that will come forward from the redevelopment of Hunterston.



12. Development Framework Options

Having considered the opportunities which the site presents, a proposed framework for the future layout of the site has been developed.

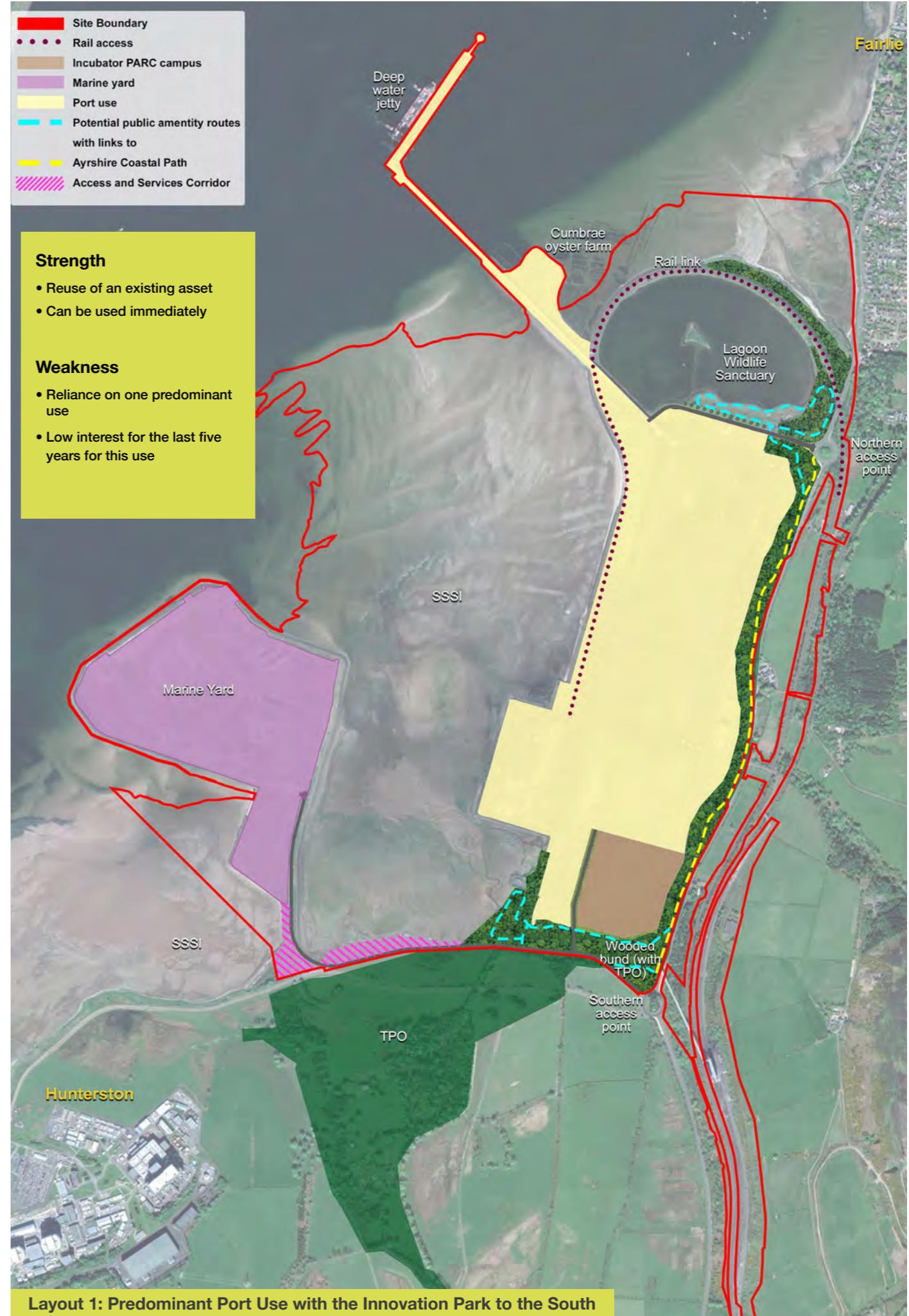
Three alternative layouts were initially considered, with different locations for the Campus and incubator park and associated facilities as illustrated on the plans.

These alternative layouts were evaluated against the extent to which they deliver on the characteristics established in the Hunterston Master Plan from 2019.

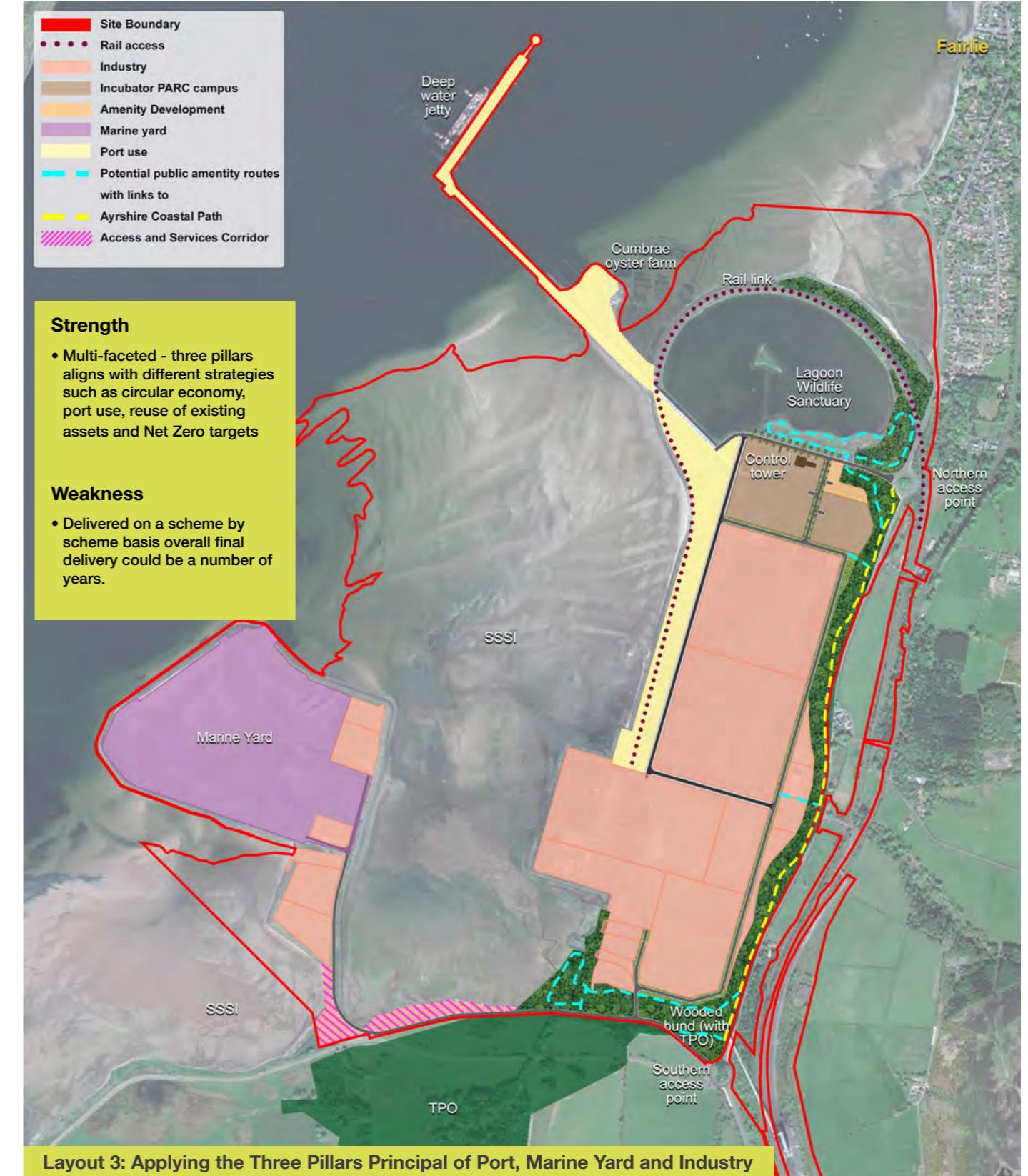
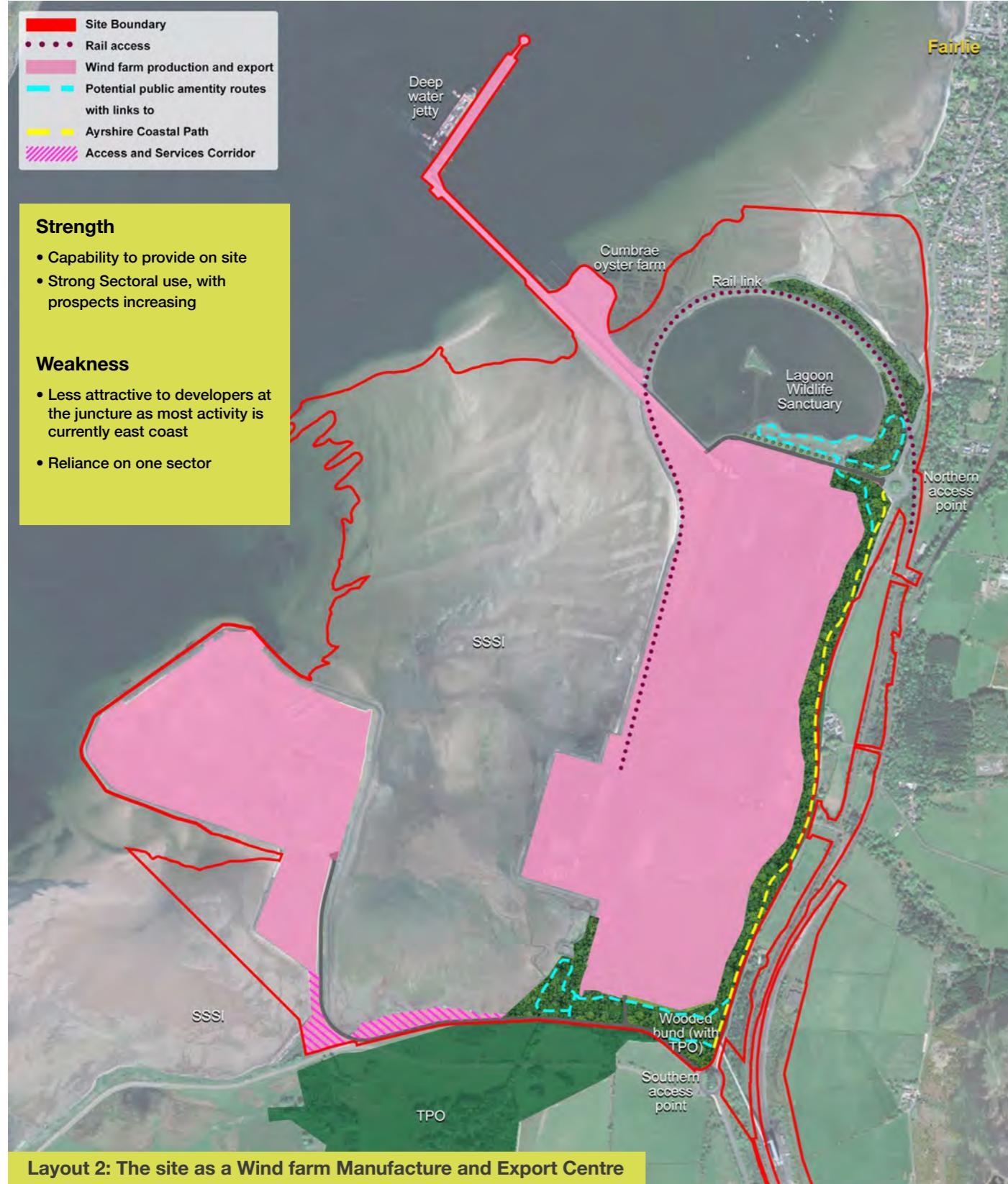
The principal issues which led to the proposed layout emerging included:

- The benefits of locating the campus buildings to the north to re-utilise existing assets, such as the control tower, and maximise on the accessibility of the site from the North and the potential ‘road frontage’
- The activity created by locating the campus buildings to the north of the site, and the benefits of this in providing a catalyst for other commercial development in that area as it is fully visible
- The benefits of focusing some of the three pillars compliant developments in the south of the site given the backdrop of the two existing Nuclear Power stations, the hills to the Clyde Muirsheil regional park and the screening provided by the bund and the tree preservation order for these uses upon this part of the site

As Layout 3 best meets the aspirations for the site this is identified as the proposal for Hunterston PARC.



12. Framework Options Cont...



13. Development Framework Plan

Introduction

The diagram illustrated in this section shows the proposed development framework with the layout of uses within the site. Also included are key design considerations such as the existing main points of access into the site from the principal road A78, the arterial site road route, and the indicative location of the campus buildings. Key design principles are further described below.

Innovation Campus

Significant funding from the AGD has been allocated to the Hunterston Project to support innovation, jobs and inclusive growth. Therefore Hunterston Parc has formed a tri-partite partnership with North Ayrshire Council and Scottish Enterprise to facilitate early release of Ayrshire Growth Deal funding to create an Innovation Campus within Hunterston PARC (known as Hunterston Innovation Park – H: IP).

The intention is to offer market ready facilities, that will stimulate research and innovation, by attracting start-up businesses and world leading supply chain businesses. Key to this work will be an identified 20-acre site within Hunterston PARC.

The framework proposes to locate this campus to the north of the site, maximising opportunities for connectivity with the road frontage, with an aim to facilitating relationships and presence within the community, encourage linkages with existing businesses, local industry and utilise existing transport links.

The scale of the existing buildings are in relation to its previous use as in importation terminal, with the associated control tower.

This site has been in the skyline for the last 50 years and is considered part of the scenery to and from Hunterston PARC. It is envisioned that this building will be re-purposed and modernised and reused for the benefit of future users, saving on further carbon

footprint and maximising on the ability to view the Clyde from a special and unique vantage point.

The entrance at the south of the site will also be reused to encourage activity in this key area. With its dense tree screening and bund it provides effective screening/ efficient blurring of the landscape. The site will offer seating areas and breakout spots onsite, this is to offer the ability to enjoy the sites location and provide a level of well-being not usually found on typical industrial estates.

The development of the innovation Parc will be the catalyst for on-site activity and will provide the strong relationship required to show the commitment to the future development of the site.

Three Pillars Principle

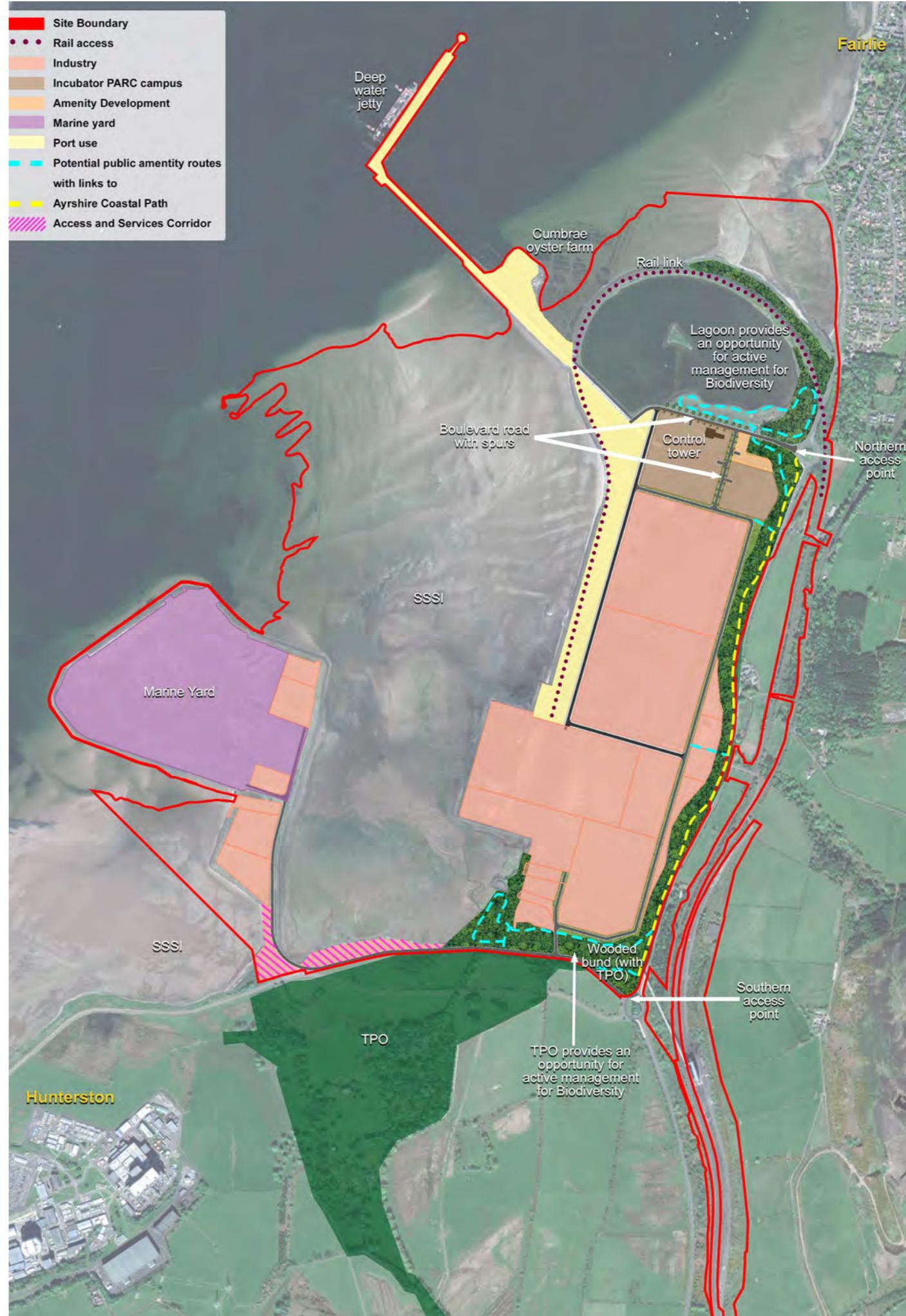
The site is based on three main principles on site, Port, Marine and Industry and these have been distilled from the location, previous use and the uniqueness of its offering in a global setting.

Hunterston PARC offers a unique opportunity for industry, power generators, importers and exporters to come together for mutual benefit. By co-locating the supply chain Hunterston PARC will unlock efficiencies, reduce waste and become the natural choice for handling and processing Scotland's industrial resources

Industry

Hunterston PARC wants to attract, nurture and develop industry that takes Scottish communities further than others, that becomes World leaders and innovators for the benefits to be shared globally.

The site will be a place for research, development and testing of technologies associated with turbines, battery and tidal which from the consultation summary of February 2020, this was a key theme from our respondents, who wished to see a 'Green Energy Hub' providing a base for renewable/ green energy to be developed.(p19, Consultation summary)



13. Development Framework Plan

Port

An existing 450-metre long jetty into the natural deep water. This does not require dredging, saving on a potential maintenance expense.

The ability to approach the terminal's jetty negating extensive manoeuvring, and in suitable conditions it would also render tugs unnecessary for the majority of vessel movements.

This infrastructure is considered a primary consideration for the development of the site. The Port is an essential for the sustainability for the site overall and this will be further promoted for its abilities globally.

Marine Yard

With its large-scale dry dock, substantial vacant land, and deep water marine environment, Hunterston PARC is well -positioned to serve the development of solutions for floating offshore wind power generation.

The Offshore Renewable Energy Catapult, a specialist agency working within the UK Government's Innovate UK, is conducting a study to review the potential for the Hunterston PARC to play a role in the manufacture, assembly, service and testing of floating wind assets.

Roads

There will be two main entrances and egresses to the site with an arterial road expected to run along north/south and serving the new campus and site users.

Analysis will be undertaken on the extent to parking provision via planning application for each identified plot for users. With design led influence on the sites encouraged to maximise the sites location.

Natural Capital

Hunterston PARC will be a showcase for how economic development from large-scale infrastructure investment can be achieved hand in hand with good ecology.

To show that our natural environment can be sustained and cared for alongside development activity; ecology and economic growth are not mutually exclusive.

This can be accommodated even at a microscale, with proposals such as 'Miyawaki Gardens' which provide intense small scale native habitats. These principals will be set out in a strategy for the site providing Landscape design principals, for all future occupiers to sign up to.



14. Next Steps

How this framework will be used

Following the consultation and engagement period, the proposed development framework will be taken to the planning committee of North Ayrshire Council. If approved, the framework will become a material consideration in the determination of planning applications for the site, i.e. planning applications will require to comply with the framework.

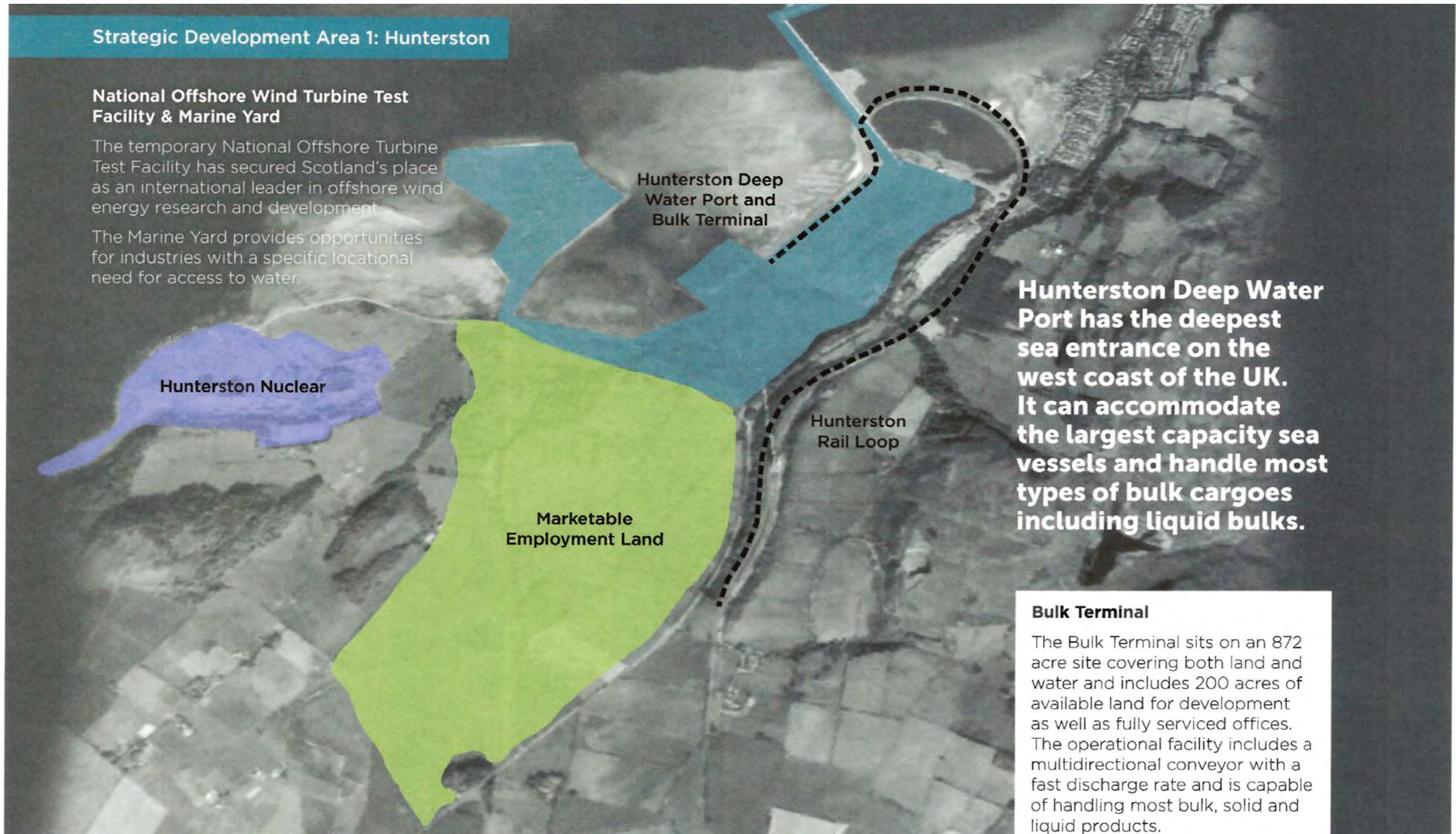
Comments received during the consultation process will be considered for incorporation by the Hunterston Projects team before the framework is presented to members of the planning committee, with any practicable changes considered and accommodated. A summary of all comments received, and a response will be provided to the committee and made available within the public committee report.

We hope that this information outlines the proposals for the framework and layout, as well as the fantastic opportunity provided by the proposed investment in the site. We would welcome your feedback, whether at this stage or at a later date when planning applications are submitted and more detailed information for the site uses will be available.



Annex A

Local Development Plan 2, North Ayrshire Council, 2019



Annex A continued

Hunterston

We recognise the strategic national importance of Hunterston as an energy hub and deep water port. We strongly support the inclusion of Hunterston in the National Planning Framework 4. In particular we will support the following uses:

Hunterston Deep Water Port

- Renewables generation, manufacture, maintenance, research and development, testing and training (including support for a renewables skills academy)
- Strategic grid connections recognising its importance as a landfall to support the offshore renewable energy sector
- Maritime construction and decommissioning (including oil and gas structures)
- Bulk handling facilities for importing, processing and distributing all dry and bulk liquid cargoes
- Local scale Bio-mass energy generation developments as per Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009
- Other storage, processing and distribution uses and general light industrial activities where they would not undermine the strategic importance of, and unique assets of Hunterston as a deep water port.

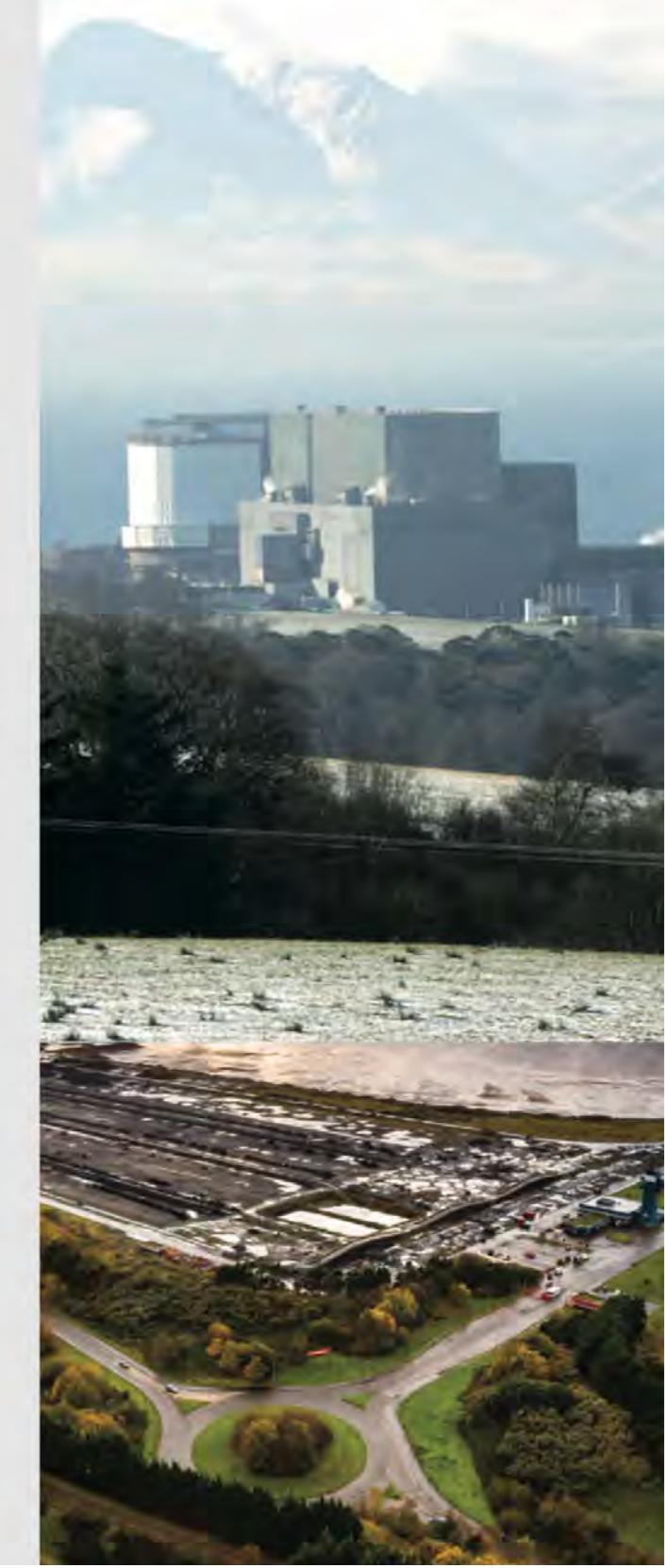
Hunterston Nuclear

- Appropriate development to support the operational life of the existing facility
- Nuclear decommissioning and radioactive waste management from within the site
- Other facilities for large and small scale power generation

Energy Sector & Nuclear Facilities

Hunterston provides a unique combination of energy generation, infrastructure and network accessibility. The decommissioning of Hunterston A is ongoing and will be followed at some point after 2023 by the decommissioning of Hunterston B. We want to support the retention of the high value jobs in the energy industry at Hunterston.

Hunterston is an area where co-ordinated action and a masterplanned approach is required. We would expect all development to take account of the special environmental and safety constraints of Hunterston including detailed transport studies to identify options for enhancing port/rail/road accessibility, and management of impact of uses on nearby communities and the natural and built heritage assets in the area.



Annex B

Hunterston Development Framework “Pillars & Uses”

Port	Industry	Marine Yard
Dry Bulk Imports/Exports	Aquaculture	Marine Construction
Liquid Bulk Imports/Exports	Renewables Generation	Oil & Gas Decommissioning
Project Cargo Handling	Renewables Manufacturing	Off-Shore Wind Assembly & Loadout
Vessel Lay-Up	Grid Connectivity & Stabilisation	
Inspection, Repair, & Maintenance	Logistics & Distribution	
Port Related Processing	Research & Development Campus	
	Circular Economy Energy	
	Data Centres	
	Battery Storage	

This is not an exhaustive list of potentially acceptable uses at Hunterston PARC

