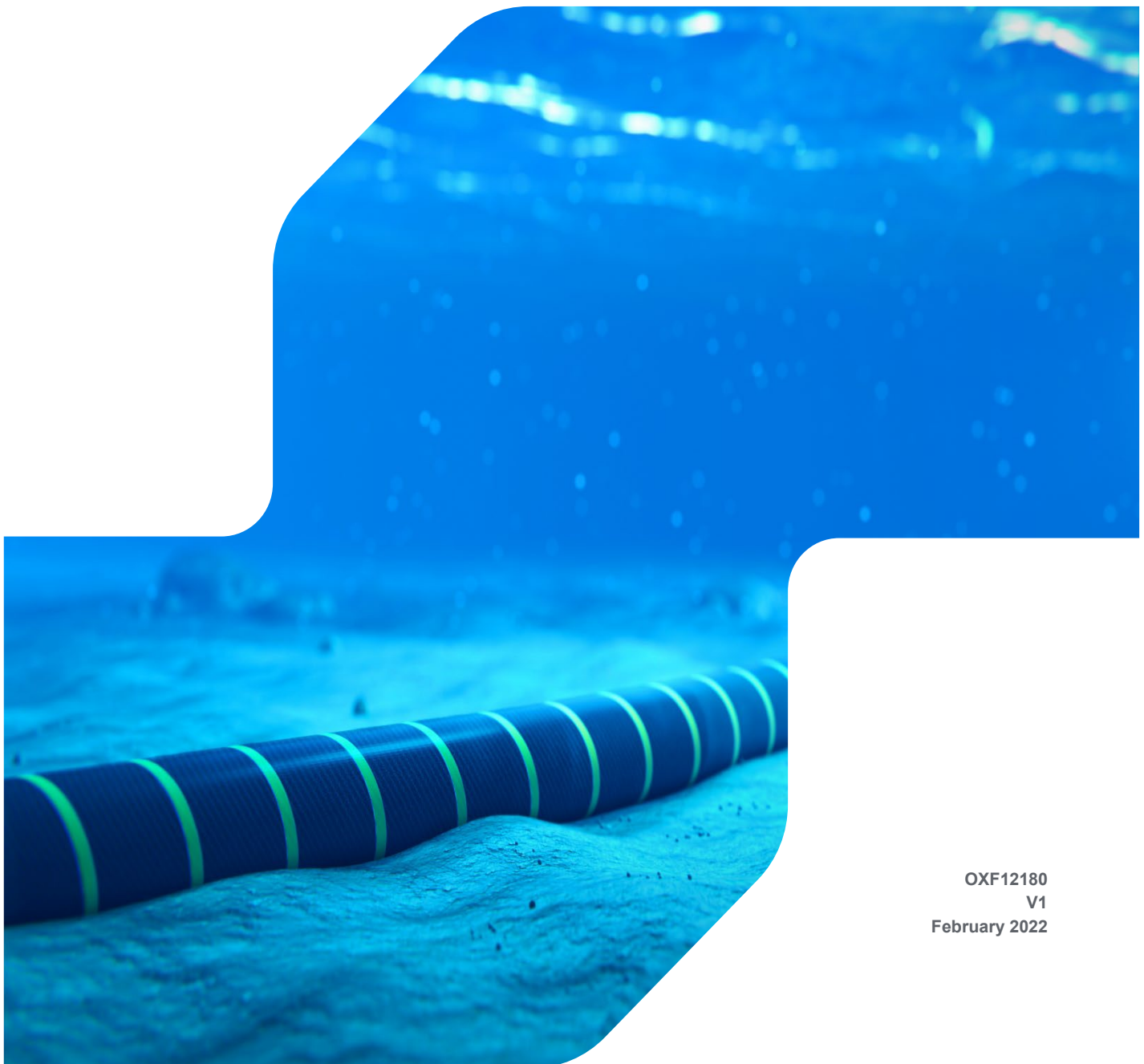


XLCC CABLE FACTORY - HUNTERSTON

Appendix 4.2: Scoping Opinion



OXF12180
V1
February 2022



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

ECONOMIC GROWTH
Planning Services, Cunninghame House, Irvine KA12 8EE

PUBLIC

Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017

EIA Schedule 2 SCOPING OPINION

REFERENCE: 21/01094/EIA

NAME AND EMAIL ADDRESS OF APPLICANT:

North Ayrshire Council c/o Growth & Investment

SITE ADDRESS or LOCATION:

Hunterston Coal Terminal, Fairlie, Ayrshire KA29 0AZ

PROPOSAL:

Proposed cable manufacturing facility including the construction of up to a 185m extrusion tower with associated factories, research and testing laboratories, offices with associated stores, transport, access, parking and landscaping with on-site generation and electrical infrastructure and cable delivery system

EIA REQUIRED

YES

The written statement of reasons is provided overleaf.

WRITTEN STATEMENT

1. With reference to Regulation 17 of the Environmental Impact (Scotland) Regulations 2017, please see below the Council's Scoping Opinion.

Any environmental impact assessment submitted in support of a planning application in respect of the above developments should have regard to Schedule 4 of the Regulations and the responses of the consultees which are attached. The proposed approach in the Scoping Report of Nov 2021 is largely agreed with the following comments:

1. Consideration of Alternatives – The current Regulations require that all EIA Reports should include an outline of the reasonable alternatives studied. This should include the main reasons for selecting the chosen option. The alternatives should include site location and layout and other design considerations.
2. Site selection – Detailed assessment of the specific selection of the site.
3. Landscape/visual impacts – The development, particularly the tower, will have significant visual impact. NatureScot (NS) consider there could be issues relating to nationally important landscapes. They highlight Waterhead Moor - Muirshiel Wild Land Area (WLA); North Arran WLA; Kyles of Bute NSA, and North Arran NSA, including the Arran Coastal Way. The submitted ZTV suggests that the development could be visible from the northern and western fringes of the Waterhead Moor WLA. A viewpoint to assess this should be included. Viewpoint 24 is within the North Arran WLA and NSA. A viewpoint from the coastal path, somewhere around Millstone Point, should be considered. A viewpoint from within the Kyles of Bute NSA should also be included. NS's comments have been provided and you may wish to contact them directly for advice on their preferred viewpoint locations.
4. Biodiversity/Ecology – The EIA Report should include an assessment of the potential effects on important ecological features and should detail proposed mitigation and/or compensation measures required to avoid, minimise, restore or offset adverse effects and demonstrate positive effects for biodiversity.

NS advise that potential impact on the Southannan Sands SSSI requires to be assessed in accordance with their guidance. The Kames Bay and Ballochmartin Bay SSSIs can be scoped out.

NS advise that the potential impact on cetaceans requires to be assessed.

5. Historic Environment/Archaeology – It is not considered there will be any direct impacts on heritage assets. However, there may be indirect impacts on a number of Scheduled Monuments, Listed Buildings and a Designed Landscape. HES give advice as to the sites they consider should be considered in terms of the visual impact on their setting. The ZTV for any LVIA should identify if the proposal would be visible from the assets. Please see HES response for full details.

6. Noise/Vibration - There will likely be impact from construction noise, operation of the facility, and transportation of product to the jetty. If generators or similar are proposed, this should be included in the operational activity. NAC Environmental Health require that they be consulted to agree a methodology for background/baseline noise levels and noise targets (and it is understood discussions are ongoing).

7. Air Quality – An air quality assessment will be required for the development. Any associated air quality risks will be identified through this assessment and mitigation measures implemented if required.

8. Water environment/Flooding – The site should be assessed for flood risk, commensurate with the risk level. Details of wastewater provision should be provided. Scottish Water confirm where within their network the site will be serviced from but are unable to confirm capacity. It is advised to contact them directly on this issue. Please see Scottish Water comments. The impact on Private Water Supplies should be considered.

Surface water drainage should be treated through SUDs. The exact details would be assessed through the planning application(s) process. All aspects of site work that might impact on the environment and the potential pollution risks should be identified. This should include proposed mitigation measures. This will have particular relation to the assessment of potential impacts on the adjacent SSSI

SEPA advise that the effect of engineering works in the water environment should be scoped in if temporary haul roads, and a 10m buffer cannot be achieved, or coastal engineering works are required. Please see attached SEPA response for further information.

9. Soil and Subsoil – Given the history and previous uses of the site, it is considered that assessment of the soil and subsoil and contamination be included in the EIA. Existing ground investigation reports are available for the site. Further investigations will be required. Any associated land use risks will be identified through this assessment and remedial measures implemented if required.

SEPA advise that given the site history, they do not believe any peat or carbon rich soils are present.

10. Traffic and Transport – Transport Scotland, as Trunk Roads Authority, has advised they no longer comment on the scoping of EIAs. As a first principle any assessment should consider use of the rail and port linkages, particularly in relation to any abnormal loads. The following road routes are identified as unsuitable/undesirable by the Council's Active Travel and Transportation team for construction/delivery vehicles – the C26, the B781, the B780 (Dalry to Ardrossan), the A78 through Fairlie and all unclassified local roads.

11. Structure of the document – The EIA should concentrate on those elements likely to have 'significant' consequences for the receiving environment. It should make passing reference to other issues of lesser importance to indicate that they have been considered. Short-term and long-term consequences should be identified with an indication of expected degree of magnitude and any mitigation measures advanced along with the degree of confidence as to the efficacy of such measures. Where significant effects are anticipated, mitigation measures should be identified and provided. This should include proposals for implementation and monitoring of those measures. A summarised table of the measures should be provided within the EIA report. In accordance with the requirements of the Regulations, the EIA should be accompanied by a non-technical summary of the issues addressed in the main document.

Please note that the above scoping opinion does not constitute pre-application advice, which should be sought separately.

SENIOR PLANNING SERVICES MANGER: James Miller

DATE: 17th December 2021