

Millport Coastal Flood Protection Scheme

Summary of September 2021 Consultation Feedback

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Reference: PC1683-RHD-ZZ-XX-RP-C-8001

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Appendix A	Pre-application Consultation Presentation
Appendix B	September 2021 Consultation Newsletter
Appendix C	September 2021 Consultation Questionnaire

1 Introduction

This report presents the findings of the sixth Millport Coastal Flood Protection Scheme (FPS) Community Consultation Questionnaire, which formed part of the community consultation held during September 2021. Empowering communities is a core policy of both North Ayrshire Council and the Scottish Government. Engagement and consultation with the people of Millport is an essential part of the development process for the Flood Protection Scheme.

This report also considers the requirements of The Marine Licencing (Pre-Application Consultation) (Scotland) Regulations 2013, and will be used as the basis for preparing a Pre-Application Consultation Report in the format required by the regulations, for submission with the Marine Licence application.

Statutory consultation on the proposed Flood Protection Scheme was undertaken in accordance with the requirements of the Flood Act between March and May 2020 and North Ayrshire Council confirmed the scheme without modification in November 2020. Since the confirmation of the scheme the detailed design has progressed.

The previous April/May 2021 consultation session involved a video conference due to past restrictions associated with the Covid-19 pandemic. Leading on from this, the September 2021 consultation event involved meeting with the community in person to update them on the progress with the detailed design of the Flood Protection Scheme. This session was supported by printed information which was available to be viewed in the Garrison House. Information to support the consultation was also provided on the Council's flooding website ([Millport Coastal FPS \(north-ayrshire.gov.uk\)](http://Millport Coastal FPS (north-ayrshire.gov.uk))).

The aim of the questionnaire, provided alongside the consultation meetings and associated materials, was to provide further updates to the residents on the progress that has been made since the April/May 2021 community consultation with regards to the engineering and landscape design development. The consultation focussed on gathering the community's opinion on the appearance, seating arrangements, textures of the proposed seawalls and promenade.

This report first provides details of the consultation undertaken (**Section 2**). **Section 3** outlines the methodology for the survey and analysis, before going on to set out the results. **Section 4** sets out the comments received during the online pre-application consultation. **Section 5** provides brief conclusions regarding the findings of this community consultation and the pre-application consultation.

2 Summary of consultation

2.1 Previous consultation

Five previous community engagement workshops have been held, with consultation questionnaires issued alongside each of these workshops:

- The first consultation and questionnaire (November/December 2016) focussed on how the seafront is used and the important aspects to be considered in development of the scheme.
- The second consultation and questionnaire (March 2017) provided an update on the development of the scheme proposals and explored the community's wider ambitions for the town (led by the Council's Tourism and Coastal Economy team).
- The third consultation and questionnaire (February 2019) updated local residents on progress with scheme development, including the findings of the Scheme Recommendation Report that was presented to North Ayrshire Council's Cabinet. The community design workshops explored the requirements for the onshore works, including the location, appearance, landscaping and access needs for the flood walls and other structures.
- The fourth consultation and questionnaire (August 2019) updated the Millport community on progress with scheme development, providing a further opportunity for comment before the Flood Protection Scheme documents were issued for statutory consultation. Targeted meetings were also held with groups of residents to discuss particular issues relating to the Cross House, Clyde Street and Crichton Street.
- The fifth consultation and questionnaire (April/May 2021) provided the opportunity for the community to comment on landscape design aspects of the scheme, including the appearance (colour, surface finish) of the onshore structures and pavement surfacing. Feedback was also requested in relation to the construction process, including materials delivery and storage.

Details of all consultation undertaken (before the end of December 2019) to inform the development of the Millport Coastal FPS is included in Chapter 3 of the Environmental Impact Assessment (EIA), which is available on the North Ayrshire Council website ([Millport Coastal FPS - Environmental Statement summary of chapters](#)). This chapter covers all stakeholder consultation as well as the community consultation events.

2.2 Consultation process

2.2.1 Community consultation event

The September 2021 consultation event was publicised via a newsletter posted to Millport residents in early September 2021, which is provided in **Appendix B**. Posters were provided to seafront businesses and the library / Garrison House. A press release was issued to the Largs and Millport Evening News, although unfortunately the newspaper decided not to publish this. The North Ayrshire Council website and social media were also used to publicise the event. The Cumbrae Community Council also shared information about the event, and their support in this is recognised and greatly appreciated.

The consultation event was held in the Garrison House in Millport on Wednesday 15th and Thursday 16th September 2021, between 10am and 6pm each day. The event was compliant with the relevant guidance on physical distancing in place at that time due to the ongoing Covid-19 pandemic. **Between 80 and 100 visits were made to the exhibition and workshops over the two day period.**

Consultation materials prepared for the September 2021 consultation event included revised and new display boards (**Figure 2-1**). These display boards provided information on progress with the technical and landscape design of the scheme including changes since the previous consultation, environmental issues and mitigation measures, the expected construction process and the next steps to deliver the project. The display boards remained in place in the Garrison House throughout the consultation period.



Figure 2-1: Display boards provided at the Garrison House

A brief presentation was given on the current status of the scheme at various points throughout the consultation sessions. The project team were available throughout the event to answer individuals' questions.

A questionnaire was developed, specific to this event, with an online version available for via the NAC website. The questionnaire is provided in **Appendix C**. A three-week response period was given for completion of the questionnaire following the consultation event, with responses requested by 11th October 2021. Further details of the consultation questionnaire, and the assessment of the responses, is provided in **Section 3** of this report.

The video visualisation of the scheme that had been prepared for the August 2019 consultation was updated to show the final scheme design. The visualisation showed a 3D model representation of the onshore works and the offshore breakwater. The updated visualisation provided a more accurate representation of the proposed onshore works, clearly showing the changes that had been made since the August 2019 consultation. The visualisation was well received during the event.

All exhibition materials from the consultation event, including the visualisation video, were provided on the North Ayrshire Council website.

2.2.2 Pre-application consultation

A Marine Licence is required to construct the parts of the Millport Coastal FPS which are located below Mean High Water Springs (MHWS). Consultation with statutory organisations and the local community is required in advance of submitting an application for a Marine Licence. This is referred to as pre-application consultation. Pre-application consultation must include at least one public event where local communities, environmental groups, NGOs, regulators and other interested parties are given the opportunity to consider and comment upon the prospective Licence application.

Due to the ongoing COVID-19 pandemic and the physical distancing guidance currently in place, The Marine Licencing (Pre-Application Consultation) (Scotland) Regulations 2013 have been amended by The Marine Works and Marine Licencing (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020. These amending regulations require pre-application consultation events to be held online, with the associated public notice reflecting this.

In accordance with the amended regulations, the pre-application consultation regarding the Marine Licence and the Harbour Revision Order was advertised in the Largs and Millport Evening News on 22nd July 2021.

The following statutory consultees were notified by email, more than six weeks in advance of the consultation, as required under the regulations:

- Marine Scotland - Licensing Operations Team (MS-LOT)
- NatureScot
- Maritime and Coast Agency (MCA)
- Northern Lighthouse Board (NLB)
- Scottish Environment Protection Agency (SEPA)
- North Ayrshire Council (planning)
- The Crown Estate Scotland
- Clydeport
- Cumbrae Community Council
- Millport Harbour Users Group
- Field Studies Council Millport
- Scottish Fisherman's Federation
- West Coast Regional Inshore Fisheries
- Ayr Fishery Office
- Clyde Fisherman's Association
- RYA Scotland
- Clyde Cruising
- Largs Sailing Club
- Largs Yacht Haven
- Scottish Canoe Association
- Cumbrae Marine
- Dawnfresh Farming Ltd

The MCA, SEPA and SFF acknowledged the invitation to the consultation and stated that they would not be attending the meeting. NatureScot and the Northern Lighthouse Board responded with their intention to attend.

The online pre-application consultation was held on Tuesday 14th September 2021, between 6pm and 8pm, using the Zoom video conferencing platform. The meeting was facilitated by the NAC Locality Officer for Kilwinning/North Coast and Cumbrae. The consultation was planned for the evening to enable maximum participation.

Representatives from NatureScot, Northern Lighthouse Board, Millport Community Council and local sailing clubs attended the consultation meeting, as well as 8 members of the local community. In total there were 12 attendees at the pre-application consultation.

A presentation was prepared to support the pre-application consultation, a copy of which is included in **Appendix A**. The attendees at the event were informed of the consultation questionnaire (**Appendix B**) and invited to complete this.

Details of the issues raised during discussion in the consultation event are provided in **Section 4** of this report. Responses to the consultation questionnaire relating to the potential impacts of the scheme on the

marine environment and on Millport Harbour are provided in **Sections 3.3.9 to 3.3.11**. Additional general comments and questions, including issues relating to potential impacts of the scheme on the human environment (e.g. visual impact, tourism, traffic) are included in **Section 3.5**.

Consultation with statutory stakeholders and other organisations with a potential interest in the Millport Coastal FPS is ongoing, following the statutory processes required to gain consents and licences needed to construct the scheme.

2.2.3 Targeted consultation (Cross House residents)

Since the April/May 2021 community consultation, further meetings have been held with residents and property owners of the Cross House to discuss the proposed works to the garden wall and immediately adjacent to the property.

Information has been provided on the specific proposals for the Cross House area, including the position, length and size of the flood walls and associated works. Various revisions have been made to the scheme design in the vicinity of the Cross House to address comments made by residents and property owners.

North Ayrshire Council is continuing to engage with the Cross House residents and owners in relation to the required legal agreements.

2.2.4 Ongoing engagement with Community Working Group representatives

Following feedback from the Millport Community Council on the April/May 2021 consultation, North Ayrshire Council has established a working group with community representatives to enable direct engagement on specific issues relating to the FPS design. Three meetings have been held online with this group to collect additional feedback on the Scheme proposals since end of June 2021.

Issues addressed via these engagement meetings have included:

- Options for replacement of the shelter on Kames Bay;
- Proposed alternative solution for refurbishing the Stuart Street crest wall;
- Requirements for bins, lighting and handrails;
- Additional tree planting proposals;
- Proposals for artwork and potential heritage trail;
- Options for relocating the memorial plaques currently located on benches along the seafront.

3 Consultation questionnaire

3.1 Methodology

As for the previous consultation questionnaires for the Millport Coastal FPS, two survey methods were used:

- i. Online, using an Office 365 Forms questionnaire, via a link on North Ayrshire Council's website; and
- ii. Printed questionnaire provided in the Garrison House.

The questions asked ranged from identification through to satisfaction with the engagement process, as set out in the questionnaire attached as **Appendix C**. Questions covered the following topics:

- Contact details, and reason for interest in Millport seafront
- Location of construction site compound
- Scheme design
 - Position and design of concrete flood walls
 - Design of the stepped revetments and stepped terrace
 - Representation of the scheme design by the 3d flythrough visualisation
- Landscape design proposals
 - Proposals for timber bench seating and accessible resting places
 - Concrete colour and texture
 - Location of bins
 - Proposed artwork for the concrete flood walls
 - Additional tree planting proposals
- Environmental impacts
 - Consideration of environmental impacts and mitigation measures
 - Potential impact of the scheme on the natural environment
- Millport Harbour (Harbour Revision Order) – potential impacts
- Consultation process

The responses to each question have been assessed and are recorded in this report using appropriate graphics such as simple graphs and pie charts. Specific comments made in relation to each question have been summarised, with questions and comments requiring a further response discussed in **Section 3.6**.

To comply with Data Protection requirements, all personal identification results have been omitted from this report. Where specific comments are discussed, in some cases these have been re-worded slightly to ensure clarity in this report, and/or to reduce the risk of an individual being identified from their comments.

3.2 Consultation attendance and questionnaire responses

The consultation event held at the Garrison House on 15th and 16th September 2021 was attended by approximately 80-100 people.

The pre-application consultation online meeting (14th September 2021) was attended by 12 people, plus 5 project team members.

The Millport Coastal FPS website (<https://www.north-ayrshire.gov.uk/community-safety/flooding/millport-coastal-fps.aspx>) was accessed 991 times between 1st September 2021 and 27th October 2021 (632 unique views). This demonstrates that the community are actively accessing information about the scheme.

Following the completion of this consultation phase, 27 questionnaire responses were received, from local residents, business owners and non-resident property owners (**Figure 3-1**). Responses to previous consultation questionnaires were as follow:

- December 2016 - 116 responses
- March 2017 - 162 responses
- February 2019 - 29 responses (plus 9 student responses)
- August 2019 – 33 responses
- April/May 2021 – 24 responses

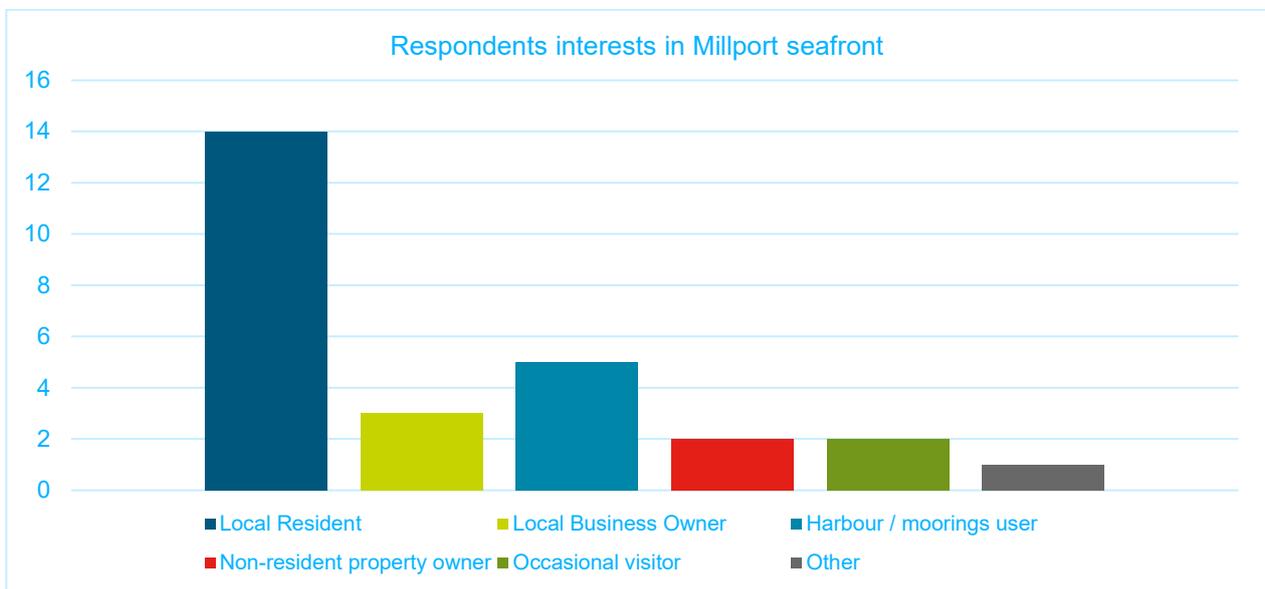


Figure 3-1: Respondents interests in Millport seafront.
Note – some respondents declared multiple interests.

The Millport Coastal FPS website (<https://www.north-ayrshire.gov.uk/community-safety/flooding/millport-coastal-fps.aspx>) was accessed 991 times between 1st September 2021 and 27th October 2021 (632 unique views). This demonstrates that the community are actively accessing information about the scheme.

Based on the experience of the project team from this and previous consultation events it is considered that those residents who attended the meetings but did not provide a questionnaire response were comfortable with the information provided and did not have any further comments on the proposals.

3.3 Assessment of questionnaire responses

3.3.1 Location of construction site compound and materials delivery area

During the April/May 2021 consultation, suggestions were made for a potential site compound and materials delivery location adjacent to the Field Studies Centre. This was considered as being the least disruptive location compared to other options on the east and west coast of Cumbrae. This proposal was considered acceptable by the majority of respondents (**Figure 3-2**).

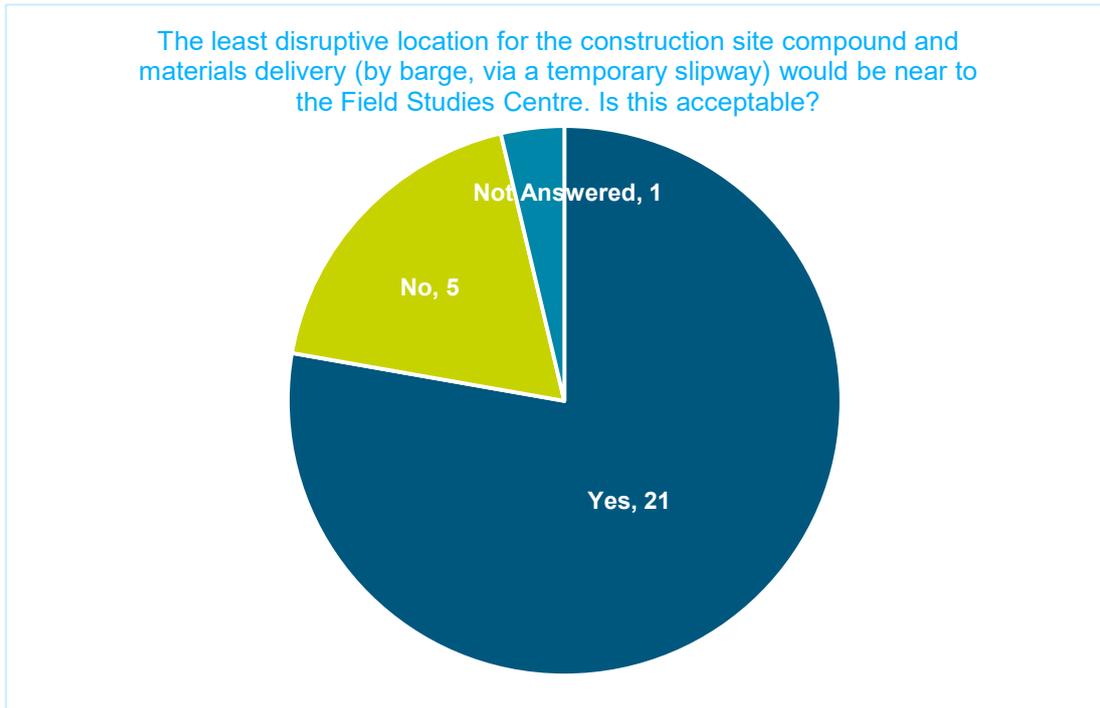


Figure 3-2: Opinions on the location for the construction site compound and materials delivery area

The following comments and concerns were raised regarding the proposed location:

- Suggested alternative locations which would be less disruptive for ferry traffic (e.g. Old gasworks site (inland location for site compound), south end of Ballochmartin Bay, location to the west of Millport beyond the boat yard).
- The potential location would need to be restored to its original state after the works. The presence of Japanese knotweed in the area was indicated.
- The area identified to the north of the road as a potential compound location was highlighted as being the best boggy habitat on the island.
- Traffic impact of lorries travelling on Marine Parade and affecting housing, cars and bicycle usage. Suggested consideration of 20mph speed limit and/or traffic calming measures to limit the impacts.

3.3.2 Final Scheme Design

The consultation session provided a 3D flythrough visualisation and other design information to illustrate the position and design of the onshore flood walls. Feedback received showed that the final scheme design was acceptable for the majority of respondents. (**Figure 3-3**).

An additional question was asked to determine the reasoning behind any negative responses. The following comments and concerns were raised:

- Perception that the key concerns of flooding in the town relate more to surface water/flash flooding rather than overtopping.
- The new design is less aesthetically pleasing [than the existing town landscape].
- The height of flood walls could mean that children would use them for bmx and skateboard stunt riding.
- Perception that the scheme does not account for increasing levels of flooding associated with climate change.

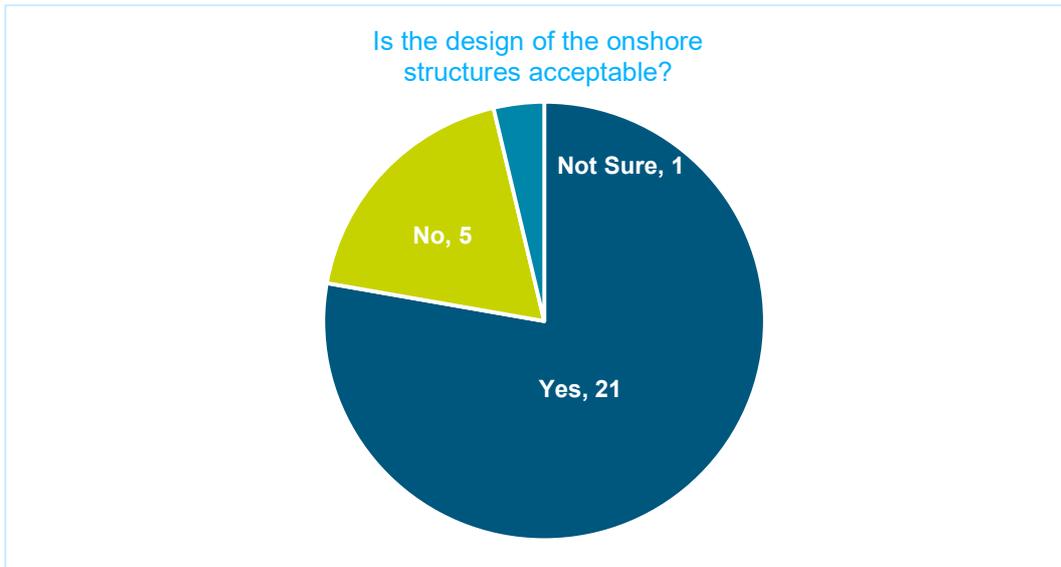


Figure 3-3: Opinions on the design of the onshore structures

An additional question was included to provide the opportunity to comment on the design as shown by the 3D flythrough visualisation. The following comments and suggestions were made. Responses to questions raised are provided in **Section 3.5**:

- Two respondents had not been able to view the visualisation before completing the questionnaire.
- Objections to the need for the flood walls.
- The unintentional consequences that the walls could hide or prevent monitoring of antisocial behaviour.
- Visual impact of raised grass areas.
- Appearance of walls along Crichton Street – request to face these with stone (2 responses).
- *“The video did not show what is proposed for West Bay?”*
- *“It would be helpful if the visualisation showed the realistic peak summer usage of the areas such as in Glasgow street ... This would illustrate better how the new walls, seating and paths would look when in high tourist season.”*
- *“Railings are not shown in the visualisation.”*
- *“The breakwater is shown at high tide, it will be very much more noticeable at low tide.”*
- *“Access to Kames Bay for launching small boats will need to be assured”*
- *“Vehicular access along the promenade will need to be retained in order to service the bins”*

3.3.3 Timber benches and accessible rest places

The question was included to gather feedback on the integration of timber bench seating into the flood walls and provision of 14 accessible rest places. This was generally acceptable by the respondents. (**Figure 3-4**).

The following comments and concerns were raised on the proposed seating arrangements:

- A query was raised on whether there would be any seating in Millburn Street.
- Some concern raised on the perceived reduction in the number of seats from the current situation.
- Social distancing requirements now and potentially into the future may be difficult to manage with the proposed seating arrangements.
- Requirement to regularly maintain the wooden seating.

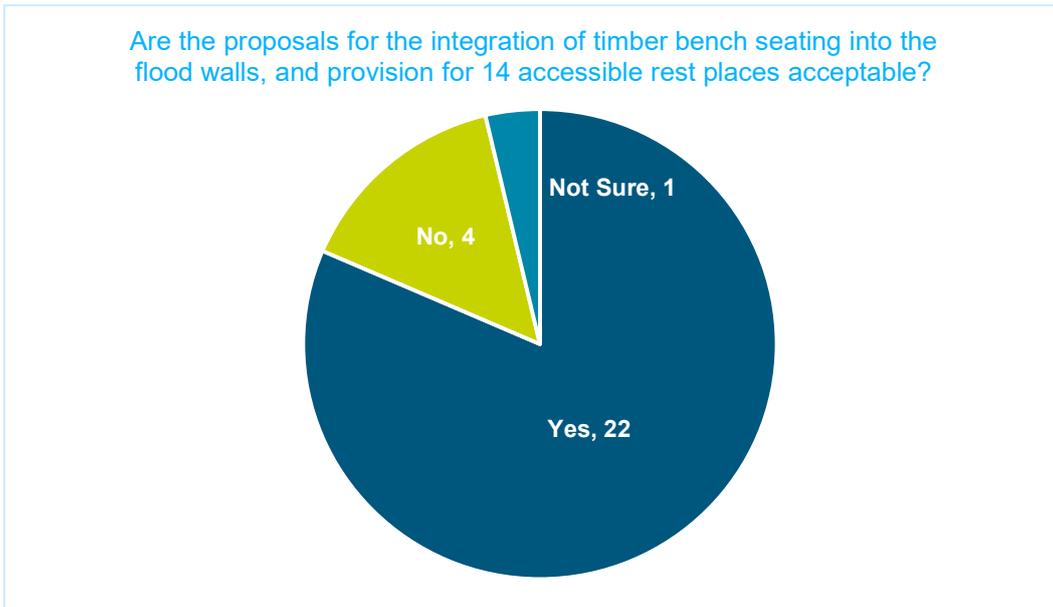


Figure 3-4: Opinions on the timber benching and accessible rest places.

3.3.4 Proposed concrete colour and finish

During the April/May 2021 consultation, options were presented for the colour and finish of the concrete to be used for the flood protection structures. Further assessment has since been undertaken which determined that a smooth or light textured finish would be expected to have slower deterioration in condition compared to more heavily textured surfaces. Based on this, it was recommended that the light sand colour with a light textured finish should be used as the preferred colour and finish. There was general agreement with this recommendation (**Figure 3-5**).

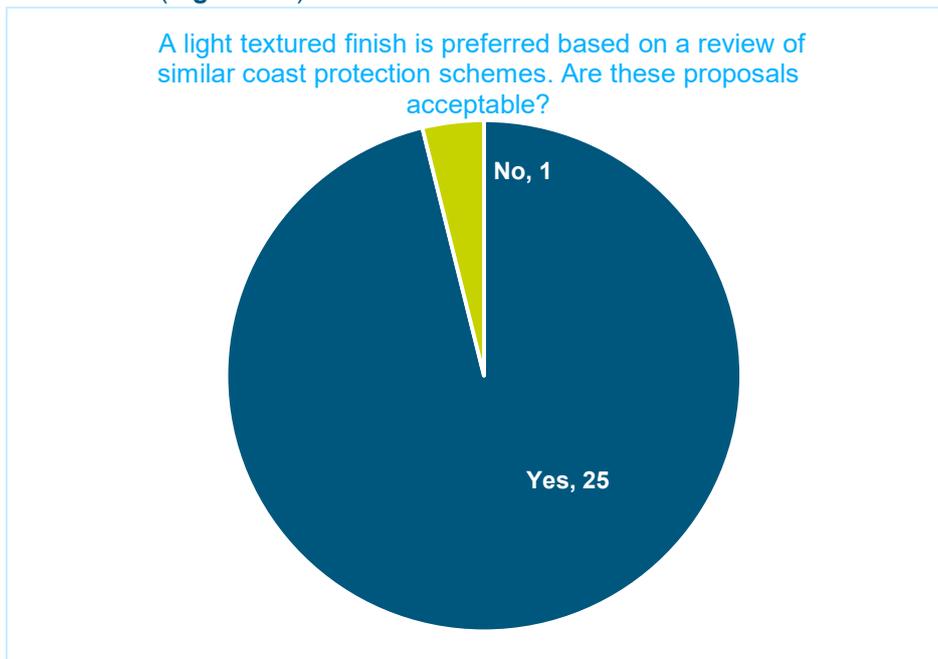


Figure 3-5: Opinions on the proposed light sand colour and light textured finish for concrete

*One respondent did not answer this question.

3.3.5 Proposed location of bins

The question was included to gather feedback on the options for the location of bins on the promenade. The preferred location was identified as being close to the wall. (**Figure 3-6**).

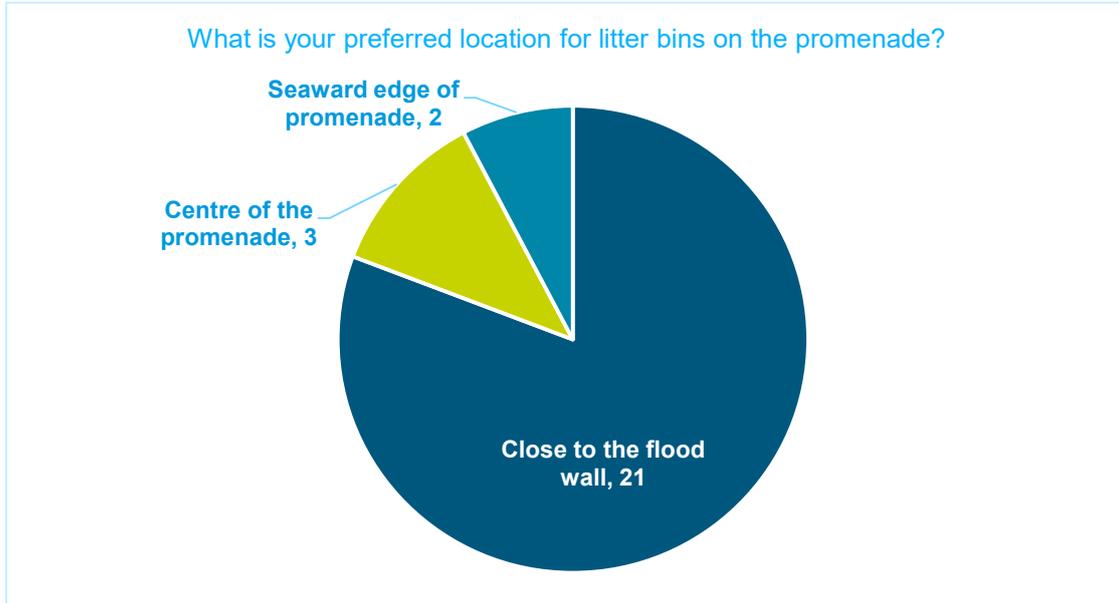


Figure 3-6: Opinions on the preferred location of bins on the promenade

*One respondent did not answer this question.

3.3.6 Proposed artwork for the concrete floodwalls

Illustrations were provided at the session to highlight the potential for incorporating artwork imprints onto the concrete floodwalls. Feedback demonstrated that this was generally acceptable (**Figure 3-7**).

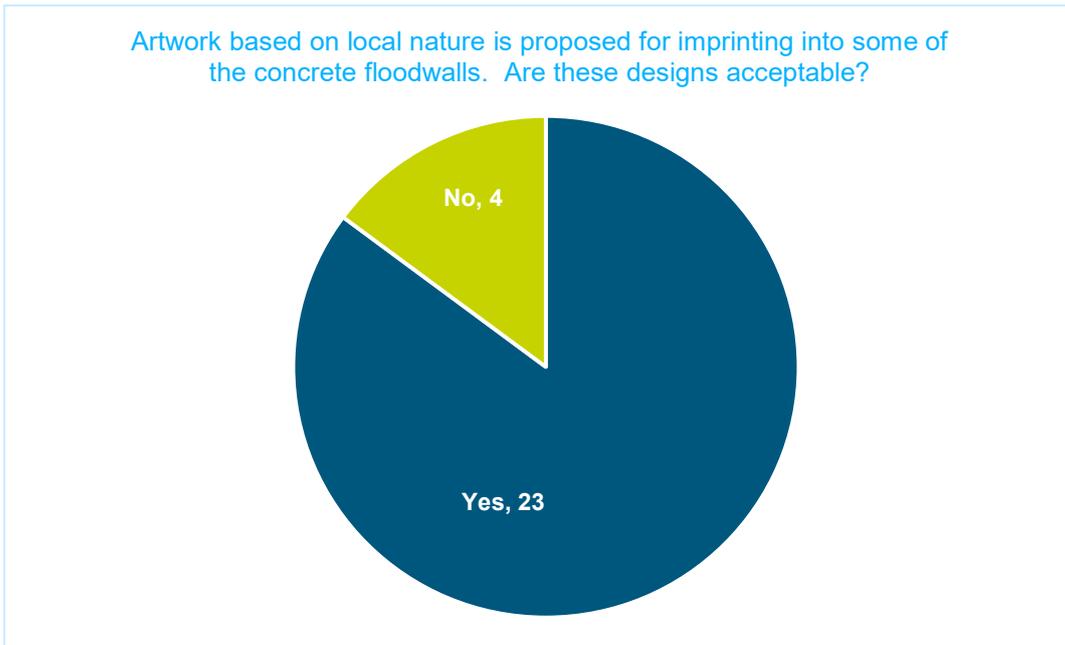


Figure 3-7: Opinions on the proposed artwork for the concrete floodwalls

An additional question was asked to determine the reasoning behind any issues. The following comments and concerns were raised:

- Difficulty in visualising/understanding the proposed artwork from the paper copy of consultation material.
- Concerns regarding the additional cost of the artwork.

3.3.7 Design of the stepped revetments and stepped terrace

The question was included to gather feedback on the proposed design of the stepped revetments (Crichton Street and Cross House) and stepped terrace (Kames Bay). This was generally acceptable to the respondents (**Figure 3-8**).

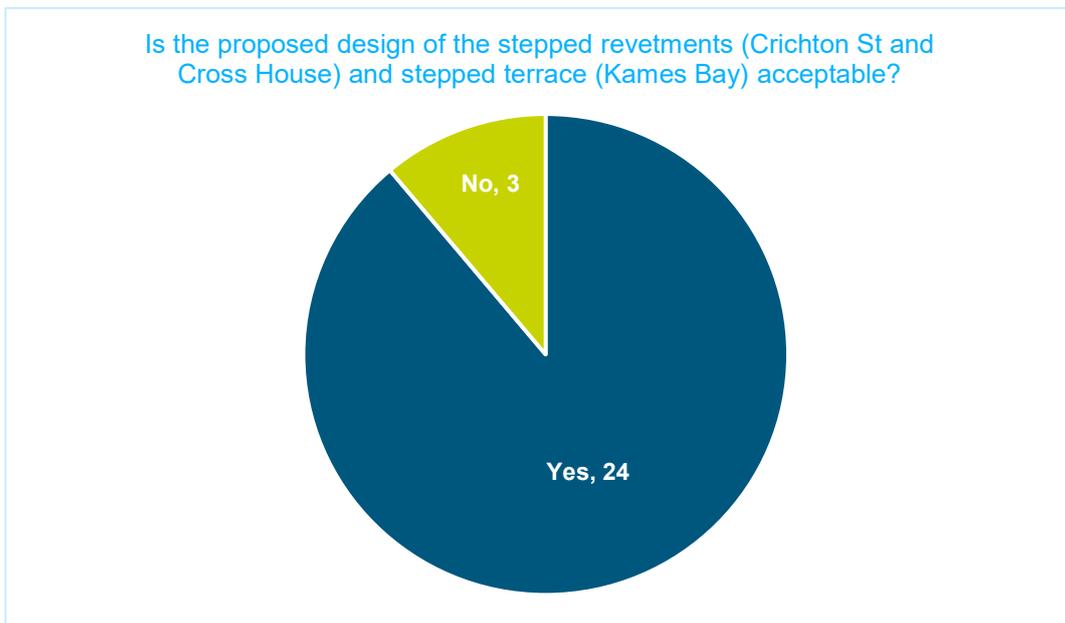


Figure 3-8: Opinions on the design of the stepped revetments and stepped terrace

An additional question was asked to determine the reasoning behind any negative responses. The key concerns were focussed on Kames Bay whereby there was one strong objection to the proposed works due to the potential visual impacts and residual risk of surface water flooding. Another comment related to health and safety concerns relating to the risk of children running down the steps to access the beach, which could result in falls.

3.3.8 Additional tree planting proposals

The question was included to gather feedback on the proposals for additional tree planting to Glasgow Street, Kelburn Street and Kames Bay. The majority of respondents found this to be acceptable, although some issues were raised (**Figure 3-9**).

The key concerns and comments raised regarding the tree planting proposals are:

- Visual impacts of the trees and also walls impacting on views and amenity value of nearby properties.
- Suggestion that trees could be located opposite street junctions as opposed to in front of houses to reduce visual impact.
- Opposition to the proposed use of palm trees; suggestion to use native trees and shrubs.
- Preference for any new trees to be similar to the existing palm trees.

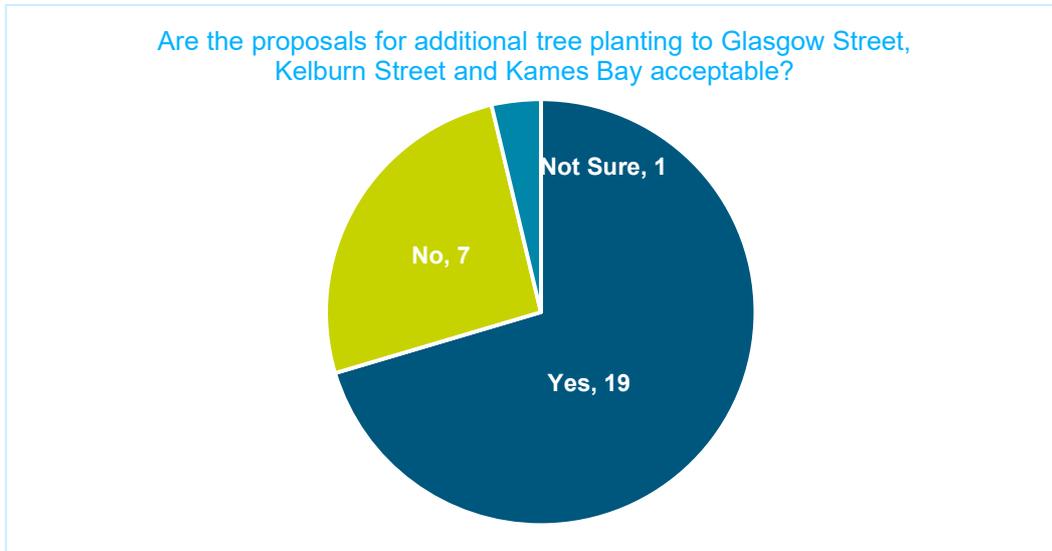


Figure 3-9: Opinions on the additional tree planting proposals

3.3.9 Consideration of environmental impacts and mitigation measures

The question was included to gather feedback on whether respondents agree that the development of the scheme has appropriately considered the impact on the natural environment and identified suitable mitigation measures. This was generally acceptable by the respondents (**Figure 3-10**).

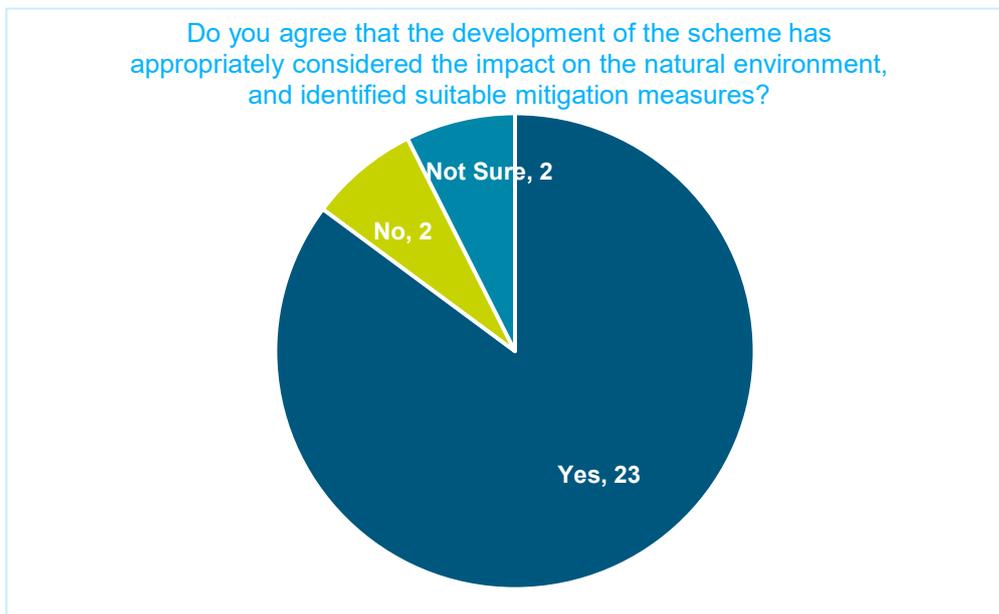


Figure 3-10: Opinions on the scheme's considerations of environmental impacts and mitigation measures

Responses to the following key concerns and comments are provided in **Section 3.5**:

- Risk that the offshore barrier will funnel wave energy towards Kames Bay.
- Marine mammal disturbance.
- Habitat restoration issues.
- Whether the impact of the breakwaters on sediment movement in the bay has been adequately modelled.

3.3.10 Potential impact on the natural environment

An additional question was included to provide the opportunity to comment on the potential impact of the construction works or completed scheme on the natural environment. The following comments and suggestions were made, which are addressed in **Section 3.5**.

- Potential beneficial impact of limiting inshore dredging / sediment movement.
- Risk of increasing the number of rats on the islands and offshore breakwaters.
- *“There are opportunities for habitat restoration that have been overlooked.”*

Comments made in response to this question which related to impacts on the human environment (e.g. visual impact, tourism, traffic) are included in **Section 3.5**.

3.3.11 Potential impact of the scheme on Millport Harbour

The following comments and suggestions were made regarding the potential impact of the scheme on Millport Harbour.

- *“As long as access is adequate for current users and emergency access then no problem.”*
- *“It is essential that access for small - medium sized vessels is not affected by the scheme”*
- *“We regularly use Millport Harbour and find proposals for navigation satisfactory.”*
- *“The area between the Cumbraes should be a travelling exclusion zone.”*
- Concern that the scheme will prevent access to the pier by the PS Waverley and passenger ferries.

Some of the comments made in response to this question focussed on the proposed marina, which is not part of the Flood Protection Scheme:

- Risk of overcrowding of the harbour e.g. due to people who do not want to pay to use the proposed marina. Need for a harbour master on site to control boat owners and address safety issues.
- *“It is essential that ... the suggested alternations will still enable provision of a marina layout for visiting vessels to provide for additional visitors to the island and help sustain its economy.”*
- *“The pier should become the basis of access for pedestrian traffic to the marina and town.”*

3.4 Feedback on the consultation process

The majority of respondents agreed that this consultation had been adequately advertised (**Figure 3-12**), and that adequate opportunity was given to obtain information and express views (**Figure 3-13**).

A few comments were made on potential improvements to the consultation process:

- Timing of events - some residents were unable to attend due to work commitments, or non-resident homeowners not present at that time of year (3 comments);
- Accessibility of information to those without internet access and/or unable to physically attend the events (2 comments);
- Improved publicity needed e.g. information posted to all homeowners (2 comments)

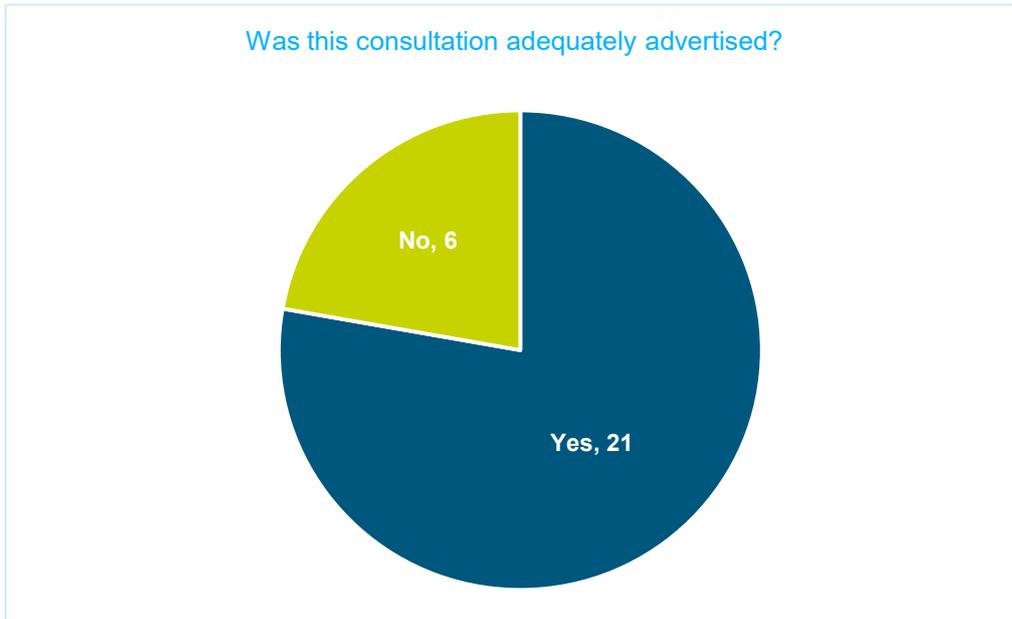


Figure 3-12: Opinions on whether the consultation session was adequately advertised

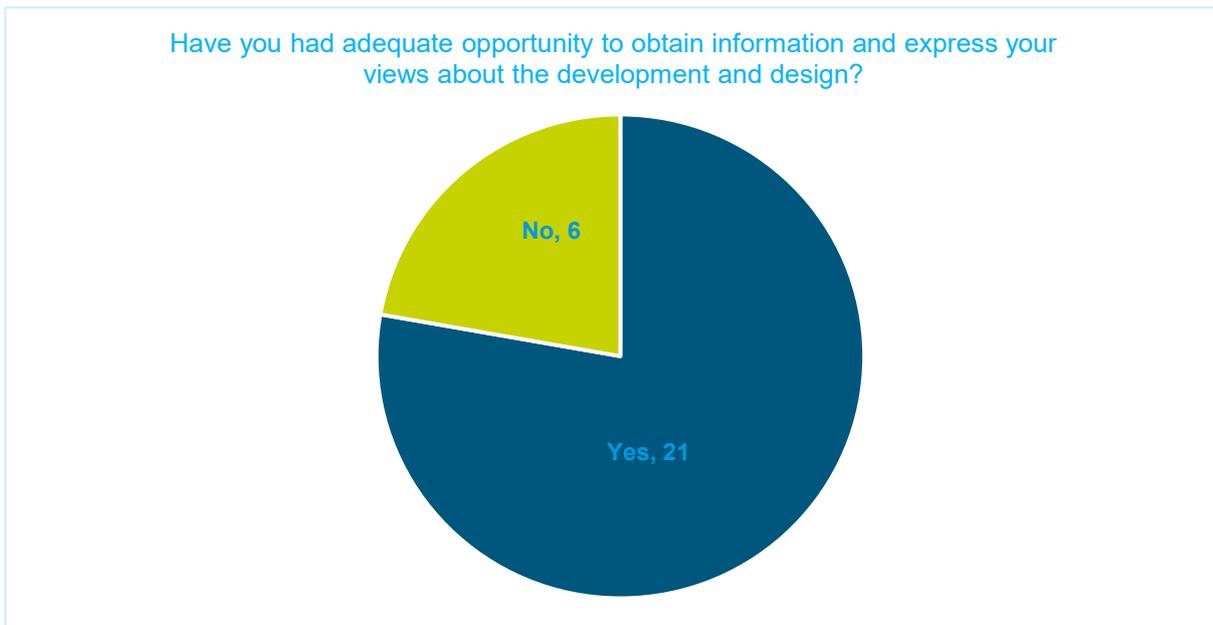


Figure 3-13: Opinions on whether adequate opportunity was given to obtain information and express views

Several consultation and engagement sessions have been undertaken during the development of the scheme to capture feedback which has influenced the scheme design. The question was raised to determine the view of the respondents whether the consultation feedback has been appropriately considered and reflected in the changes that have been made to the scheme. There was general agreement that this has been done (**Figure 3-11**), which has also been reflected in responses from the community group during the separate monthly meetings.

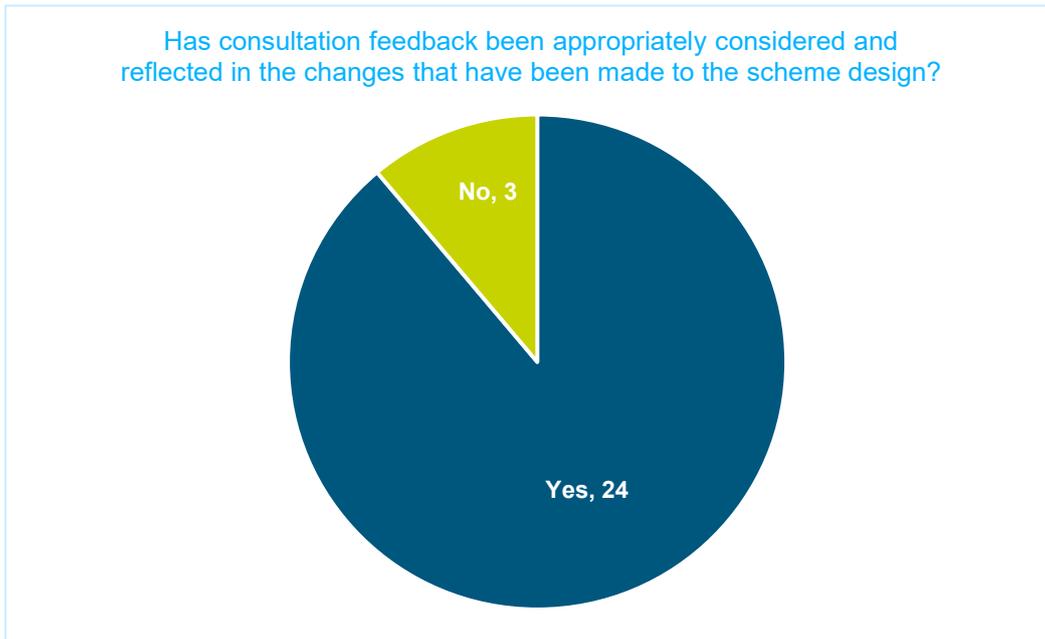


Figure 3-14: Opinions on whether consultation feedback has been considered

3.5 Responses to questions raised

Table 1 below provides responses to questions raised in the consultation feedback, including any questions or comments that were not directly related to the specific questions included in the questionnaire.

Table 1 – Questions raised in response to the September 2021 consultation questionnaire

Question / Comment	Response / how this question will be addressed
<p>Need for the scheme / design standard of protection:</p> <ul style="list-style-type: none"> ■ Flood risk to Millport relates more to surface water/flash flooding rather than overtopping. ■ Need for the scheme based on the promenade level relative to high water level. ■ The scheme does not account for increasing levels of flooding associated with climate change. ■ Flood walls will not address seawater spray. ■ The need for the works to Kames Bay. ■ Risk of increased flooding to West Bay. ■ Scheme does not address flood risk to the road at Ballochmartin Bay. ■ Design life of coast protection structures. 	<p>Previous consultation has provided the opportunity to give feedback on concerns regarding the need for the scheme, and this has been addressed through consultation reports and the Scheme Recommendation Report. The statutory consultation under the Flood Act provided the opportunity to object to the scheme proposals. No objections were received in relation to the need for the scheme.</p> <p>Surface water flooding risks to Millport are a separate consideration to the risk of coastal flooding, however the scheme design is considering the residual risk of surface water flooding and the requirement for drainage flow paths to be maintained.</p> <p>As presented in previous reports relating to the scheme proposals, the flood protection scheme considers the risk of flooding due to extreme storm events, when water levels could be higher than the promenade level. The assessment of the need for the scheme also considered the expected impacts of climate change, and the scheme design is accounting for this wherever possible, or making allowance in the design for future adaptation.</p> <p>The flood wall design is not intended to address seawater spray. The residual flood risk from spray which may overtop the flood walls is considered in the design in terms of maintaining drainage flow paths and providing improved drainage where necessary.</p> <p>Justification of the need for works to Kames Bay have been provided during previous consultation events, and relates to the projected future flood risk in this area, considering sea level rise due to climate change.</p>

Question / Comment	Response / how this question will be addressed
	<p>The design of the western extent of the scheme is considering the risk of wave run-up over the access ramp, and any modifications that may be required to that ramp. The scheme does not include works further to the west, as ground levels increase towards the play area, which means that there is a reduced risk of flooding to the road and to properties here.</p> <p>The scheme does not include works to the east of the island, because funding depends on economic benefits associated with the reduction of flood risk to properties.</p> <p>All structures will be designed according to current engineering best practice and appropriate design guidance, with design criteria set to achieve a design life of 100 years. The design life of structures will make certain assumptions regarding future maintenance, which will be documented in the design report and the Operations and Maintenance Plan for the scheme.</p>
<p>Offshore breakwaters:</p> <ul style="list-style-type: none"> ■ Visualisation shows a gap between the breakwaters (at the Spoig). ■ Height of the offshore breakwaters at low tide. ■ Risk that the offshore barrier will funnel wave energy towards Kames Bay. ■ Impact of the breakwaters on sediment movement in Millport Bay. 	<p>It is acknowledged that the scheme layout plans and visualisation show a gap in the offshore breakwaters at the Spoig. This is because the level of the Spoig is lower than the crest level of the proposed breakwaters. The design detail for the tie-in from the breakwater to the rock islets is currently being developed, but the breakwaters will have a continuous crest spanning between the Leug, the Spoig and the outer Eilean.</p> <p>The crest level of the breakwaters will be about 2m above Mean High Water Springs (high tide) and about 3.2m above Mean Low Water Springs (low tide). Waves could overtop the breakwaters during very severe storms, but this is considered as part of the scheme design.</p> <p>The rock breakwaters are designed to dissipate wave energy before it reaches the shore. Some wave refraction could occur around the western end of the breakwater (the Leug), but this has been assessed by the wave modelling. Whilst wave movement and tidal flow inshore of the breakwaters will change from the present day, the wave energy reaching Kames Bay will not increase.</p> <p>The EIA has considered the potential impact of the scheme on sediment transport in Millport Bay, and assessed that the breakwaters are expected to have limited impact. This assessment has been reviewed by SEPA and considered to be appropriate.</p>
<p>Works proposed for Kames Bay:</p> <ul style="list-style-type: none"> ■ Potential visual impacts – height of stepped terrace and raised grass area relative to properties. ■ Residual risk of flooding from spray and surface water run-off from inland. ■ Health and safety concerns - risk of children running over grass and down the steps to access the beach, which could result in falls. ■ Maintain access for launching small boats. 	<p>In the design of the scheme the height of all structures has been kept as low as possible considering the design requirements for providing flood protection.</p> <p>The line of sight between the pavement to the north of Kames Bay and the beach has been reviewed in more detail. The pavement level on the northern side of Kames Bay (adjacent to the properties) is 4.6-5.3m ODN. The floor level to the properties is typically at least 2m above the pavement level. The crest level of the flood protection structures to Kames Bay is 5.2-5.4m ODN, raising the ground level by about 1m.</p> <p>Whilst the increase in ground levels will impact the view of the existing promenade/footway and immediate foreshore, this will be relatively minor and not be detrimental to longer views out to sea.</p> <p>Design of the scheme for Marine Parade and Kames Bay has considered the residual risk of surface water flooding, including flow paths and the potential need to increase drainage.</p> <p>The design team has considered the form of the stepped revetments and terraces with the aim of achieving an interesting appearance whilst recognising safety concerns. They have been designed in accordance with best practice and guidance for such structures, with appropriate step sizes,</p>

Question / Comment	Response / how this question will be addressed
	<p>surface finishes and edge design to reduce the risk of slips and falls. The crest of the stepped terrace at Kames Bay has been designed to address the risk that the steps on the other side may not be seen, with a clear step up from the grass. Handrails will be provided on all relevant structures.</p> <p>There will continue to be beach access for small boats at Kames Bay.</p>
<p>Proposed location for site compound/ materials delivery:</p> <ul style="list-style-type: none"> ■ Process for selection of proposed slipway/compound location. ■ Alternative locations suggested (e.g. Old gasworks site, south end of Ballochmartin Bay, west of Millport beyond the boat yard). ■ Need to restore the site to its original condition. ■ Presence of Japanese knotweed in the area. ■ The area to the north of the road is the best boggy habitat on the island. 	<p>The proposed location for the temporary slipway was suggested by members of the community during the April/May 2021 consultation. North Ayrshire Council will contact the individual who commented on the process for selection of this location.</p> <p>There are various reasons why the suggested alternative locations are unsuitable, including traffic and environmental constraints.</p> <p>An environmental survey will be completed for the proposed materials delivery and site compound locations to assess any environmental constraints and identify appropriate mitigation measures. Such measures will include the requirement for the contractor to restore the site on completion of the works. Remediation measures will also be implemented for any non-native species, which will be agreed with relevant stakeholder organisations.</p>
<p>Traffic impacts during construction:</p> <ul style="list-style-type: none"> ■ Need for full/partial road closure and/or parking restrictions, and communication of this. ■ Need for speed restrictions and traffic calming measures. ■ Impact on buildings of vibration from construction vehicles / operations. 	<p>The contractor will be required to minimise road closures as far as possible. In designing the flood walls, the size of crane needed for installation has been assessed, including any requirement for road closures, aiming for single lane rather than full road closure.</p> <p>The contractor will be required to appoint a Community Liaison Officer, who will be responsible for engagement regarding issues such as planned access restrictions.</p> <p>The contractor will be required to comply with road traffic laws. The potential need for a reduced speed limit for construction traffic and/or monitoring of traffic speeds will be reviewed.</p> <p>Condition surveys will be undertaken prior to construction for properties located close to the construction works. The required extent of these surveys is currently under review.</p>
<p>Proposed flood walls with seating and accessible rest places:</p> <ul style="list-style-type: none"> ■ Potential reduction in number of seats compared to current situation. ■ Profile of seats and height of seat backs. ■ Provision of arm rests. ■ Seating on Millburn Street / West Bay Road. ■ Ability to manage future social distancing requirements with the proposed seating arrangements. 	<p>The scheme will not reduce the amount of seating available around the Millport seafront. The number of timber benches (with armrests and raised backs) that will be integrated into the flood walls is equivalent to the existing number of benches. The concrete flood walls are of a suitable height that they can also be used as additional seating. Overall the seating provision within Millport will be increased.</p> <p>In addition, fourteen accessible rest places are proposed. This relates to those locations where spaces will be provided adjacent to the bench seating for users of wheelchairs, mobility scooters and pushchairs.</p> <p>Improvements will be made to the existing seating area at the junction of West Bay Road and Millburn Street ('Cosy Corner').</p> <p>The timber bench seats are typically positioned with a spacing of more than 10m between each individual seat, with the seats of comparable length to the existing benches. Therefore this is not considered to introduce an increased in terms of the social distancing compared to the present situation. The flood walls may be used as seating by higher numbers of people during the busier summer periods.</p>

Question / Comment	Response / how this question will be addressed
	<p>It has been agreed with the Community Council that some of the existing benches will be retained, to be located in suitable positions around Millport (TBC).</p>
<p>Proposed additional tree planting:</p> <ul style="list-style-type: none"> ■ Visual impacts of the proposed additional trees, particularly from adjacent properties. Suggestion that trees could be located opposite street junctions. ■ Preference for palm trees (similar to existing) vs use of native trees and shrubs. ■ Trees may not root in Kames Bay, it's too sandy. 	<p>Additional trees are proposed based on feedback from previous consultation. This feedback also expressed a preference for new trees to be similar to the existing 'palm' trees (New Zealand cabbage trees - <i>Cordyline Australis</i>) adjacent to the Crocodile rock.</p> <p>The location and type of the proposed additional trees has been assessed with the aim of minimising visual impact.</p> <p>Suitability of ground conditions will be checked on site before trees are planted.</p>
<p>Other landscape design issues:</p> <ul style="list-style-type: none"> ■ Request for the walls at Crichton Street to be faced with stone. ■ Clarity needed on the extent of handrails. ■ Maintain access for street cleaning and emptying bins. ■ There should be an "accidental, haphazard, not too organisational" approach to the scheme design, to fit the traditional nature of Millport seafront. 	<p>The landscape design of the scheme has considered whether the flood walls should be clad in stone. It was concluded that all flood walls will have a consistent appearance, with coloured concrete and a light textured finish. Constraints relating to stone cladding include technical design issues, maintenance and additional cost.</p> <p>The parapet handrails along Glasgow Street near to the Garrison House will be replaced with handrails with a similar appearance. The parapet handrails to West Bay Road and Marine Parade will be removed and a concrete crest wall added to the sea wall. Railings will not need to be installed on top of these flood walls. Handrails will be installed to all access steps and stepped revetments in accordance with relevant guidance and best practice.</p> <p>Access will be maintained for street cleaning and to empty the bins. A review of the litter bin provision (including recycling) is being undertaken alongside the scheme design, and new bins are proposed, although this will not be funded as part of the flood protection scheme.</p> <p>A landscape design consultant is part of the design team for the scheme, and significant effort has been made to design the scheme to compliment the existing aesthetic of the Millport seafront.</p>
<p>Maintenance</p> <ul style="list-style-type: none"> ■ Need for future maintenance of the structures, (including timber bench seating), surface water drains and overall seafront area. ■ Risk of sand blocking non-return valves to (existing and new) surface water outfalls in Newtown Bay. 	<p>A maintenance plan is to be prepared for the scheme, in order to define North Ayrshire Council's ongoing maintenance requirements.</p> <p>Non-return valves will be added where needed to new and existing surface water outfalls, and this issue will be covered by the maintenance plan.</p>
<p>Anti-social behaviour:</p> <ul style="list-style-type: none"> ■ The height of flood walls could mean that children would use them for BMX and skateboard stunt riding. ■ The flood walls and other structures could introduce areas where it is difficult to monitor what goes on along the promenade. 	<p>Design features are being considered for the flood walls to reduce the risk of their use by BMX and skateboard riders.</p> <p>Anti-social behaviour has not been highlighted as a significant concern for the area based on previous consultation. The flood walls are typically lower than 1m, so don't introduce hidden areas. The Kames Bay shelter will be replaced with a similar structure to the existing one, so risks associated with this are not increased. The stepped revetments and stepped terrace could be used as seating at night, so any issues with these areas would need to be monitored.</p>

Question / Comment	Response / how this question will be addressed
<p>Cycling:</p> <ul style="list-style-type: none"> ■ Can the issues with cycling along the seafront, including from the Ferry Slip to Marine Parade, be addressed as part of the scheme? 	<p>Previous consultation identified the desire to improve pedestrian and cycle access along the seafront, by separating the different users of the area. However, as noted in previous consultation reports, this will not be possible due to the legal designation of the promenade as a Core Path.</p> <p>The scheme funding will not cover the construction of new cycle paths, or for works outside the scheme area (e.g. between Marine Parade and the ferry slip).</p>
<p>Environmental impacts:</p> <ul style="list-style-type: none"> ■ Marine mammal disturbance. ■ Risk of increasing the number of rats on the islands and offshore breakwaters. ■ Additional opportunities for habitat restoration. 	<p>A licence will be obtained for the offshore works in relation to the potential disturbance to marine mammals. This will require best practice mitigation measures to be implemented by the contractor, including restricting the construction period for the offshore breakwaters to outside the breeding seasons.</p> <p>Consultation with NatureScot and other relevant organisations is ongoing regarding the issue of rats on the Eileans. Remediation may be possible as part of the scheme.</p> <p>Ongoing consultation regarding the proposed temporary slipway, site compound and the various environmental licences will consider the potential for habitat restoration.</p>
<p>Impact on Millport Harbour:</p> <ul style="list-style-type: none"> ■ Offshore breakwater will prevent access to the pier by the PS Waverley and passenger ferries. ■ Access for small to medium sized vessels should not be affected by the scheme. ■ Current issues with harbour use requiring an on-site harbour master. ■ Need for refurbishment of the harbour. ■ Risk of overcrowding of the harbour in future, following marina construction. ■ Various issues raised relating to the proposed marina. 	<p>Previous consultation has addressed the impact of the scheme on the PS Waverley. Millport Bay inshore of the breakwaters will have sufficient space and depth to be navigated by vessels of equivalent size and manoeuvrability as the Hebridean Princess.</p> <p>Navigation access to Millport Pier by small and medium sized vessels is retained via the channel to the west of The Leug. Suitable navigation aids for the revised route to Millport Harbour have been developed in consultation with Clydeport and the Northern Lighthouse Board, and will be installed as part of the scheme. A communication plan will also be agreed with the relevant navigation organisations to ensure the sailing community is appropriately informed.</p> <p>Comments relating to present issues with Millport Harbour have been passed on to the North Ayrshire Council Harbour Master.</p> <p>Comments relating to the marina proposals will be passed on to the Council team who are progressing this potential project.</p>
<p>Other issues:</p> <ul style="list-style-type: none"> ■ Will the scheme address the redundant outfalls on the foreshore? ■ A tourist officer has been funded by the Council through this scheme, who has not been seen since their appointment. 	<p>The status of and requirements for the redundant outfalls on the foreshore is being discussed with Scottish Water.</p> <p>The flood protection scheme has not funded the appointment of a tourist officer.</p>

4 Feedback on pre-application consultation

The comments made during the discussion session as part of the pre-application consultation meeting, and responses to these, are provided in Table 2 below.

Table 2: Comments in relation to the proposed Marine Licence application and Harbour Revision Order

Comment/ Question	Response / how this comment will be addressed
The refurbishment of the jetties	Limited refurbishment works are proposed for the jetties to improve their general condition, but which will not significantly change their appearance.
Japanese Knotweed identified at	Remediation measures will be identified and implemented by the contractor for any non-native species at the site compound location, which will be agreed with relevant stakeholder organisations.
Does the scheme include works to	The scheme does not include works to the Inner Harbour.
Concerns regarding tidal flushing of	The EIA has considered the potential impact of the scheme on sediment transport in Millport Bay, and assessed that the breakwaters are expected to have limited impact. This assessment has been reviewed by SEPA and considered to be appropriate.
A sensible plan is needed for navigation aids.	Suitable navigation aids for the revised route to Millport Harbour have been developed in consultation with Clydeport and the Northern Lighthouse Board, and will be installed as part of the scheme.
Would it be possible for the temporary slipway to be made permanent following completion of the scheme?	Funding for the flood protection scheme will not cover the creation of a permanent slipway.

Comments on the scheme were provided by NatureScot and MCA in response to the pre-application consultation. Comments on the proposed scheme and the associated EIA were previously provided by various consultees during the statutory consultation under the Flood Risk Management (Scotland) Act 2009. All of these comments will be addressed in the documents which are being prepared to accompany the Marine Licence application.

The above comments and questions do not result in any changes being required to the scheme design, as all of these issues had previously been considered, or are being addressed as part of the detailed design. Therefore, it is not currently expected that any amendments will be made to the marine licence application as a direct result of comments received at the pre-application online consultation event. Details of amendments previously made to the scheme design based on consultation feedback are provided in Chapter 3 of the EIA, which is available on the North Ayrshire Council website ([Millport Coastal FPS - Environmental Statement summary of chapters](#)).

5 Conclusions

The September 2021 Community Consultation was a very positive event, with good attendance considering the ongoing Covid-19 pandemic restrictions:

- The consultation event in the Garrison House was attended by 80-100 people.
- There were 12 attendees at the online pre-application consultation meeting for the Marine Licence and Harbour Revision Order.
- A total of 27 questionnaire responses were received.
- The Millport Coastal FPS website was accessed 991 times between 1st September 2021 and 27th October 2021 (632 unique views).

Based on this overall level of engagement with information about the scheme, we can conclude that that the consultation attracted good attention. Due to the ongoing restrictions in relation to the Covid-19 pandemic, some residents who would have usually attended scheme consultation events chose not to attend on this occasion.

It is recognised that holding the pre-application consultation online may have resulted in less engagement than would have been the case had it been possible to undertake this event in person. However, the in-person community consultation event which was held in relation to the wider scheme development and plans for construction, also addressed environmental issues and potential impacts of the scheme on the harbour. Extensive information about the scheme proposals has been made available on the North Ayrshire Council website through development of the FPS. The consultation questionnaire provided an opportunity to comment on the scheme, even if the in-person or online meetings had not been attended. Therefore, it is considered that a high level of effort has been made to engage with the community and relevant stakeholder organisations prior to submission of the Marine Licence application, and appropriate opportunity has been provided for comments to be made.

The relatively low number of questionnaire responses relative to the attendance at the meetings is disappointing. Based on feedback provided during the consultation event, and in comparison with previous similar events for this scheme, the majority of those who attended the consultation were comfortable with the information provided, and that they had the opportunity to express their views during the meetings.

The consultation feedback included responses giving positive feedback about the scheme design, recognising that the views of the community are being taken into account. This builds on the positive feedback received in August 2019 and April/May 2021.

A few strongly negative responses were received in response to the questionnaire, with other responses including a mixture of positive and negative comments, as well as contributing useful information.

The comments and questions about the scheme proposals demonstrate that there are still some concerns about the need for the scheme, the appearance of the onshore works, the accessibility of the seafront following construction and the impact of the construction works. These issues will continue to be taken into account in finalising the scheme design.

It is not currently expected that any amendments will be made to the marine licence application as a direct result of comments received at the pre-application online consultation event.

APPENDIX A

PRE-APPLICATION CONSULTATION PRESENTATION

Millport Coastal Flood Protection Scheme

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Millport Coastal Flood Protection Scheme

Pre-application consultation, 14th September 2021



For more information about the Millport Flood Protection Scheme please visit the Flooding page on North Ayrshire Council's website:
<http://www.north-ayrshire.gov.uk/MillportFPS>

Millport Coastal Flood Protection Scheme

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Welcome and Introduction

- Status of project
 - What's been done so far
 - Next steps
- What we will talk about in this pre-application consultation
 - Marine Licence – process, environmental issues and mitigation
 - Harbour Revision Order
- We will continue to work with you
- Please complete our questionnaire
- Visit our website for more information:
 - <http://www.north-ayrshire.gov.uk/MillportFPS>

Expected programme:



Millport Coastal Flood Protection Scheme

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Marine Licence application process

A marine licence application will be submitted to the Marine Scotland Licensing Operations Team. This licence is required before the scheme can be built.

The marine licence application will include:

- A brief description of the project, its location and the proposed start and completion dates
- A method statement for construction of the works
- Quantities of materials to be deposited and/or removed below MHWS (permanent and temporary works)
- The cost of the works to be undertaken seaward of MHWS
- Assessment of the potential impact of the works, with reference to the Environmental Impact Assessment
- Details of consultation undertaken on the project

Marine Scotland
T: +44 (0)1324 202570
E: ms.marinelicensing@ps.nhs.uk

Marine Licence Application for Construction Projects
Version 1.0

Marine (Scotland) Act 2010

Marine Scotland, 575 Victoria Road, Aberdeen, AB11 5DB
<http://www.gov.scot/Topics/marine/Licensing/practice>

4. Deposits and/or Removals
(If Permission, authorisation or consent is to be deposited and/or removed from below MHWS continue on a separate sheet if necessary)

Type of Deposit/Removal	Deposits		Removals	
	Description	Quantity & Dimensions (Metric)	Description	Quantity & Dimensions (Metric)
Sediment		Dimensions m ³		Dimensions m ³
		Weight (kg/tonnes)		Weight (kg/tonnes)
		Dimensions m ³		Dimensions m ³
Timber		Weight (kg/tonnes)		Weight (kg/tonnes)
		Dimensions m ³		Dimensions m ³
		Weight (kg/tonnes)		Weight (kg/tonnes)
Concrete		Dimensions m ³		Dimensions m ³
		Weight (kg/tonnes)		Weight (kg/tonnes)
		Dimensions m ³		Dimensions m ³
Pipes/Symbols		m ³		m ³
		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Soil (200µ < 300 < 3 200 µm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
		Volume (m ³)		Volume (m ³)
Gravel (200µ < 300 < 2.0 mm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
		Volume (m ³)		Volume (m ³)
Sand (150 < 300 < 600 µm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
		Volume (m ³)		Volume (m ³)
Gravel (300µ < 300 < 2000 µm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
		Volume (m ³)		Volume (m ³)
Coarse (300µ < 300 < 2000 µm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
		Volume (m ³)		Volume (m ³)
Silt (300µ < 300 < 2000 µm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
		Volume (m ³)		Volume (m ³)

Marine Scotland, 575 Victoria Road, Aberdeen, AB11 5DB
<http://www.gov.scot/Topics/marine/Licensing/practice>

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Marine Licence application process

- This pre-application consultation with statutory organisations and the local community is required before the final Marine Licence application can be submitted.
- A consultation questionnaire is available on the NAC website and includes questions relating to the Marine Licence application: <http://www.north-ayrshire.gov.uk/MillportFPS>
- A report will be prepared on this pre-application consultation, to be submitted with the licence application.
- **Feedback provided at this stage is not a formal representation on the licence application, but will be taken into account in finalising the scheme design and associated application.**
- We currently expect to submit the Marine Licence application in November 2021, when formal consultation will begin. The target duration for determination of a Marine Licence application by Marine Scotland is 14 weeks.
- Further information about the Marine Licence application process is available from: www.gov.scot/marine-licensing

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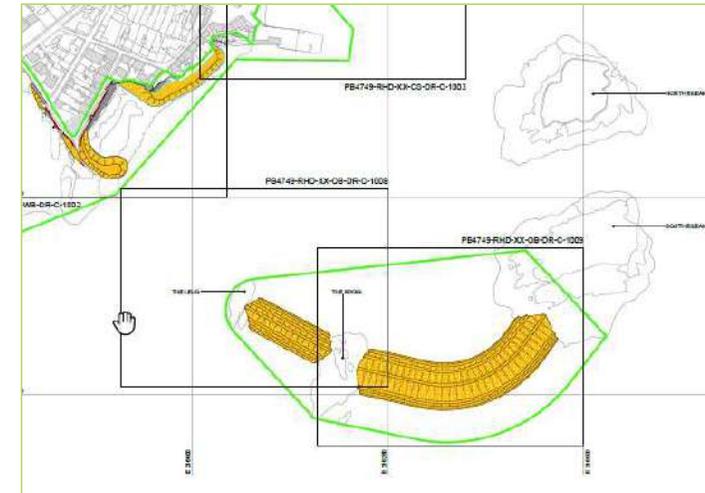


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Project description

The Millport Coastal FPS will address the risk of flooding from wave overtopping.

- The works below MHWS include offshore breakwaters constructed in Millport Bay and rock structures on the foreshore:
 - The breakwaters will be about 70m wide at their base, with a total length of about 330m
 - The revetment will be up to 150m long and up to 20m wide
 - The shore-connected breakwater will be about 70m long and 35m wide
 - Dredging is not expected to be needed for the offshore breakwaters
 - The rock foreshore will need to be excavated to form the toe of the foreshore structures
 - The rock armour will most likely be sourced from Glensanda and delivered by sea



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Project description

- Concrete stepped revetments on the foreshore may extend below MHWS
- Temporary works on the foreshore may be needed to form a slipway to enable materials deliveries. A location in the south-east of Cumbrae is expected to cause the least disruption in terms of traffic movements
- Onshore works include low flood walls and limited ground raising.
- The flood walls and stepped revetments will be constructed from precast concrete wherever possible



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Where are we at?

Stage	Aim	Outcome	Involvement
Screening	Is an EIA needed?	An EIA is required.	We have consulted: Scottish Environmental Protection Agency (SEPA), Scottish Natural Heritage (SNH) (now NatureScot), Marine Scotland, Historic Environment Scotland, Local Planning Authority (NAC)
Scoping	Agree which impacts should be assessed.	The main impacts are on tourism, heritage, landscape, traffic and noise.	
Environmental Studies & Interim Assessment	Assess existing environment and scheme impacts, informing selection of preferred option. Identify how impacts can be reduced.	Determine the negative and positive impacts of the scheme on Millport's people and nature.	We have conducted surveys and desk studies, and consulted with you and other relevant stakeholders.
Design Modifications	Adapt the designs to minimise impacts.	Flood protection scheme with minimised environmental impact.	We have published newsletters and held meetings and design workshops.
EIA & Environmental Statement	Report all environmental information including impact assessment, mitigation and a Non Technical Summary.	Environmental information about the scheme will be made publicly available.	We will consult: Marine Scotland, SEPA, NatureScot, Maritime and Coastguard Agency Local Planning Authority, Northern Lighthouse Board, and all other relevant local organisations and community groups including fisheries groups and recreational users.
Pre Application Consultation	Inform the people of Millport of the outcomes of the design process.	Ensure the public and stakeholders understand and have influenced the designs.	



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Marine geology and physical processes

- Wave modelling was undertaken.
- Samples of sea bed sediments were obtained.
- A desk-based assessment determined that the project will have limited effects on waves, currents and sediment transport.

Water quality

- Millport has 'Excellent' bathing water quality.
- Chemical analysis showed sediment contaminant concentrations do not present a risk to the sea bed sediments.
- Standard best practice measures will be followed to minimize impacts on water quality during construction.
- The bay will continue to flush tidally, from both the east and west.



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On land and on the shore

- Ecology habitat surveys were undertaken on land and in the intertidal zone to identify sensitive features or areas.
- Measures will be made to protect the spread on invasive non-native species and prevent introduction of new species to the Eileans.
- Works within Kames Bay SSSI will be minimised.
- Saltmarsh habitat will be protected.
- Disturbance of the Eileans will be minimised.
- Measures will be taken to protect otters around Millport and on the Eileans:
 - Surveys to identify resting sites
 - Pre construction surveys
 - Otter Protection Plan



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In the sea

- Grey and common seals live in and around the bay and will be protected through measures agreed with NatureScot.
- A licence will be sought to allow disturbance to whales and dolphins (e.g. due to underwater noise).
- Assessment and consultation has determined that Millport Bay is not important for spawning or migratory fish.
- The offshore breakwaters could provide new habitat for fish and shellfish.
- There will be no significant impacts to the commercial fishing industry.



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Birds

- Monthly breeding and wintering bird surveys were carried out during 2018 and 2019.
- Measures will be taken to minimise disturbance to birds, such as timing some of the works to avoid the breeding season .



On the seabed

- The sea bed is rock covered in sand. We have done drop down video surveys which found no protected habitats.
- The breakwaters will reduce the wave action and could improve the habitat for creatures living on the sea bed.
- Measures will be taken to protect the spread of invasive non-native species.



Millport Coastal Flood Protection Scheme

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Archaeology and cultural heritage

- The potential for buried archaeology is low. There is a protocol if finds are made during construction.
- No shipwrecks were found during offshore geophysical surveys.
- The design avoids known heritage assets, apart from Strathwherry Jetty and Leck (Crocodile) Jetty which will be refurbished.
- Care has been taken to develop the landscape design of the scheme to fit in with the existing character of Millport and its setting.



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Noise and air quality

- Best practice measures during construction to minimise noise, vibration and dust from traffic and construction activities
- Particular consideration of sensitive areas for the local community:
 - residential areas
 - schools
 - recreation areas
- Working hours will be restricted
- The Contractor will be required to keep noise and dust below acceptable levels



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Tourism and Recreation

- Feedback from the local community has helped to design the scheme, including landscaping and provision of access and street furniture to support local tourism and recreation.
- Where possible, we will limit the works that are undertaken in the busier parts of the town during the summer months, when there are the most visitors.
- Contractors will need to adhere to best practice methods to minimise disturbance (including visual) during construction.
- The offshore breakwaters will reduce wave activity in the nearshore zone. This may result in a safer environment for recreational sailors, sea kayakers, swimmers and canoeists.



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Traffic and transport

- Most construction materials will be delivered by barge, if possible via a temporary slipway to minimise impacts on the ferry and the local road network.
- A Traffic and Transport Plan will be prepared to set out how the contractor will keep pedestrians, cyclists and drivers safe, and minimise disruption.

Ground conditions and contamination

- Ground investigations have been undertaken and assessments completed to consider impacts to human health and the water environment. No significant risks have been identified.



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Expected benefits of the scheme

- Reduced risk of flooding and erosion to properties, businesses and existing infrastructure (scheme designed to protect against a 1:200-year return period flood event)
- Improved shelter for vessels in Millport Bay
- Improvement to surface water drainage
- Removal of redundant outfalls
- Improvements to street furniture (e.g. new seating)
- Enhanced conditions for sailing/ watersports and recreational activities
- Enhanced amenity value
- Potential for regeneration and increased tourism



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Environmental Management Plans

A series of plans will be prepared and agreed with stakeholders prior to construction.

These will be based on the contractor's construction processes and will lay out all measures which will be taken to protect the local environment and maintain the safety of the local community during construction, including:

- Ecology
- Pollution
- Waste Management
- Vessel Management
- Emergency Responses
- Archaeology
- Traffic and Access
- General Construction Activities



Millport Coastal Flood Protection Scheme

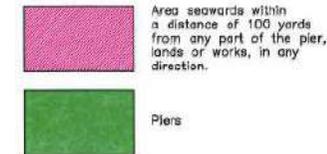
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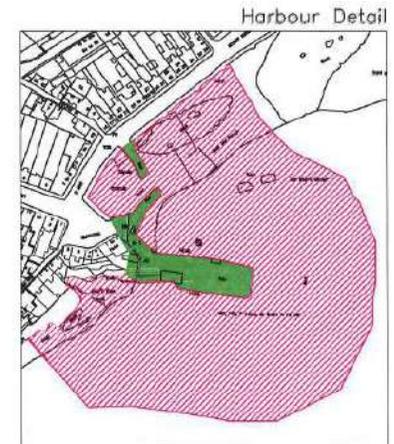
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Harbour Revision Order (transport.gov.scot)

- A Section 14 harbour revision order (HRO) is required under The Harbours Act 1964, because the scheme changes the navigation route into Millport Harbour.
- The Harbour Revision Order application will include:
 - Completed application documents and draft order
 - Maps and plans of the proposed scheme
 - The Environmental Statement and any supporting documents
 - Purpose and effect notes to justify each the provisions of the draft HRO
- Notices of the application will be published in national and local newspapers
- Transport Scotland will consult with: SNH, SEPA, Local Planning Authority (NAC), Northern Lighthouse Board, Maritime & Coastguard Agency, UK Chamber of Shipping, Royal Yachting Association, Clydeport (Harbour Authority for the Firth of Clyde)



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Diane Wildridge, Estates
23 April 2013



Millport Coastal Flood Protection Scheme

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Continuing to work with you

- Feedback from this consultation will be taken into account in finalising the design.
- The licence application will be notified in local and national newspapers.
- Marine Scotland will undertake consultation on the Marine Licence application after it is submitted.
- The construction contractor will be required to undertake community engagement during the construction phase. The engagement strategy will be developed in consultation with you.
- The contractor's key staff will be visible on site on a day-to-day basis. The construction supervisor and NAC officers will also be available for the community to raise any issues.



Millport Coastal Flood Protection Scheme

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Comments and Questions



For more information about the Millport Flood Protection Scheme please visit the Flooding page on North Ayrshire Council's website:
<http://www.north-ayrshire.gov.uk/MillportFPS>

APPENDIX B

SEPTEMBER 2021 CONSULTATION NEWSLETTER

The last in-person consultation on the Flood Protection Scheme was held in August 2019. Since then, a lot of work has been done to progress the design of the scheme, including:

1. Statutory consultation was completed in accordance with the Flood Act between March and May 2020.
2. North Ayrshire Council confirmed the scheme without modification in November 2020 and the scheme became operational in January 2021.
3. The outline scheme design, including landscape design aspects, has been reviewed based on additional topographic and utilities information and consultation feedback.
4. Online consultation was held in April and May 2021 to provide an update on progress and enable the community to comment on the landscape design proposals.
5. The requirements for the Marine Licence and Harbour Revision Order have been confirmed with Marine Scotland and Transport Scotland and we have engaged with Scottish Water, Clydeport and The Crown Estate Scotland about the impact of the scheme on their interests.
6. Engineering design calculations and detailed design drawings are being prepared to enable a contractor to be appointed.
7. Deemed Planning consent was received from the Scottish Government in August 2021, which includes conditions relating to the landscape design and appearance of the scheme, and management of environmental impacts.



Public Consultation Meetings to provide an update on the scheme development proposed to be held at the Garrison House in Millport on **Wednesday 15th and Thursday 16th September, from 10.30am until 6pm - Covid permitting. Please check the Council's website for further information.**

This newsletter highlights the topics that will be discussed in the September 2021 consultation

- How your feedback has been addressed in the scheme design.
- How the scheme design is being developed to prepare a detailed design and contract documents for construction, including how the design has changed.
- The process we will follow to apply for a Marine Licence and Harbour revision order.
- The expected programme from now until construction.
- The expected construction process, programme and potential impacts, including expected arrangements for delivery of construction materials.
- The potential environmental impacts during and after construction, and how these will be minimised and mitigated.
- **An updated video visualisation has been prepared to show the scheme design, including the changes from the outline design.**

Questionnaires will be provided for you to provide comments on this consultation. These can be returned to the Garrison library or completed online, via the NAC Flooding website. The feedback will be collected by the 11th of October 2021.

More information about the scheme is available from North Ayrshire Council's website:
www.north-ayrshire.gov.uk/flooding.

Marine Licence application process

A marine licence application will be submitted to the Marine Scotland Licensing Operations Team. This licence is required before the scheme can be built.

The marine licence application will include:

- A brief description of the project, its location and the proposed start and completion dates
- A method statement for construction of the works
- Quantities of materials to be placed / removed below MHWS
- The cost of all works below MHWS
- Assessment of the potential impact of the works, with reference to the Environmental Statement
- Details of consultation undertaken on the project

Consultation with statutory organisations and the community is required before submitting the licence application. This is referred to as pre-application consultation, and provides the opportunity for the local community, environmental groups, NGOs, regulators and other interested parties to consider and comment on the prospective application.

A report will be prepared on the pre-application consultation, and will be submitted with the licence application. The consultation questionnaire provided at this event includes questions relating to the Marine Licence application. We welcome any feedback on the project in the context of this application.

Please note that feedback provided at this stage is not a formal representation on the licence application, but will be taken into account in finalising the scheme design and associated application.

Further information about the Marine Licence application process is available from:

www.gov.scot/marine-licensing

Contact us by email:

MillportCoastalFPS@north-ayrshire.gov.uk

An online **Pre-Application Consultation** meeting relating to the **Marine Licence** application will be held on **Tues 14th September, from 5pm until 7pm.**

Zoom Meeting:

ID: 898 1274 9156

Passcode: f60tV4



or go to MillportCoastalFPS@north-ayrshire.gov.uk and click on link provided

Harbour Revision Order

A Section 14 harbour revision order HRO will also be required for the scheme under The Harbours Act 1964, because the scheme changes the navigation route into Millport Harbour. The HRO application will include:

- Application documents and draft order
- Maps and plans of the proposed scheme
- The Environmental Statement and any supporting documents
- Purpose and effect notes to justify each the provisions of the draft HRO.

Copies of the draft HRO will be served on various statutory organisations. Notices will be published in the Edinburgh Gazette and the local paper following submission of the HRO and Marine Licence applications.

This consultation event, and the online pre-application consultation for the Marine Licence, provide information about the scheme and the impacts on navigation which relate to the HRO application .

Full details of the requirements for a HRO application are provided on the Transport Scotland website:

Harbour orders transport.gov.scot

APPENDIX C

CONSULTATION QUESTIONNAIRE

Millport Flood Protection Scheme

Community Consultation Questionnaire, September 2021

On the 10th November 2020 the Cabinet reached the final decision and confirmed the Millport Coastal Flood Protection Scheme without modification and agreed the indicative project timescale. The Scheme became 'operational' on 13th January 2021 and the detailed design development started.

North Ayrshire Council is developing the Millport Coastal Flood Protection Scheme with close community involvement. The Council would like to provide a further update to local residents on the progress that has been made on the engineering and landscape design development, and to undertake pre-application consultation regarding the Marine Licence application and Harbour Revision Order, which will be required to build the scheme.

This questionnaire gives you a final opportunity to express your views about the scheme design and expected construction process. Please complete as much of the questionnaire as you wish. Your views will be taken into account as the design is finalised, and the applications for consents and licences are completed. We will prepare a report to summarise the feedback from this consultation and the responses to this questionnaire. This will be made available on the Council website in November 2021, and will be submitted with the Marine Licence application.

Completed questionnaires should be returned to the Garrison House or posted to North Ayrshire Council at the address below, before **11th October 2021**. The questionnaire can also be completed online, via the North Ayrshire Council website: www.north-ayrshire.gov.uk/flooding. Further information about the scheme, including the Environmental Impact Assessment, is also available on this website.

Privacy statement

We will only process your personal information provided in this questionnaire to contact you if you have expressly stated you wish to be contacted.

Your personal data will be stored securely, in line with the Council's policies, and only held for as long as is necessary. If you would like to find out more on how we manage your data, please visit:

<https://www.north-ayrshire.gov.uk/privacy-policy.aspx>

Thank you for your time and input. We will keep people informed about the development of the flood protection scheme using newsletters and the North Ayrshire Council website. For any immediate questions please contact:

North Ayrshire Council: Cunninghame House, Irvine, KA12 8EE

Contact: Patricia Rowley

Tel: (01294) 310000

Email: millportcoastalfps@north-ayrshire.gov.uk

Royal HaskoningDHV: Rightwell House, Bretton, Peterborough, PE3 8DW

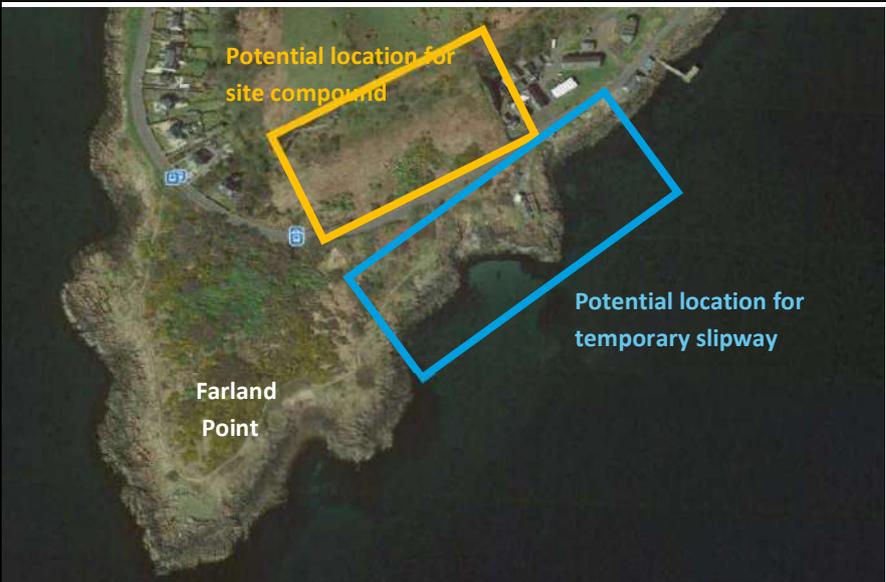
Contact: Amy Savage

Tel: (01733) 336522

Your contact details:

Name:	
Address:	
Telephone:	
Email:	
Are you willing for North Ayrshire Council to retain your contact details in order to contact you about this response and/or the flood protection scheme? Contact details will not be used for any other purpose.	YES / NO
What is your particular interest in Millport seafront?	
• Local Resident	YES / NO
• Local Business Owner	YES / NO
• Non-resident property owner	YES / NO
• Harbour / moorings user	YES / NO
• Regular visitor	YES / NO
• Occasional visitor	YES / NO
Other, please state:	

Construction Works

The materials delivery process and location of the site compound will depend on the appointed construction contractor. The least disruptive location for the construction site compound and materials delivery (by barge, via a temporary slipway) would be near to the Field Studies Centre. Is this acceptable?	YES / NO
 <p>Potential location for site compound</p> <p>Potential location for temporary slipway</p> <p>Farland Point</p>	

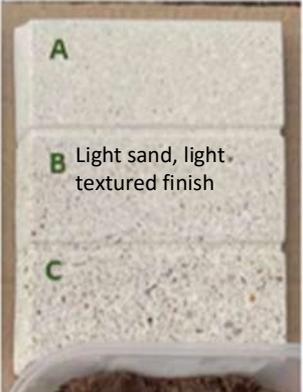
Any comments on the potential impact of the construction works for you or your business or further information required?

Final Scheme Design

<p>The position and design of the onshore flood walls is shown in the 3D flythrough visualisation and other design information provided at the consultation event. Is the design of the onshore structures acceptable?</p>	<p>YES / NO</p>
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<p>Are the proposals for the integration of timber bench seating into the flood walls, and provision for disabled users acceptable?</p> 	<p>YES / NO</p>
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Please explain why you feel the proposed scheme design is not acceptable.

<p>Based on the feedback from the previous consultation, and further assessment of technical information, it is proposed that the concrete will be 'light sand' in colour, with a light textured finish. A sample showing this colour and finish was made available during the consultation. A light textured finish is preferred based on a review of similar coast protection schemes showed slower deterioration in condition for smoother concrete structures. Are these proposals acceptable?</p>		<p>YES / NO</p>
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What is your preferred location for litter bins on the promenade?		
Close to flood wall	Centre of promenade	Seaward edge of promenade
Artwork based on local nature is proposed for imprinting into some of the concrete floodwalls. Are these designs acceptable? 		YES / NO
Please explain why you feel the proposal is not acceptable.		
Is the proposed design of the stepped revetments (Crichton St and Cross House) and stepped terrace (Kames Bay) acceptable? 		YES / NO
Please explain why you feel the proposal is not acceptable.		

Are the proposals for additional tree planting of Glasgow Street, Kelburn Street and Kames Bay acceptable?



YES / NO

Please explain why do you think that the proposed tree planting is not acceptable.

Any other comments on the final scheme design, as shown in the 3D video visualisation?

Marine Licence application

A Marine Licence is required before the scheme can be built, to ensure that any construction in intertidal waters or offshore has appropriately considered and mitigated against the potential impacts on the natural environment. Consultation with statutory organisations and the local community is required before submitting the final Marine Licence application, and we welcome any feedback on the project in the context of this application.

Feedback provided at this stage is not a formal representation on the licence application but will be taken into account in finalising the scheme design and associated application. Further information about the Marine Licence application process is available from www.gov.scot/marine-licensing. The environmental impact assessment for the scheme is available on the North Ayrshire Council website: www.north-ayrshire.gov.uk/flooding

Do you agree that the development of the scheme has appropriately considered the impact on the natural environment, and identified suitable mitigation measures?	YES / NO
Please explain why you think that the development of the Scheme has not appropriately considered the natural environment.	
North Ayrshire Council has invested in community engagement during development of the Flood Protection Scheme, and feedback has influenced the scheme design. Has consultation feedback been appropriately considered and reflected in the changes that have been made to the scheme design?	YES / NO
Any other comments on the potential impact of the construction works or the completed scheme on the natural environment?	

Harbour Revision Order

The Flood Protection Scheme will not directly change Millport Harbour, but the new navigation route to the harbour means that a Harbour Revision Order is required. Full details of the requirements for a HRO application are provided on the Transport Scotland website: [Harbour orders \(transport.gov.scot\)](http://transport.gov.scot)

Comments on the potential impact of the scheme on Millport Harbour?

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Comments on the Consultation Process

Was this consultation adequately advertised?	YES / NO
Have you had adequate opportunity to obtain information and express your views about the development and design?	YES / NO
Any other comments on the consultation process?	

Any other comments: