

Historic Environment Scotland



HISTORIC
ENVIRONMENT
SCOTLAND

ÀRAINNEACHD
EACHDRAIDHEIL
ALBA

By email: ms.marinelicensing@gov.scot

Marine Scotland
Marine Laboratory
375 Victoria Road
Aberdeen
AB11 9DB

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
HMConsultations@hes.scot

Our case ID: 300021748
Your ref: 06907/06908

13 March 2019

Dear Sir/Madam

Marine (Scotland) Act 2010, Part 4 Marine Licensing
The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017
Tarbert Ferry Terminal Development, Isle of Harris - Construction and Capital Dredging Works

Thank you for your consultation which we received on 22 February 2019. We have considered it and its accompanying EIA Report in our role as a consultee under the terms of the above regulations and for our historic environment remit. Our remit is world heritage sites, scheduled monuments and their setting, category A-listed buildings and their setting, and gardens and designed landscapes (GDLs) and battlefields in their respective inventories.

You should also seek advice from the relevant local authority archaeology and conservation advisors for matters including unscheduled archaeology and category B and C-listed buildings.

Our Advice

We do not object to the proposed development. We note that our interests have been scoped out of the environmental assessment. We are content that this is appropriate, and in line with our scoping advice. We welcome the fact that report identifies a requirement for a protocol for archaeological discoveries to be included in the CEMP.

Our comments should be treated as a material consideration, and this advice should be taken into account in your decision making. Our view is that the proposals do not raise historic environment issues of national significance and therefore we do not object. Our decision not to object should not be taken as our support for the proposals. This application should be determined in accordance with national and local policy on development affecting the historic environment, together with related policy guidance.

Further Information

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

Guidance about national policy can be found in our 'Managing Change in the Historic Environment' series available online at www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/managing-change-in-the-historic-environment-guidance-notes/. Technical advice is available through our Technical Conservation website at www.engineshed.org.

Please contact us if you have any questions about this response. The officer managing this case is Ruth Cameron, who can be contacted by phone on 0131 668 8657 or by email on Ruth.Cameron@hes.scot.

Yours faithfully

Historic Environment Scotland

Health and Safety Executive

Sweeting S (Stephanie)

From: CEMHD1Badmin@hse.gov.uk
Sent: 22 February 2019 15:57
To: MS Marine Licensing
Subject: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade - Consultation

Follow Up Flag: Follow up
Flag Status: Completed

ENVIRONMENTAL ASSESSMENT FOR PROPOSED DEVELOPMENT

06907 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Construction Works
06908 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Capital Dredging

Thank you for your emails of 22nd February 2019 enclosing a copy of the link environmental statement for the proposed development by Caledonian Maritime Assets Ltd

Environmental Impact Assessments are concerned with projects which are likely to have significant effects on the environment. HSE's principal concerns are the health and safety of people affected by work activities. HSE has no comments on this environmental statement.

Kind Regards

Alison

Alison Walters – Admin Support for CEMHD1
Chemical Explosives and Microbiologists Hazards Division
020 3028 2424 | alison.walters@hse.gov.uk |
: Health and Safety Executive, 2nd Floor, Cornerstone, 107 West Regent Street, Glasgow, G2 2BA

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Interested in Occupational Health and Safety information?

Please visit the HSE website at the following address to keep yourself up to date

www.hse.gov.uk

Maritime Coastguard Agency

Sweeting S (Stephanie)

From: navigation safety <navigationsafety@mcga.gov.uk>
Sent: 04 April 2019 16:19
To: MS Marine Licensing
Subject: RE: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade

4th April 2019

Dear Marine Scotland,

RE: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade

Thank you for the opportunity to comment on the potential impact of the above proposed works on the safety of navigation.

The Marine Licence application and supporting documentation have been considered by Navigation Safety Branch. On this occasion, the Maritime and Coastguard Agency (MCA) has no objection to consent being granted provided all maritime safety legislation is followed and the conditions/advisories below are applied:

Conditions:

1. The Licencee must ensure that HM Coastguard, in this case nmoccontroller@hmcg.gov.uk, The National Maritime Operations Centre is made aware of the works prior to commencement.

In addition, the following advice should be provided to the applicant to facilitate the proposed works:

Advisories:

1. The Consent Holder should ensure suitable bunding, storage facilities are employed to prevent the release of fuel oils, lubricating fluids associated with the plant and equipment into the marine environment.
2. Any jack up barges / vessels utilised during the works/laying of the cable, when jacked up, should exhibit signals in accordance with the UK Standard Marking Schedule for Offshore Installations.
3. The site is within port limits and the applicant should gain the approval/agreement of the responsible local navigation authority or the Harbour Authority/Commissioners/Council. They may wish to issue local warnings to alert those navigating in the vicinity to the presence of the works, as deemed necessary.

If you require any further information please let me know.

Yours sincerely,



Navigation Safety Team
Maritime & Coastguard Agency
Spring Place, 105 Commercial Road, Southampton, SO15 1EG

Safer Lives, Safer Ships, Cleaner Seas



The Maritime and Coastguard Agency (MCA) will use your personal details to contact you about Navigational Safety as part of its functions as a government department. Your information will be kept secure and will not be used for any other purpose without your permission. To find out more about how the MCA looks after personal data, your rights, and how to contact our data protection officer, please go to:
<https://www.gov.uk/government/organisations/maritime-and-coastguard-agency/about/personal-information-charter>

From: MS.MarineLicensing@gov.scot <MS.MarineLicensing@gov.scot>

Sent: 22 February 2019 13:27

To: argyll_outerhebrides@snh.gov.uk; navigation safety <navigationsafety@mcga.gov.uk>; navigation@nlb.org.uk; planning.dingwall@sepa.org.uk; pauline.mcgrow@ryascotland.org.uk; sarah.dolman@whales.org; fiona.read@whales.org; renewables@sff.co.uk; science@hwdt.org; enquiries@cne-siar.gov.uk; [Redacted] com; planning.scotland@rspb.org.uk; Scotland-EIA.Scoping-Opinions@hse.gov.uk; hmconsultations@hes.scot; FO.Stornoway@gov.scot; [Redacted] ; Val.Ferguson@transport.gov.scot; operations@cmassets.co.uk; Phil.Gilmour@gov.scot; brian@asfb.org.uk; DIO-safeguarding-offshore@mod.uk; scollin@scottishwildlifetrust.org.uk; secretary@marinesafetyforum.org; Fred.Abercrombie@transport.gov.scot; Chris.Wilcock@transport.gov.scot; info@scottishfishermen.co.uk; planningconsultations@scottishwater.co.uk; [Redacted] laura.blackburn@visitscotland.com; [Redacted] ; planning@cne-siar.gov.uk; RMerrylees@ukchamberofshipping.com; RCarington@ukchamberofshipping.com; marine@crownestatesscotland.com

Subject: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade - Consultation - Response required by 23 March 2019

Dear Sir/Madam,

**MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING
THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017
(AS AMENDED)**

06907 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Construction Works

06908 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Capital Dredging

Marine licences have been requested under the Marine (Scotland) Act 2010 in regards to the proposed construction and capital dredging activities associated with the Tarbert Ferry Terminal Upgrade. An Environmental Impact Assessment (“EIA”) report has also been submitted under the Marine Works (EIA) (Scotland) Regulations 2017 (as amended) along with supporting documentation. The licence application, EIA report and supporting documentation can be accessed via the following link:

<http://marine.gov.scot/ml/ferry-terminal-development-tarbert-isle-harris>

Please forward your comments on this proposal via electronic communication to ms.marinelicensing@gov.scot or as a hard copy to the address detailed below by 23 March 2019.

Kind regards,

Katie

Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Laboratory | 375 Victoria Road | Aberdeen | AB11 9DB

General Queries: +44 (0)300 244 5046

General Email: MS.marinelicensing@gov.scot

Website: <http://www.gov.scot/Topics/marine/Licensing/marine>

Northern Lighthouse Board

Northern Lighthouse Board

Your Ref: 06907/06908
Our Ref: GB/ML/C3_01_302

84 George Street
Edinburgh EH2 3DA
Switchboard: 0131 473 3100
Fax: 0131 220 2093
Website: www.nlb.org.uk
Email: enquiries@nlb.org.uk



Katie MacDonald Menzies
Marine Licensing Officer
Marine Scotland – Marine Planning & Policy
Scottish Government
Marine Laboratory
375 Victoria Road
ABERDEEN
AB11 9DB

04 March 2019

Dear Katie

MARINE (SCOTLAND) ACT 2010 – PART 4 MARINE LICENSING AND THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 (AS AMENDED) – CALEDONIAN MARITIME ASSETS LIMITED (PER AFFRIC) – FERRY TERMINAL UPGRADE, CAPITAL DREDGING AND SEA DISPOSAL OF DREDGED SPOIL, TARBERT, ISLE OF HARRIS

Thank you for your e-mail correspondence dated 22 February 2019 regarding the application submitted by **Caledonian Maritime Assets Limited (per Affric)** for the proposed ferry terminal upgrade (including land reclamation, pier upgrade and extension and dredging and sea disposal of dredged spoil) at Tarbert Ferry Terminal, Tarbert, Isle of Harris.

Northern Lighthouse Board has no objections to the proposed construction, dredging and/or disposal operations, and would advise the following:

Construction Works (06907)

- **Caledonian Maritime Assets Limited** should consult with the Northern Lighthouse Board to discuss the navigational marking requirement prior to each phase of the construction works. This will include the permanent Aids to Navigation (AtoN) as well as any temporary AtoN required during the construction phases.
- The Statutory Sanction of the Northern Lighthouse Board must be sought prior to the installation or alteration of any AtoN (Aid to Navigation). "Application for Statutory Sanction" forms are available on request from navigation@nlb.org.uk, the applicant should complete the form and return it to the Northern Lighthouse Board for processing.
- **Caledonian Maritime Assets Limited** should issue a Notice to Mariners clearly stating the nature and duration of the works.
- On completion of the ferry terminal development, a copy of the 'as built' plans should be submitted to the UK Hydrographic Office (sdr@ukho.gov.uk) in order that the associated chart can be revised accordingly.

Marine Scotland

04 March 2019

Dredging and Disposal (06908)

- Marine safety information as considered appropriate is issued prior to the commencement of each dredging campaign.
- **Caledonian Maritime Assets Limited** should inform the UK Hydrographic Office (sdr@ukho.gov.uk) of the revised water depths.

Yours sincerely
[Redacted]

Peter Douglas
Navigation Manager

Privacy Statement

NLB take seriously the protection of your privacy and confidentiality, and understand that you are entitled to know that your personal data will not be used for any purpose unintended by you. In line with our document retention schedules, copies of this correspondence will be retained on our live internal system in line with our legislative requirements and obligations, before being archived as required for conformance with our data Protection Policy and the associated Data Retention Schedules. Archived copies may be retained indefinitely in the public interest. Our Privacy Notice can be accessed via the following link: <https://www.nlb.org.uk/Terms/Privacy/>.

Royal Yachting Association

Sweeting S (Stephanie)

From: Pauline McGrow <Pauline.McGrow@ryascotland.org.uk>
Sent: 21 March 2019 10:04
To: MS Marine Licensing
Subject: RE: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade - Consultation - Response required by 23 March 2019

Follow Up Flag: Follow up
Flag Status: Completed

Dear Kate,

RYA Scotland has no objections to the two marine licences being granted. I note that section (i) of the construction licence application makes reference to the mitigations in section 12.6 of the EIAR but does not state explicitly that these will be carried out. We welcome the intention to carry out the works during the winter period to minimise the impact on pontoon users. If the work has to extend into the sailing season visitors could use the alternative nearby facilities on Scalpay. Good liaison with the Tarbert Harbour User Group Forum should enable effective actions to be taken to ensure that there are no adverse effects on recreational boating whether by visitors or locally based boaters.

Kind Regards

Pauline

Pauline McGrow
Senior Administrator
Tel: 0131 317 4611

Royal Yachting Association Scotland
T: 0131 317 7388
E: pauline.mcgrow@ryascotland.org.uk



RYA Scotland, Caledonia House, 1 Redheughs Rigg, South Gyle, Edinburgh, EH12 9DQ
T: 0131 317 7388, Fax: 0844 556 9549

Protecting your personal information is important to us, view our full Privacy Statement [here](#)



From: MS.MarineLicensing@gov.scot [mailto:MS.MarineLicensing@gov.scot]
Sent: 22 February 2019 13:27
To: argyll_outerhebrides@snh.gov.uk; navigationsafety@mcga.gov.uk; navigation@nlb.org.uk;

planning.dingwall@sepa.org.uk; Pauline McGrow <Pauline.McGrow@ryascotland.org.uk>; sarah.dolman@whales.org; fiona.read@whales.org; renewables@sff.co.uk; science@hwdt.org; enquiries@cne-siar.gov.uk; [Redacted] ; planning.scotland@rspb.org.uk; Scotland-EIA.Scoping-Opinions@hse.gov.uk; hmconsultations@hes.scot; FO.Stornoway@gov.scot; [Redacted] ; Val.Ferguson@transport.gov.scot; operations@cmassets.co.uk; Phil.Gilmour@gov.scot; brian@asfb.org.uk; DIO-safeguarding-offshore@mod.uk; scollin@scottishwildlifetrust.org.uk; secretary@marinesafetyforum.org; Fred.Abercrombie@transport.gov.scot; Chris.Wilcock@transport.gov.scot; info@scottishfishermen.co.uk; planningconsultations@scottishwater.co.uk; [Redacted] laura.blackburn@visitscotland.com; [Redacted] com; planning@cne-siar.gov.uk; RMerrylees@ukchamberofshipping.com; RCarington@ukchamberofshipping.com; marine@crownestatesscotland.com

Subject: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade - Consultation - Response required by 23 March 2019

Dear Sir/Madam,

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THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017
(AS AMENDED)**

06907 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Construction Works
06908 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Capital Dredging

Marine licences have been requested under the Marine (Scotland) Act 2010 in regards to the proposed construction and capital dredging activities associated with the Tarbert Ferry Terminal Upgrade. An Environmental Impact Assessment (“EIA”) report has also been submitted under the Marine Works (EIA) (Scotland) Regulations 2017 (as amended) along with supporting documentation. The licence application, EIA report and supporting documentation can be accessed via the following link:

<http://marine.gov.scot/ml/ferry-terminal-development-tarbert-isle-harris>

Please forward your comments on this proposal via electronic communication to ms.marinelicensing@gov.scot or as a hard copy to the address detailed below by 23 March 2019.

Kind regards,

Katie

Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Laboratory | 375 Victoria Road | Aberdeen | AB11 9DB

General Queries: +44 (0)300 244 5046

General Email: MS.marinelicensing@gov.scot

Website: <http://www.gov.scot/Topics/marine/Licensing/marine>

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Scottish Water

27th February 2019

Marine Scotland
Scottish Government 375 Victoria Road
Aberdeen
AB11 9DB



Development Operations
The Bridge
Buchanan Gate Business Park
Cumbernauld Road
Stepps
Glasgow
G33 6FB

Development Operations
Freephone Number - 0800 3890379
E-Mail - DevelopmentOperations@scottishwater.co.uk
www.scottishwater.co.uk

Dear Sir Madam

**HS3 Isle Of Harris Tarbert Ferry Terminal Site At
PLANNING APPLICATION NUMBER: 06907/06908
OUR REFERENCE: 773585
PROPOSAL: Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade**

Please quote our reference in all future correspondence

Scottish Water has no objections to this development. We would ask however that the developer contacts us separately at this early stage with further information as to any additional demands likely to result from both the terminal construction and any subsequent commercial activity associated with the terminal development (industrial/retail/accommodation).

Therefore, we would ask that the developer completes a Pre Development Enquiry (PDE), providing some more specific detail as to construction demands (e.g. is concrete being transported in, as opposed to being batched on-site), details of any commercial unit sizes and uses if relevant and any tourist accommodation being considered on site.

In addition, if the developer can provide details of any changes as to how and where the associated ferry vessels will 'top up' their potable water supplies and discharge their foul waste and if there are any plans to upgrade and upsize vessels as part of the terminal redevelopment programme, such as that of Uig on Skye. This information allows Scottish Water to take into account any associated wider impact on our services

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Infrastructure close to boundary

According to our records, the development proposals may impact on existing Scottish Water assets.

The applicant should identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team directly at service.relocation@scottishwater.co.uk.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

Scottish Water Disclaimer

"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."

Drinking Water Protected Areas

A review of our records indicates that there are no Scottish Water drinking water catchments or water abstraction sources, which are designated as Drinking Water Protected Areas under the Water Framework Directive, in the area that may be affected by the proposed activity.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will **not** accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification taking account of various factors including legal, physical, and technical challenges. However it may still be deemed that a combined connection will not be accepted. Greenfield sites will not be considered and a connection to the combined network will be refused.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is proposed, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

- **Scottish Water asset plans can be obtained from our appointed asset plan providers:**

Site Investigation Services (UK) Ltd

Tel: 0333 123 1223

Email: sw@sisplan.co.uk

www.sisplan.co.uk

- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.
- If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.
- Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.
- The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.
- **Please find all of our application forms on our website at the following link <https://www.scottishwater.co.uk/business/connections/connecting-your-property/new-development-process-and-applications-forms>**

Next Steps:

- **Single Property/Less than 10 dwellings**

For developments of less than 10 domestic dwellings (or non-domestic equivalent) we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a Pre-Development Enquiry Form to be submitted (for example rural location which are deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

- **10 or more domestic dwellings:**

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by

the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

- **Non Domestic/Commercial Property:**
Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk
- **Trade Effluent Discharge from Non Dom Property:**
Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/our-services/compliance/trade-effluent/trade-effluent-documents/trade-effluent-notice-form-h>

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com

If the applicant requires any further assistance or information, please contact our Development Operations Central Support Team on 0800 389 0379 or at planningconsultations@scottishwater.co.uk

Yours sincerely

Angela Allison

Angela.Allison@scottishwater.co.uk

27th February 2019

Marine Scotland
Scottish Government 375 Victoria Road
Aberdeen
AB11 9DB



Development Operations
The Bridge
Buchanan Gate Business Park
Cumbernauld Road
Stepps
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G33 6FB

Development Operations
Freephone Number - 0800 3890379
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OUR REFERENCE: 773585
PROPOSAL: Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade**

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Scottish Water has no objections to this development.

Water

- This proposed development will be fed from Tarbert W Isles Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water. The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Water's website at the following link
www.scottishwater.co.uk/business/connections/connecting-your-property/new-development-process-and-applications-forms/pre-development-application

Foul

- This proposed development will be serviced by Tarbert Pier Waste Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water. The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Water's website at the following link
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- **Scottish Water asset plans can be obtained from our appointed asset plan providers:**

Site Investigation Services (UK) Ltd

Tel: 0333 123 1223

Email: sw@sisplan.co.uk

www.sisplan.co.uk

- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.
- If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.
- Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.
- The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.
- **Please find all of our application forms on our website at the following link <https://www.scottishwater.co.uk/business/connections/connecting-your-property/new-development-process-and-applications-forms>**

Next Steps:

- **Single Property/Less than 10 dwellings**

For developments of less than 10 domestic dwellings (or non-domestic equivalent) we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a Pre-Development Enquiry Form to be submitted (for example rural location which are deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

- **10 or more domestic dwellings:**

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

- **Non Domestic/Commercial Property:**

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

- **Trade Effluent Discharge from Non Dom Property:**

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/our-services/compliance/trade-effluent/trade-effluent-documents/trade-effluent-notice-form-h>

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies

with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com

If the applicant requires any further assistance or information, please contact our Development Operations Central Support Team on 0800 389 0379 or at planningconsultations@scottishwater.co.uk

Yours sincerely

Angela Allison

Angela.Allison@scottishwater.co.uk

Stornoway Port Authority

30 August 2019

Marine Scotland – Licensing Operations Team

By email only to MS.MarineLicensing@gov.scot

Dear MS-LOT,

06908 - Tarbert Ferry Terminal Upgrade (Capital Dredging & Sea Disposal) East Loch, Tarbert, Isle of Harris

I write on behalf of Stornoway Port Authority (SPA), in relation to the above marine licence application.

As a non-statutory consultee in terms of section 27 of the Marine (Scotland) Act 2010 and Marine Scotland Guidance, SPA was surprised and disappointed not to be consulted on the above-mentioned application and to be afforded an opportunity to submit representations, particularly as it involves proposed deposits within the harbour over which it has statutory jurisdiction. SPA is, however, grateful to Marine Scotland for acknowledging that the failure to consult SPA was an omission on this occasion.

Going forward, SPA looks forward to being consulted on relevant applications in which it has an interest, given its recognised status as a non-statutory consultee.

The Best Practicable Environmental Option Assessment Report presents the results of the sediment sampling and concludes that whilst there are a number of elevations of heavy metals and polycyclic aromatic hydrocarbons above Marine Scotland Revised Action Level 1, the volume of material as an average across the dredge areas is below the prescribed Probable Effects Levels (PELs), so there will not be an effect on marine life from this material and as such it would be appropriate to be disposed of at HE035.

It is possible that deposited material containing elevated levels of contaminants could migrate into Stornoway Port. If future pre-disposal sampling within Stornoway Port reveals elevated levels of contaminants that are similar to those observed in the Tarbert samples, it is assumed that MS-LOT will continue to consider this material suitable for disposal at HE035. On this basis, SPA has no objection to the granting of a marine licence for disposal.

Notwithstanding the grant of the marine licence, CMAL will require to submit an application to SPA for a Works Licence in respect of any works within SPA's port limits, and disposal cannot commence until an appropriate Works Licence has been granted. Any of SPA's other remaining concerns with the Tarbert dredge disposal will be addressed within the Works Licence process.

Yours sincerely,

[Redacted]

Katherine Holmes
Director, Harris Holden Ltd.

Cc Alex MacLeod, Stornoway Port Authority



Scottish Natural Heritage

BY EMAIL

FAO: Katie Macdonald Menzies
Marine Licensing Officer
Marine Scotland - Marine Planning & Policy
Email: ms.marinelicensing@gov.scot

Date: 09 May 2019

Dear Katie

**MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING
THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND)
REGULATIONS 2017 (AS AMENDED)**

06907/06908 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Construction Works & Capital Dredging

Thank you for your email dated 22 February 2019 regarding the above marine licence applications and associated EIA Report. We apologise for the delay in our response.

Background

You previously consulted us at the EIA scoping stage of this project proposal. In our response of 11th December 2017, we advised that the EIA Report should examine potential impacts on the following natural heritage receptors:

- Protected Areas - Inner Hebrides & the Minches SAC
- European Protected Species – Cetaceans
- Priority Marine Features

Summary of SNH advice

We recognise the prospective socio-economic significance of the proposal. We are therefore pleased to note the quality of the EIA Report and associated appendices that relate to our remit. We advise that the marine mammal mitigation protocols detailed within the Construction Environmental Management Document (s.11) are appropriate to mitigate impact on the SAC and EPS and recommend that you secure these measures via a licence condition. In addition we support the conclusion of the EIAR that the proposal will have no impact on Priority Marine Features.

Annex 1 contains our advice on the above natural heritage receptors. I hope these comments are useful, if you would like to discuss them further you can contact me on 01463 701637 / roddy.macminn@nature.scot

Yours sincerely

Roddy MacMinn
Operations Officer Outer Hebrides

Annex 1 – Natural heritage advice

Natura sites, and the need for Habitats Regulations Appraisal (HRA)

We support the conclusions of the EIAR in identifying which protected areas should be scoped in for further consideration. Our advice below follows the three stages of HRA, with site specific comments on the information included in the EIAR which will inform any Appropriate Assessment

HRA Stage 1 – is the proposal connected with conservation management of the Natura sites?

No – this proposal is not connected to the conservation management of any Natura site.

HRA Stage 2 – is the proposal ‘likely to have significant effects’ upon the Natura sites?

We support the conclusions in Appendix F.1 with regard to ‘likely significant effect’ on The Inner Hebrides and the Minches SAC and Ascrib, Isay, & Dunvegan SAC.

HRA Stage 3 – will the proposal have adverse effects on the integrity of the Natura sites?

We commend the applicant on the approach they have taken to inform the Appropriate Assessment. In our view if the measures outlined in the Construction Environmental Management Document (s.11) are secured then there will be no adverse effect on the integrity of the Inner Hebrides and the Minches SAC or the Ascrib, Isay, & Dunvegan SAC.

We suggest that Marine Scotland can use the EIAR and other supporting documentation as the basis of their Appropriate Assessment, taking into account the comments below.

Inner Hebrides and the Minches SAC

We support the conclusions of the HRA Report (technical appendix F.1) and advise that there will be no adverse effects on the integrity of this site if the proposed mitigation measures outlined in Construction Environmental Management Document (s.11) are adhered to. We recommend that you secure the measures laid out therein.

Ascrib, Isay, & Dunvegan SAC

We support the conclusions of the HRA Report (technical appendix F.1) and advise that there will be no adverse effects on the integrity of this site if the proposed mitigation measures outlined in Construction Environmental Management Document (s.11) are adhered to. We recommend that you secure the measures laid out therein.

European Protected Species (EPS)

The application identifies the relevant Marine EPS (cetaceans) and sets out a mitigation plan within the CEMD. We support the applicant’s position that this plan will protect marine mammals from impacts arising from the development – i.e. primarily disturbance. The plan effectively mitigates against the risk of an offence under the Habitats regulations and in our view no licence will be required. We recommend that you secure the measures laid out therein.

Other natural heritage topics

We advise that the EIAR on benthic habitats shows no sensitive Priority Marine Features are located within the development footprint that are likely to be affected by the proposal

Transport Scotland

Sweeting S (Stephanie)

From: McDonald J (John)
Sent: 18 March 2019 13:33
To: MS Marine Licensing
Cc: Macdonald Menzies K (Katie); Lesley Logan (llogan@systra.com); Erskine A (Andrew)
Subject: RE: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade - Consultation

Follow Up Flag: Follow up
Flag Status: Completed

FAO Katie Macdonald Menzies

MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING
THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 (AS AMENDED)

Thank you for your e-mail of 22 February 2019 and the opportunity to comment on the above proposal. I can confirm that Transport Scotland has no objection to the proposal in terms of environmental impact on trunk road receptors.

Regards,

John McDonald

Development Management
Network Operations
Roads Directorate

T: 0141 272 7386
F: 0141 272 7350

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

transport.gov.scot



Transport Scotland, the national transport agency
Còmh dhail Alba, buidheann nàiseanta na còmh dhail

Please see our [privacy policy](#) to find out why we collect personal information and how we use it

UK Chamber of Shipping

Sweeting S (Stephanie)

From: Robert Carington <RCarington@ukchamberofshipping.com>
Sent: 12 March 2019 17:13
To: MS Marine Licensing
Cc: Macdonald Menzies K (Katie)
Subject: RE: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade - Consultation - Response required by 23 March 2019

Follow Up Flag: Follow up
Flag Status: Completed

Dear Katie,

Thank you very much for your email and for the below information on the Marine licence's application from Caledonian Maritime Assets Ltd on the Tarbert Ferry Terminal Upgrade, which is highly appreciated.

The Chamber has reviewed the below information and supports the application as we are satisfied that the safety of navigation has been considered and that the MCA and NLB have been consulted at an earlier stage and have had their comments/ advise scoped in. In particular we would want to mirror the position stated by the MCA that the UK Hydrographic Office be notified for consideration for updates to nautical charts and publications, and that the local coastguard be kept in the loop and in discussions.

The Chamber hopes that these comments are of some use and would welcome further engagement

Kind regards,

Robert

Robert Carington
Policy Advisor

UK Chamber of Shipping
30 Park Street, London, SE1 9EQ

DD +44 (0) 20 7417 2821
rcarington@ukchamberofshipping.com
www.ukchamberofshipping.com

From: Katie.Macdonaldmenzies@gov.scot <Katie.Macdonaldmenzies@gov.scot>
Sent: 22 February 2019 14:37
To: Robert Carington <RCarington@ukchamberofshipping.com>
Subject: FW: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade - Consultation - Response required by 23 March 2019

Dear Sir/Madam

Please see the email below for your comment.

Thank you

Katie.

From: MS Marine Licensing

Sent: 22 February 2019 13:27

To: 'argyll_outerhebrides@snh.gov.uk' <argyll_outerhebrides@snh.gov.uk>; 'navigationsafety@mcga.gov.uk' <navigationsafety@mcga.gov.uk>; 'navigation@nlb.org.uk' <navigation@nlb.org.uk>; 'planning.dingwall@sepa.org.uk' <planning.dingwall@sepa.org.uk>; 'pauline.mcgrow@ryascotland.org.uk' <pauline.mcgrow@ryascotland.org.uk>; 'sarah.dolman@whales.org' <sarah.dolman@whales.org>; 'fiona.read@whales.org' <fiona.read@whales.org>; 'renewables@sff.co.uk' <renewables@sff.co.uk>; 'science@hwdt.org' <science@hwdt.org>; 'enquiries@cne-siar.gov.uk' <enquiries@cne-siar.gov.uk>; '[Redacted]' <planning.scotland@rspb.org.uk>; 'Scotland-EIA.Scoping-Opinions@hse.gov.uk' <Scotland-EIA.Scoping-Opinions@hse.gov.uk>; 'hmconsultations@hes.scot' <hmconsultations@hes.scot>; FO Stornoway <FO.Stornoway@gov.scot>; [Redacted] Ferguson V (Val) <Val.Ferguson@transport.gov.scot>; 'operations@cmassets.co.uk' <operations@cmassets.co.uk>; Gilmour PD (Phil) <Phil.Gilmour@gov.scot>; 'brian@asfb.org.uk' <brian@asfb.org.uk>; 'DIO-safeguarding-offshore@mod.uk' <DIO-safeguarding-offshore@mod.uk>; 'scollin@scottishwildlifetrust.org.uk' <scollin@scottishwildlifetrust.org.uk>; 'secretary@marinesafetyforum.org' <secretary@marinesafetyforum.org>; Abercrombie F (Fred) <Fred.Abercrombie@transport.gov.scot>; Wilcock C (Chris) <Chris.Wilcock@transport.gov.scot>; 'info@scottishfishermen.co.uk' <info@scottishfishermen.co.uk>; 'planningconsultations@scottishwater.co.uk' <planningconsultations@scottishwater.co.uk>; [Redacted] 'laura.blackburn@visitscotland.com' <laura.blackburn@visitscotland.com>; '[Redacted]' <planning@cne-siar.gov.uk>; 'RMerrylees@ukchamberofshipping.com' <RMerrylees@ukchamberofshipping.com>; 'RCarington@ukchamberofshipping.com' <RCarington@ukchamberofshipping.com>; 'marine@crownestatesscotland.com' <marine@crownestatesscotland.com>
Subject: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade - Consultation - Response required by 23 March 2019

Dear Sir/Madam,

MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING
THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017
(AS AMENDED)

06907 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Construction Works

06908 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Capital Dredging

Marine licences have been requested under the Marine (Scotland) Act 2010 in regards to the proposed construction and capital dredging activities associated with the Tarbert Ferry Terminal Upgrade. An Environmental Impact Assessment ("EIA") report has also been submitted under the Marine Works (EIA) (Scotland) Regulations 2017 (as amended) along with supporting documentation. The licence application, EIA report and supporting documentation can be accessed via the following link:

<http://marine.gov.scot/ml/ferry-terminal-development-tarbert-isle-harris>

Please forward your comments on this proposal via electronic communication to ms.marinelicensing@gov.scot or as a hard copy to the address detailed below by 23 March 2019.

Kind regards,

Katie

Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Laboratory | 375 Victoria Road | Aberdeen | AB11 9DB

Scottish Environment Protection Agency

Our ref: PCS/163879
Your ref: 06907 & 06908

Dario Dalla Costa
Ports & Canals Policy Adviser
Transport Scotland
Edinburgh
EH6 6QQ

Marine Scotland
Marine Planning & Policy
375 Victoria Road
Aberdeen
AB11 9DB

If telephoning ask for:
Aden McCorkell

21 March 2019

By email to: dario.dallacosta@transport.gov.scot;
ms.marinelicensing@gov.scot

Dear Sir/Madam

**The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017
Marine (Scotland) Act 2010
Harbours Act 1964 ('the 1964 Act')
Harbour Revision Order and Marine License Applications
Tarbert Harbour, Isle of Harris**

We thank Caledonian Maritime Assets Limited for their consultation email which SEPA received on 14 February 2019. For clarity and efficiency, we have combined all consultation responses into a single response.

Advice for the planning authority

If not covered by another consenting regime, we ask that the Harbour Revision Order include the **conditions** outlined in Section 4.1 and 6.1. If any of these will not be applied, then please consider this representation as an **objection**. Please also note the advice provided below.

1. Works below Mean High Water Springs

- 1.1 For works below Mean High Water Springs, we generally do not provide site specific advice on works that will be regulated under The Marine (Scotland) Act 2010 or Harbours Acts. Instead, please refer to our standing advice on marine consultations within guidance document [SEPA standing advice for The Department of Energy and Climate Change and Marine Scotland on marine consultations](#).

2. Flood risk

- 2.1 The impact of land reclamation on flood risk is likely to be negligible in this location. Although it has not been published yet, there will soon be updated Coastal Flood Boundary levels for Scotland. It is our understanding that the new level for this location will be 3.44mAOD. This should be taken account when designing the structures.

3. Surface water drainage

- 3.1 Section 2.6.2 of Volume 2 of the EIAR states that an oil/silt interceptor will be added to the surface water drains which collect surface water run-off from the village and the marshalling area. Surface water treatment is required for all development, even in coastal settings; however we recognise that space is limited in this location and that the proposed development will be connecting in to the existing surface water drains from the village and improving on this with an oil/silt interceptor.

4. Waste water drainage

- 4.1 All proposals for waste water drainage must be directed to the public sewer and if this is not covered by a relevant planning application or other means, then we would ask that this is secured through the Harbour Revision Order as a **condition**. As stated previously, our preference would be to have this shown on the site plans. We also note that there are two sewer outfalls in the loch and they are in close proximity to the west and east limits of the construction areas. Appropriate mitigation should be incorporated into the Construction Environmental Management Document to ensure these outfalls are not impacted.

5. Waste management

- 5.1 We note that sheet piles and use of dredging materials will not be utilised in land reclamation. Instead, we note that rock armour and infill material will be placed from the shore. We can therefore confirm that we will not need to regulate this under Waste regulations.

6. Construction Environmental Management Document (CEMD)

- 6.1 We welcome the inclusion of a CEMD and subsequent Plans and Schedule of Mitigation. We would ask that the two sewer outfalls mentioned in Section 4.1 above are considered within the CEMD and mitigation provided to ensure they are not impacted. Again, unless covered by another consenting regime or other appropriate means, we would ask that the Harbour Revision Order ensure appropriate mitigation is included in the CEMD, which is then secured by a **condition**.

Regulatory advice for the applicant

7. Regulatory requirements

- 7.1 Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).

- 7.2 Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011. Proposed crushing or screening will require a permit under The Pollution Prevention and Control (Scotland) Regulations 2012.
- 7.3 Details of regulatory requirements and good practice advice for the applicant can be found on the [Regulations section](#) of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in your local SEPA office at: James Square, James Street, Stornoway HS1 2QN Tel: 01851 706477.

If you have any queries relating to this letter, please contact me by telephone on 01349 860353 or e-mail at planning.dingwall@sepa.org.uk.

Yours sincerely

Aden McCorkell
Senior Planning Officer
Planning Service

ECopy to: VictoriaRolfe@eversheds-sutherland.com; brian.sydney@cmassets.co.uk

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at this time. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning or similar application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application or similar application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. For planning applications, if you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found on our [website planning pages](#).

Visit Scotland

20 March 2019

Marine Scotland - Marine Planning & Policy
Scottish Government
Marine Laboratory
375 Victoria Road
Aberdeen
AB11 9DB

Proposed Tarbert Ferry Terminal Upgrade – Isle of Harris

Thank you for giving VisitScotland the opportunity to comment on the above development.

Our response focuses on the crucial importance of tourism to Scotland's local and national economy, and of the natural landscape for visitors.

Background Information

VisitScotland, as Scotland's National Tourism Organisation, has a strategic role to develop Scottish tourism in order to get the maximum economic benefit for the country. It exists to support the development of the tourism industry in Scotland and to market Scotland as a quality destination.

Tourism is crucial to Scotland's economic and cultural well-being. It sustains a great diversity of businesses throughout the country. According to a recent independent report by Deloitte, tourism generates £11 billion for the economy and employs over 200,000 - 9% of the Scottish workforce. Tourism provides jobs in the private sector and stimulates the regeneration of urban and rural areas.

One of the Scottish Government and VisitScotland's key ambitions is to grow tourism revenues and make Scotland one of the world's foremost tourist destinations. This ambition is now common currency in both public and private sectors in Scotland, and the expectations of businesses on the ground have been raised as to how they might contribute to and benefit from such growth.

Taking tourism considerations into account

1. VisitScotland recognises the significant opportunities that exist to grow marine tourism throughout Scotland and this proposal will undoubtedly assist this development – reference the Marine Tourism Strategy – Awakening the Giant
http://scottishtourismalliance.co.uk/uploads/TS2020%20Marine/Awakening_the_Giant_final.pdf
2. The Scottish Government's Themed Year for 2020 is, as you will be aware, the Year of Coasts and Waters and this development will undoubtedly have a strong role to play within this overarching initiative

I trust that this clarifies our position and would ask if you require any further input from us to contact me directly.

Yours sincerely,
[Redacted]

Douglas Keith
Government & Parliamentary Affairs
VisitScotland

Comhairle nan Eilean Siar

Sweeting S (Stephanie)

From: Morag Ferguson - Dev | G <mferguson@cne-siar.gov.uk>
Sent: 28 March 2019 10:59
To: MS Marine Licensing
Cc: John M Macleod - Tubes; Alastair Banks; Colm Fraser; Murdo Mackay - Dev | G; Calum Mackenzie
Subject: FW: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade - Consultation - Response required by 23 March 2019
Attachments: Planning comments on construction site noise & dust.doc

Dear Sirs

OUR REFERENCE 19/00081/MLCON | TARBERT FERRY TERMINAL DEVELOPMENT, PIER ROAD TARBERT ISLE OF HARRIS HS3 3DG.

COMHAIRLE NAN EILEAN SIAR RESPONSE TO CONSULTATION BY MARINE SCOTLAND ON MARINE LICENCE APPLICATION SUPPORTED BY EIA REPORT INCLUDING TRANSPORT ASSESSMENT

The proposals are welcomed by Comhairle nan Eilean Siar (CnES). Senior officers of CnES have been involved in discussions as the project has evolved.

Given the location of the works within the heart of the village of Tarbert there will be adverse impacts during the construction phase which will require to be adequately managed.

The proposals involve the erection of a new ticket office and waiting room. The EIA indicates an increased footprint over the existing floor area with a reduction in the current spaces available for staff parking. The developer is encouraged to consider options to provide parking spaces consistent with parking standards for the floor area of the proposed waiting room building.

Roads note that

- the proposed development will result in an increase in traffic volume during both the construction and operational phase of the project.
- The proposed “drop off/ pickup” and parking provided for the new ferry will allow for 11 spaces. The developer should consider options to provide additional spaces. Noting the proposed new ferry will cater for up to 1000 passengers (an increase of nearly 400) and that the route through Tarbert is “one way”, a lack of ‘drop off/ pickup’ provision at peak times could lead to the main Tarbert road being blocked by traffic.

- The roadworks associated with the project are being considered for adoption through a Roads Construction Consent application.
- There is expected to be approximately 40 workers and staff required during the construction phase and suitable parking should be provided at an identified location to ease the demand on public parking within Tarbert.
- The main haulage route from the quarry, at Ceann an Ora, to the site will lead to 8 vehicle movements per hour. Any damage to the roads infrastructure, as a result of the works, must be repaired at the expense of the developer to the satisfaction of the roads authority. It is therefore in the interests of the developer to undertake a joint survey of the construction traffic route with the Comhairle before works commence.
- Measures should be taken to ensure roads are kept clean of any debris relating to transportation of materials during the works.
- The haulage route passes Sir E Scott School and during term time there should be breaks in construction traffic to allow safe traffic and pedestrian movement to and from the school. Suggested break times are
 - Mon to Friday 0835 to 0900
 - Mon to Thurs 1535 to 1600
 - Friday 1340 to 1400

Environmental Health note the likelihood of late evening and night-time work and recommend that (a) the developer pre-notify the Environmental Health section of Comhairle nan Eilean Siar of any particular construction stages requiring work outwith normal construction hours with their proposals for noise mitigation measures and the likely duration of the phase of such works (b) that the developer have a communication strategy for informing potentially affected noise sensitive premises such strategy to include points of contacts for the developer or contractor. A draft schedule of typical conditions to mitigate noise and dust is attached.

Harbours have no observations.

I trust the foregoing is of assistance in the determination of the Licence application

Mòrag NicFhearghais | Manaidsear Dealbhaidh, (Rianadh Leasachaidh) | Roinn nan Coimhearsnachdan | Comhairle nan Eilean Siar | Baile a' Mhanaich | Beinn na Faoghla | Benbecula | HS7 5LA | mferguson@cne-siar.gov.uk |
 Fon: 01870 604990 | Facs: 01870 602332 | Ext 330838

From: MS Marine Licensing

Sent: 22 February 2019 13:27

To: 'argyll_outerhebrides@snh.gov.uk' <argyll_outerhebrides@snh.gov.uk>; 'navigationsafety@mcga.gov.uk' <navigationsafety@mcga.gov.uk>; 'navigation@nlb.org.uk' <navigation@nlb.org.uk>;

planning.dingwall@sepa.org.uk; 'pauline.mcgrow@ryascotland.org.uk' <pauline.mcgrow@ryascotland.org.uk>;
'sarah.dolman@whales.org' <sarah.dolman@whales.org>; 'fiona.read@whales.org' <fiona.read@whales.org>;
'renewables@sff.co.uk' <renewables@sff.co.uk>; science@hwdt.org; 'enquiries@cne-siar.gov.uk' <enquiries@cne-siar.gov.uk>; [Redacted] planning.scotland@rspb.org.uk; Scotland-EIA.Scoping-
Opinions@hse.gov.uk; 'hmconsultations@hes.scot' <hmconsultations@hes.scot>; FO Stornoway
<FO.Stornoway@gov.scot>; [Redacted] Ferguson V (Val)
<Val.Ferguson@transport.gov.scot>; 'operations@cmassets.co.uk' <operations@cmassets.co.uk>; Gilmour PD (Phil)
<Phil.Gilmour@gov.scot>; brian@asfb.org.uk; DIO-safeguarding-offshore@mod.uk;
'scollin@scottishwildlifetrust.org.uk' <scollin@scottishwildlifetrust.org.uk>; secretary@marinesafetyforum.org;
Abercrombie F (Fred) <Fred.Abercrombie@transport.gov.scot>; Wilcock C (Chris)
<Chris.Wilcock@transport.gov.scot>; info@scottishfishermen.co.uk; planningconsultations@scottishwater.co.uk;
[Redacted] net; laura.blackburn@visitscotland.com; [Redacted] planning@cne-
siar.gov.uk; RMerrylees@ukchamberofshipping.com; RCarington@ukchamberofshipping.com;
marine@crownestatesscotland.com

Subject: 06907/06908 - Caledonian Maritime Assets Ltd - Tarbert Ferry Terminal Upgrade - Consultation - Response required by 23 March 2019

Dear Sir/Madam,

**MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING
THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017
(AS AMENDED)**

06907 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Construction Works

06908 – Caledonian Maritime Assets Ltd – Tarbert Ferry Terminal Upgrade – Isle of Harris – Capital Dredging

Marine licences have been requested under the Marine (Scotland) Act 2010 in regards to the proposed construction and capital dredging activities associated with the Tarbert Ferry Terminal Upgrade. An Environmental Impact Assessment ("EIA") report has also been submitted under the Marine Works (EIA) (Scotland) Regulations 2017 (as amended) along with supporting documentation. The licence application, EIA report and supporting documentation can be accessed via the following link:

<http://marine.gov.scot/ml/ferry-terminal-development-tarbert-isle-harris>

Please forward your comments on this proposal via electronic communication to ms.marinelicensing@gov.scot or as a hard copy to the address detailed below by 23 March 2019.

Kind regards,

Katie

Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Laboratory | 375 Victoria Road | Aberdeen | AB11 9DB

General Queries: +44 (0)300 244 5046

General Email: MS.marinelicensing@gov.scot

Website: <http://www.gov.scot/Topics/marine/Licensing/marine>

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Environmental Health comments on construction site noise & dust

Noise

There is a potential for noise disturbance from the demolition/construction of this development, and from activities associated with it. The following conditions are recommended.

Condition 1

Hours of operation should be restricted to 08.00 – 19.00 Monday to Friday, 08.00 – 13.00 on Saturdays and no working on Sundays.

Reason *To protect the amenity at noise sensitive premises.*

Condition 2

Should any complaints be received in respect of noise levels, the developer shall fully investigate these complaints and if requested by the Planning Authority to establish noise levels at any affected property, shall undertake noise monitoring which shall be carried out by a suitably qualified noise expert or consultant previously agreed in writing by the Planning Authority and which shall be carried out in accordance with BS7445:2003, BS4142:2014 and PAN 1:2011.

Reason *To quantify the loss of amenity at noise sensitive premises resulting from the operation of the development.*

Condition 3

Should any noise monitoring undertaken in accordance with condition 2 above demonstrate that the noise thresholds are being exceeded, the developer shall submit a scheme of mitigating measures to the Planning Authority for written agreement within one month of the breach being identified. The agreed mitigating measures shall be implemented within one month of the written agreement or within any alternative timescale agreed in writing by the Planning Authority and thereafter retained throughout the life of the development unless otherwise agreed in writing by the Planning Authority.

Reason *To ensure adequate mitigation is in place to protect amenity at noise sensitive premises.*

Dust

There is a potential for dust from the construction of this development to cause a nuisance to neighbouring properties. The following condition is recommended.

Condition 1

A method statement should be submitted to the Planning Authority outlining what dust mitigation measures will be put in place for the duration of the construction phase. Should any complaints be received in respect of dust, the developer shall fully investigate these complaints to establish dust levels at any affected property.

Reason *To protect the amenity at dust sensitive premises.*