



New Islay Vessel Enabling Works

Pre-Application Consultation Report

January 2023

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Executive summary

In accordance with Marine Scotland guidance, the proposed activities at Port Ellen, Port Askaig, Kennacraig and Colonsay Ferry Terminals are subject to pre-application consultation (PAC) in accordance with the Marine (Scotland) Act 2010 and the Marine Licensing Regulations 2013. PAC is required for construction works (dredging works in the case of this project) in or over the sea or on or under the seabed where the area of the works exceeds 1000 square meters, this therefore applies for the proposed works at Port Ellen, Kennacraig and Colonsay.

This PAC report presents the public engagement activities undertaken for CMAL's New Islay Vessel 'Enabling Works' project across the four affected ferry terminals, and the feedback obtained from the sessions.

The aim of engaging with the public was to inform local communities of the New Islay Vessel 'Enabling Works' project and the proposed activities required at each of the Port Ellen, Port Askaig, Kennacraig and Colonsay ferry terminals. The engagement also provided the opportunity for the project team to obtain feedback and subsequently address any queries the public may have.

The aim of this document is to present the method of consultation undertaken and to summarise the feedback and queries received in relation to the wider New Islay Vessel 'Enabling Works' project along with the proposed activities at each port specifically.

The consultation process requested members of the public to fill out an exit questionnaire, which resulted in 24 responses. A number of comments were received regarding Port Ellen, Port Askaig and the wider New Islay Vessel project in general, however, there were limited responses regarding the proposed 'Enabling Works' at Kennacraig and Colonsay ferry terminals.

1 Introduction

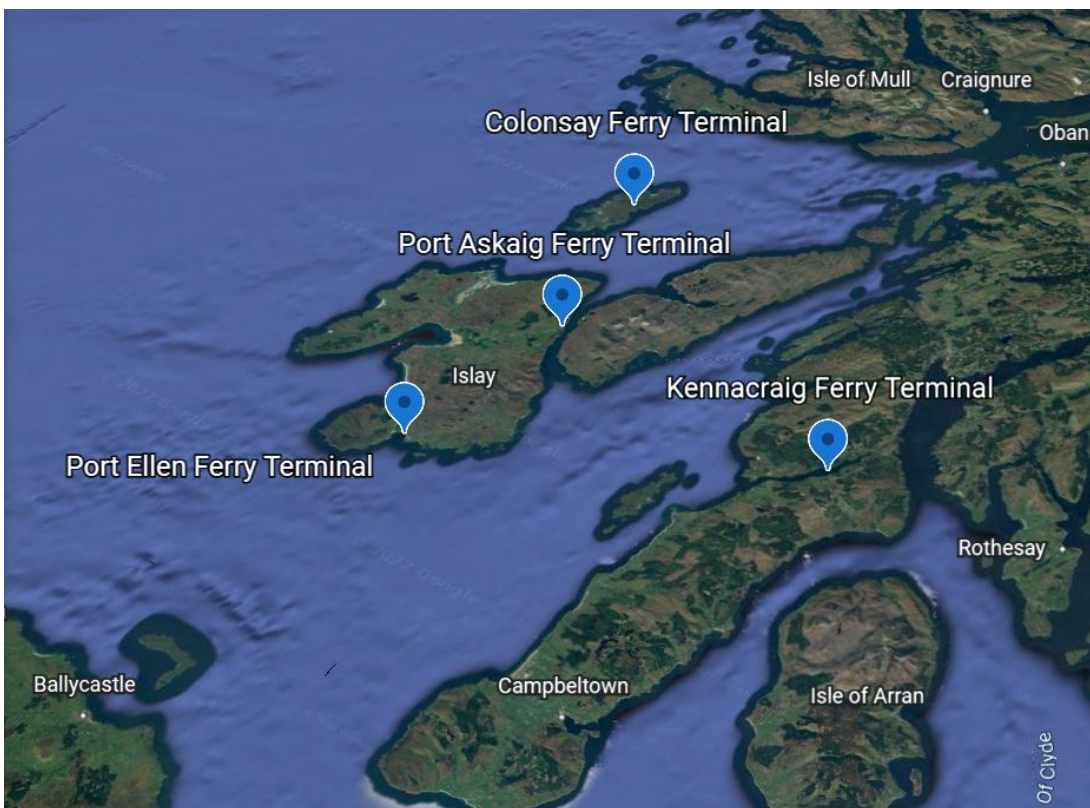
1.1 Purpose of Document

The following report has been prepared by Mott MacDonald Ltd (MML) on behalf of Caledonian Maritime Assets Ltd (CMAL) and relates to the proposed infrastructure upgrades and marine dredging to existing ferry berth infrastructure at Port Ellen, Port Askaig, Kennacraig and Colonsay Ferry Terminals to accommodate planned introduction of CMAL's new vessels to the Islay routes.

1.2 Proposed Works

The proposed berth upgrades at each terminal are being undertaken as part of CMAL's **New Islay Vessel Enabling Works Project**. The proposed activities are referred to as the 'Enabling Works' throughout this report.

Figure 1: Google Earth Aerial Map Displaying the Location of Each Ferry Terminal within the New Islay Vessel Project



Caledonian Maritime Assets Ltd (CMAL) owns ferries, ports, harbours and infrastructure which are essential for lifeline ferry services across the west coast of Scotland, the Clyde Estuary and the Northern Isles. These services are of vital socio-economic importance to local communities and island-based industries.

The planned introduction of new vessels to the Islay routes aims to facilitate a reduction in ferry emissions and improve the resilience of the wider Islay ferry network.

The Enabling Works at each of Port Ellen, Port Askaig, Kennacraig and Colonsay ferry terminals will upgrade the existing berth infrastructure to allow the safe and reliable use of the ferry berths by CMAL's new Islay vessels, which will be brought into service from late 2024.

The new Islay vessels will bring an almost 40% increase in vehicle and freight capacity on the Islay routes, a reduction in emissions and improve the resilience of the wider fleet. The new vessels will have a larger beam, length, draught and displacement than the current vessels that serve the route, as well as having a hybrid diesel-electric propulsion system.

The Enabling Works will also provide shore power for the primary purpose of "cold ironing" at Port Ellen, Kennacraig and Port Askaig.

CMAL recognises the socio-economic importance of these ferry services and ferry terminal facilities to the local communities and island-based industries, and as such, acknowledges the need to engage with the local community about the proposed Enabling Works.

This Pre-Application Consultation (PAC) report documents the community consultation activities which have been undertaken in-person by the project team to date. Each consultation event was attended by representatives from CMAL, Transport Scotland (TS), CalMac Ferries Limited (CFL) and MML.

The consultation activities informed the public about the proposed works, outlined the potential impacts and gave the public the opportunity to raise any concerns or queries that they may have regarding the proposed works at each terminal.

The material presented is provided in Appendix A.

1.3 Document Structure

This PAC Report is comprised of seven sections:

1. This Introduction - sets out the purpose of the Pre-Application Consultation Report and provides a summary of the reason for the proposed works,
2. The Consultation Process - describes the framework for consultation, how it was undertaken, how the consultation was advertised and provides a summary of attendance,
3. Port Ellen - this section describes the background and proposed scope of works for Port Ellen Ferry Terminal. It also documents the responses, key comments and issues received from the public consultation activities which relate specifically to Port Ellen,
4. Port Askaig - this section describes the background and proposed scope of works for Port Askaig Ferry Terminal. It also documents the responses, key comments and issues received from the public consultation activities which relate specifically to Port Askaig,
5. Kennacraig - this section describes the background and proposed scope of works for Kennacraig Ferry Terminal. It also documents the responses, key comments and issues received from the public consultation activities which relate specifically to Kennacraig,
6. Colonsay - this section describes the background and proposed scope of works for Colonsay Ferry Terminal. It also documents any responses, key comments and issues received from the public consultation activities which relate specifically to Colonsay.
7. General Comments – this section captures any additional responses, key comments and issues received from the public consultation which relate to the project in general.

2 The Consultation Process

2.1 Overview

The public consultation events were advertised and hosted by CMAL, supported by representatives from MML, TS and CFL.

The events took the form of drop-in sessions, hosted in publicly accessible buildings as close as practical to each ferry terminal location. Project related material was displayed in a number of venues over consecutive days. Members of the project team were available at each event to discuss the proposals and answer any queries.

The consultation events took place as follows:

- Jura Session, Jura Village Hall, Craighouse, 10th August, 12pm – 3.45pm
- Port Ellen and Port Askaig Session, Islay Gaelic Centre, 15th August, 4pm – 7pm
- Kennacraig Session, Tarbert Village Hall, 16th August, 4pm – 7pm
- Colonsay Session, Colonsay Village Hall, Scalasaig, 17th August 4pm – 7pm

Project Team attendees from each event are summarised in Table 1 below.

Table 1: Summary of Consultation Events

Date	Event	Project Team Attendees
10/08/2022	Jura Public Engagement	Nasir Uddin (CMAL), Paul Colenso (CMAL), Nicola Hurrell (CFL), Mathew Ross (Mott MacDonald)
15/08/2022	Islay Public Engagement	Nasir Uddin (CMAL), Morven Bridges (CMAL), Ramsay Muirhead (CMAL), Lewis Hammell (CMAL), Mathew Ross (Mott MacDonald), Ben Radcliffe (Mott MacDonald), Nicola Hurrell (CFL), Phil Cordiner (CFL), Don McKillop (CFL)
16/08/2022	Kennacraig Public Engagement	Nasir Uddin (CMAL), Morven Bridges (CMAL), Ramsay Muirhead (CMAL), Lewis Hammell (CMAL), Mathew Ross (Mott MacDonald), Ben Radcliffe (Mott MacDonald), Nicola Hurrell (CFL), Phil Cordiner (CFL), Don McKillop (CFL), Mark Hoskins (Transport Scotland)
17/08/2022	Colonsay Public Engagement	Nasir Uddin (CMAL), Morven Bridges (CMAL), Ramsay Muirhead (CMAL), Mathew Ross (Mott MacDonald), Ben Radcliffe (Mott MacDonald), Phil Cordiner (CFL), Mark Hoskins (Transport Scotland)

During each event, members of the public were invited to view printed story boards which were displayed around the rooms in which the sessions were held. Members of the project team were available to discuss all aspects of the project with the public.

The material on display at the drop-in sessions included:

- An overview of the wider Enabling Works project
- An indicative timeline for the project
- A summary of the project requirements at each of the four locations
- A summary of the scope of work required at each of the four locations
- A summary of any potential impacts at each of the four locations
- An update on the progress of CMAL's separate New Islay Vessels project
- An update on the progress of CMAL's separate Port Ellen Terminal Development project.

The consultation material was subsequently made available on the CMAL website at <https://www.cmassets.co.uk/project/islay/>

The material presented is provided in Appendix A.

On exiting the event, attendees were asked to fill out a paper or online questionnaire to obtain feedback and answer any questions regarding the project. This questionnaire was also on the project page on the CMAL website (<https://forms.office.com/r/4pR1HAWQxq>) and could originally be filled out up until the 30th of September 2022, however this date was subsequently extended to Friday 14th October 2022.

The questionnaire asked the following five questions:

- **Question 1:** Please provide any comments or feedback on the proposed enabling works at Port Ellen.
- **Question 2:** Please provide any comments or feedback on the proposed enabling works at Port Askaig.
- **Question 3:** Please provide any comments or feedback on the proposed enabling works at Colonsay.
- **Question 4:** Please provide any comments or feedback on the proposed enabling works at Kennacraig.
- **Question 5:** Please provide any other comments or feedback that you may have in the box below.

2.2 Event Advertisement

CMAL published a press release on their website on the 28th of July, placed printed notices on the ferries, at each of the four ferry terminals and with the assistance of ferry action groups/community councils in public buildings such as Post Offices, Village Halls etc. Advertisements for the consultation events were published in several local news outlets published between the 30th of July and the 5th of August, these can be seen in Appendix B. Further CMAL used social media to advertise the consultation events and the project page.

2.3 Event Attendance

In total 17 people attended the Jura session, 22 attended the Islay session, 4 attended the Kennacraig session and 11 attended the Colonsay session.

In total, 20 members of the public completed the feedback questionnaire in person, 6 from the Jura session, 9 from the Islay session, 1 from the Kennacraig session, and 4 from the Colonsay session. A further 4 online surveys were completed by members of the public.

This feedback will be used to guide CMAL on how to engage with local communities for future developments.

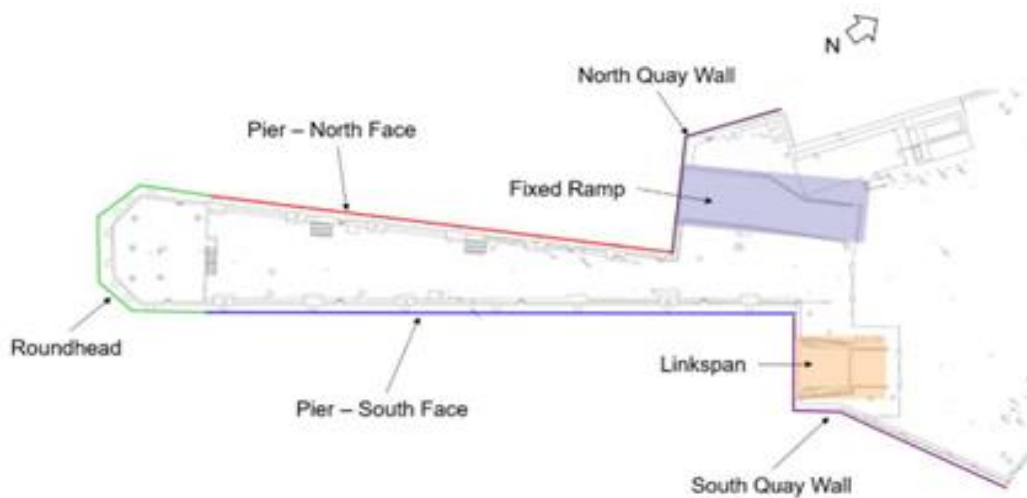
3 Port Ellen Ferry Terminal Enabling Works

3.1 Background and Existing Infrastructure

CMAL will apply for MS-LOT marine construction and dredging licenses to undertake the Enabling Works at Port Ellen ferry terminal. The works will provide upgrades to existing infrastructure to allow safe and reliable use of the ferry berth by CMAL's new Islay vessels.

Figure 2 below shows a plan view of the existing structures at Port Ellen, with key elements annotated.

Figure 2: Port Ellen Key Existing Features



3.2 Proposed Enabling Works

The Enabling Works at Port Ellen include:

- Construction of a new sheet piled wall below the existing linkspan location and along the South Quay towards the Fishing Berths
- Installation of a new, wider linkspan
- Upgrade of fenders along pier faces and roundhead
- Dredging and new scour protection on the berths
- Installation of shore power for use during overnight mooring

The material presented, including the above scope of works summary for Port Ellen can be seen on slide 5 in Appendix A.

The detailed design of the works is ongoing and will be completed by early 2023. It is anticipated that the construction works will take approximately 9 months, from Q1 2024.

3.3 Service Continuity

The material presented to the public confirmed that CFL are responsible for developing service continuity plans and further consultation on these will be undertaken once the detailed design progresses and the construction approach is fully understood.

3.4 Consultation Responses

Question 1 sought respondents views on the proposed Enabling Works at Port Ellen.

There were 16 responses received to this question from the in-person surveys, a further 3 responses were provided through the online survey. The full list of responses for Question 1 is included in Appendix C, however it must be noted that only 5 of the 19 responses received relate to the Port Ellen enabling works. The remaining 14 responses relate to the Port Ellen Terminal Development which is a separate ongoing project which was also discussed during the public engagement event. The key points received which relate to the New Islay Vessel Project are summarised below:

- Respondents are glad to hear that there will be minimal disruption to services.
- There is a suggestion for an evening freight service
- There is a suggestion to put the grain boat on the south side to give boats more room to manoeuvre
- There is concern regarding how the works at Port Ellen will affect services at Port Askaig. (Note: this comment relates to the wider Port Ellen Terminal Development Project which is being progressed separately.)
- Respondents wanted to know why the existing linkspan had swapped sides from its previous position
- One respondent noted that they would like passenger foot access to allow wheeled baggage access.

3.5 Conclusions and Next Steps

The consultation events were reasonably well attended by members of the public given the size of the respective communities.

It must be noted that there are a number of on-going Islay-related CMAL projects which appear to have caused some confusion with attendees. This is reflected in the responses received.

The feedback obtained has been used to produce a 'Frequently Asked Questions' page which is shown in Appendix H.

The feedback provided has given CMAL insight into the concerns and queries which residents have and has provided CMAL with the opportunity to address these through CMAL's project website and detailed design over the coming months.

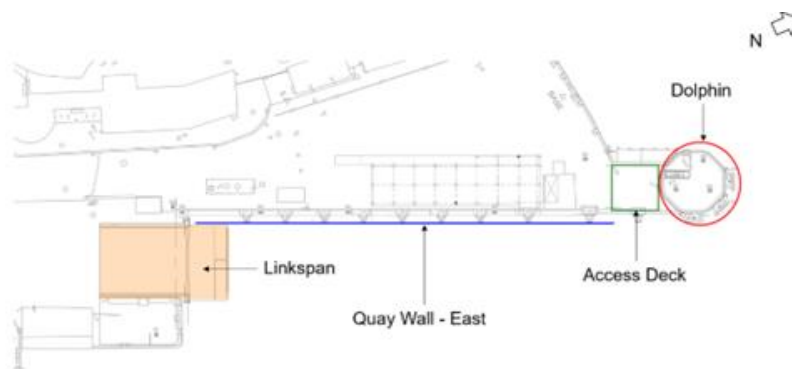
4 Port Askaig Ferry Terminal Enabling Works

4.1 Background and Existing Infrastructure

CMAL will apply for an MS-LOT marine construction license to undertake the Enabling Works at Port Askaig ferry terminal. The works will provide upgrades to existing infrastructure to allow safe and reliable use of the ferry berth by CMAL's new and existing Islay vessels.

Figure 3 below shows a plan view of the existing structures at Port Askaig, with key elements annotated.

Figure 3: Port Askaig Key Features



4.2 Proposed Enabling Works

The Enabling Works at Port Askaig include:

- Modification of the fenders on the existing quay wall and dolphin
- Installation of Mooring Aid system located at the Access Deck
- Installation of shore power for use during overnight mooring
- Maintenance dredging may be required

The material presented, including the above scope of works summary for Port Askaig can be seen on slide 8 in Appendix A.

The full detailed design of the works is ongoing and will be completed by early 2023. It is anticipated that the construction works will take approximately 3 months, from Q3 2023.

4.3 Service Continuity

The material presented to the public confirmed that CFL are responsible for developing service continuity plans and further consultation on these will be undertaken once the detailed design progresses and the construction approach is fully understood.

4.4 Consultation Responses and Outcomes

Question 2 sought respondents views on the proposed Enabling Works at Port Askaig.

There were 13 responses received to this question from the in-person surveys, a further 2 responses were provided through the online survey. The full list of responses for Question 2 is included in Appendix D. The key points are summarised below:

- Respondents want the works at Port Askaig to cause minimal impact on the Jura ferry and do not wish to have to be diverted to Port Ellen from Jura in the event Port Askaig is closed
- Respondents wish for increased marshalling/car parking facilities to support the new vessel
- Respondents suggest a good traffic/space management plan during the works
- Respondents are glad works will be completed between sailings
- One respondent wants to know more about the construction works with a particular interest in how it will affect local businesses in the immediate port area
- Respondents want improved passenger and wheelchair access, with issues with the existing raised platform to the gangway noted

4.5 Conclusions and Next Steps

The consultation events were reasonably well attended by members of the public given the size of the respective communities.

It must be noted that there are a number of on-going Islay-related CMAL projects which appear to have caused some confusion with attendees. This is reflected in the responses received.

The feedback obtained was used to produce a 'Frequently Asked Questions' page which is shown in Appendix H.

The feedback provided has given CMAL insight into the concerns and queries which residents have and has provided CMAL with the opportunity to address these through CMAL's project website and detailed design over the coming months.

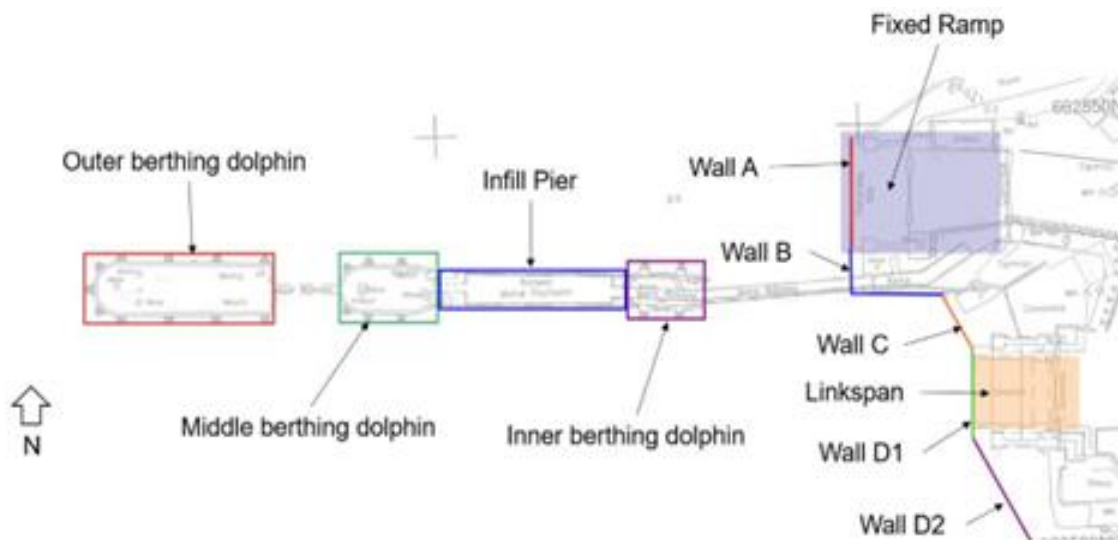
5 Kennacraig Ferry Terminal Enabling Works

5.1 Background and Existing Infrastructure

CMAL will apply for MS-LOT marine construction and dredging licenses to undertake the Enabling Works at Kennacraig ferry terminal. The works will provide upgrades to the existing infrastructure to allow safe and reliable use of the ferry berth by CMAL's new Islay vessels.

Figure 4 below shows a plan view of the existing structures at Kennacraig, with key elements annotated.

Figure 4: Kennacraig Key Features



5.2 Proposed Enabling Works

The Enabling Works at Kennacraig include:

- Toe protection to sheet pile walls A, C and D1
- Construction of new retaining wall in front of the existing Wall B
- Rock armour toe protection at Wall D2
- Modifications to existing fenders on all 3No. dolphins
- Upgrade of fender piles at the infill pier
- Modification of the existing fixed ramp profile
- Dredging and scour protection on the berths
- Installation of shore power for use during overnight mooring

The material presented, including the above scope of works summary for Kennacraig can be seen on slide 14 in Appendix A.

The full detailed design of the works is ongoing and will be completed by early 2023. It is anticipated that the construction works will take approximately 9 months, from Q3 2023.

5.3 Service Continuity

The material presented to the public confirmed that CFL are responsible for developing service continuity plans and further consultation on these will be undertaken once the detailed design progresses and the construction approach is fully understood.

5.4 Consultation Responses and Outcomes

Question 4 sought respondents views on the proposed enabling works at Kennacraig.

There were 7 responses received to this question from the in-person surveys, a further 1 response was provided through the online survey. The full list of responses for Question 7 is included in Appendix E. The key points are summarised below:

- Respondents comment on the need for additional parking
- Suggestion to have a new terminal at the mouth of the West Loch, to the west of the existing location
- Respondent wishes for more facilities for foot passengers onshore
- Respondent notes that the existing steel ramp is difficult to climb and better passenger walkway required

5.5 Conclusions and Next Steps

Although the consultation activities were reasonably well attended by members of the public, there was a limited response from the attendees regarding the enabling works at Kennacraig.

The feedback obtained has been used to produce a 'Frequently Asked Questions' page which is shown in Appendix H.

The feedback provided has given CMAL insight into the concerns and queries which residents have and has provided CMAL with the opportunity to address these through CMAL's project website and detailed design over the coming months.

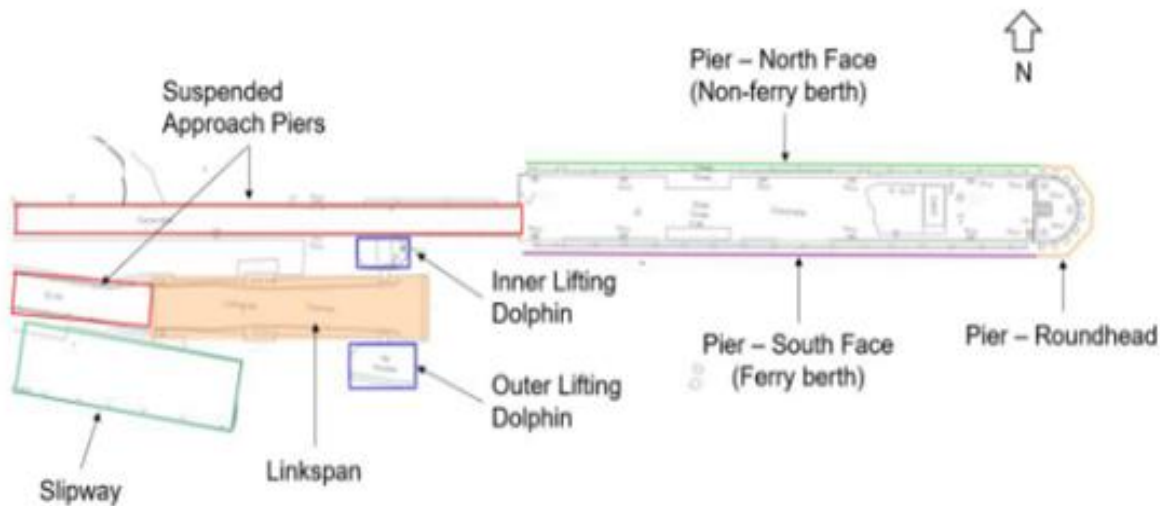
6 Colonsay Ferry Terminal Enabling Works

6.1 Background and Existing Infrastructure

CMAL will apply for MS-LOT marine construction and dredging licenses to undertake the enabling works at Colonsay ferry terminal. The works will provide upgrades to existing infrastructure to allow safe and reliable use of the ferry berth by CMAL's new Islay vessels.

Figure 5 below shows a plan view of the existing structures at Colonsay, with key elements annotated.

Figure 5: Colonsay Key Features



6.2 Proposed Enabling Works

The Enabling Works at Colonsay include:

- Toe reinforcement to existing piles (e.g. Pile collar detail)
- Upgrade of existing fenders along the ferry berth and roundhead
- Dredging

The material presented, including the above scope of works summary for Colonsay can be seen on slide 11 in Appendix A.

The full detailed design of the works is ongoing and will be completed by early 2023. It is anticipated that the construction works will take approximately 12 months, from Q3 2023.

6.3 Service Continuity

The material presented to the public confirmed that CFL are responsible for developing service continuity plans and further consultation on these will be undertaken once the detailed design progresses and construction approach is understood.

6.4 Consultation Responses and Outcomes

Question 3 sought respondents views on the proposed Enabling Works at Colonsay.

There were 2 responses received to this question from the in-person survey, a further 1 response was provided through the online survey. The full list of responses for Question 3 is included in Appendix F. The key point is summarised below:

- Long walk from ticket office to the ferry, suggest covered walkway or courtesy vehicle.

6.5 Conclusions and Next Steps

Although the consultation activities were reasonably well attended by members of the public, there was a limited response from the attendees regarding the Enabling Works at Colonsay.

The feedback obtained was used to produce a 'Frequently Asked Questions' page which is shown in Appendix H and was published on the dedicated project page on CMAL's website.

The feedback provided has given CMAL insight into the concerns and queries which residents have and has provided CMAL with the opportunity to address these through CMAL's project website and detailed design over the coming months.

7 General

7.1 Consultation Responses and Outcomes

The public engagement sessions offered a great opportunity to inform the local communities of the Enabling Works for the New Islay Vessel Project and the helped to address the questions and concerns regarding the New Islay Vessel Project.

Question 5 sought **general feedback** from the public engagement session.

During the consultation period, the project team received a total of 10 questionnaire responses for Question 5 from the in-person survey, a further 3 responses were provided through the online survey. The full list of responses received is included in Appendix G, however it must be noted that only 8 of the 13 responses received relate specifically to the New Islay Vessel Project.

A summary of the key points relating specifically to the general Enabling Works include the following:

- In general, the comments regarding the works are positive with people looking forward to a more resilient service
- Respondents have concerns that the new vessels won't be delivered on time
- Respondents wish to know how improvement works at one port will affect the neighbouring ports for example Port Ellen and Port Askaig
- There is concern that the works could lead to cancellation of services on other routes, more specifically the Oban - Colonsay route
- One respondent noted that the current service at Islay does not allow them to have day trips to the mainland as the first sailing from Islay is too late in the morning. A suggestion has been made to berth the vessel at Islay overnight with an early morning sailing to the mainland
- There has been a suggestion to have CalMac bikes to hire
- One respondent wanted to know whether islanders would be prioritised on the new vessels.

7.2 Conclusions and Next Steps

The feedback and comments received gave insight into the queries and concerns of the local communities. Following the feedback, CMAL and MML have produced a 'Frequently Asked Questions' document which can be found in Appendix H.

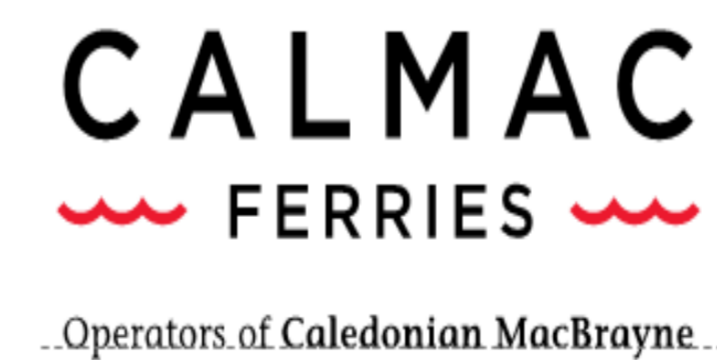
Overall, the feedback provided has given CMAL insight into the concerns and queries which residents have and has provided CMAL with the opportunity to address these through CMAL's project website and subsequent detailed design.

Appendix A – Public Engagement Presentation

New Islay Vessel Enabling Works

PUBLIC ENGAGEMENT EVENT

August 2022



The project team welcomes you to this public engagement event which seeks to inform you of progress to date and the way forward for CMAL's **New Islay Vessel Enabling Works** project.

Please take as much time as you like to read the material presented.

Please speak to any member of the project team if you have any questions or would like further detail.

An exit questionnaire is available in hard copy should you wish to fill it in just now, alternatively it will be available on the project page on the CMAL website. <https://forms.office.com/r/4pR1HAWQxq>

Project Background

CMAL own the ferries which operate the Kennacraig – Islay and Colonsay routes and have ordered two new vessels which will be brought into service from late 2024.

The new vessels will bring an increase in vehicle and freight capacity to the Islay routes, a reduction in emissions and improve the resilience of the wider fleet.

The new vessels will be longer with deeper draught and higher displacement than the current vessels in the route, hence enabling works are required.

As part of the **New Islay Vessel Enabling Works Project** to prepare for the arrival of the new vessels, CMAL are upgrading the berth infrastructure at Port Ellen, Port Askaig, Kennacraig and Colonsay.



Separately, CMAL are upgrading the facilities at Port Ellen as part of the **Port Ellen Terminal Development Project**.

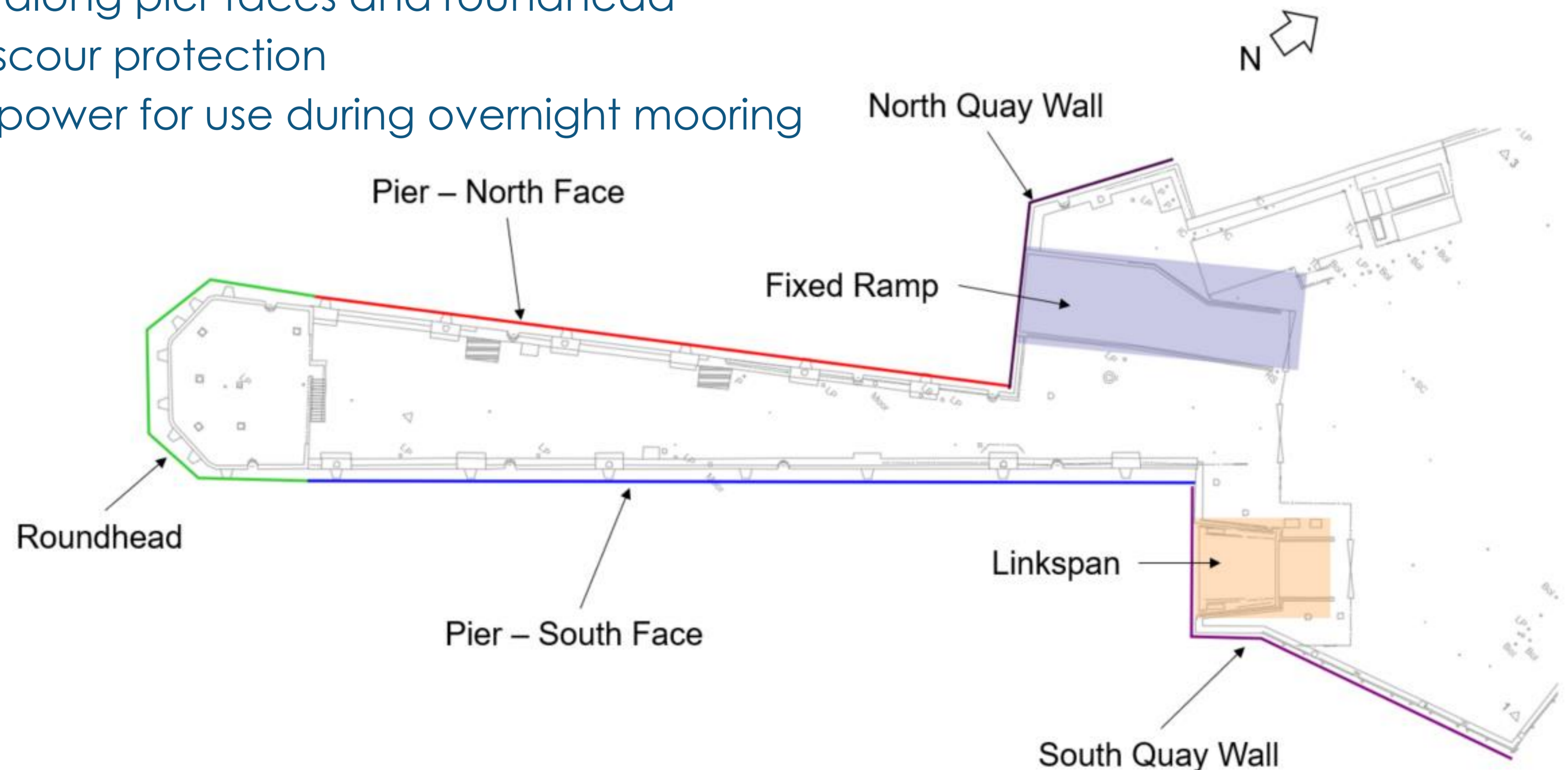
Indicative Project Timeline



***CalMac are responsible for developing service continuity plans and will undertake consultations on these once the detailed design progresses and construction approach is understood.**

Scope of Work - Summary

- Construction of new sheet piled wall below existing linkspan location and along the South Quay towards the Fishing Berths
- New wider linkspan
- Upgrade of fenders along pier faces and roundhead
- Dredging and new scour protection
- Installation of shore power for use during overnight mooring



Outline Design Requirements

- Dredging to -5.5mCD will be needed to accommodate the new ferries
- Fenders will be upgraded along the quay and roundhead
- The existing fixed ramp on the North berth will be retained
- Shore power connection will be installed on the pier to allow for use during overnight mooring
- A new, wider linkspan to accommodate the new vessel both bow and stern in will be installed
- Construction of new sheet piled wall in front of the new linkspan and a straight return wall (30m) to the fishing berths



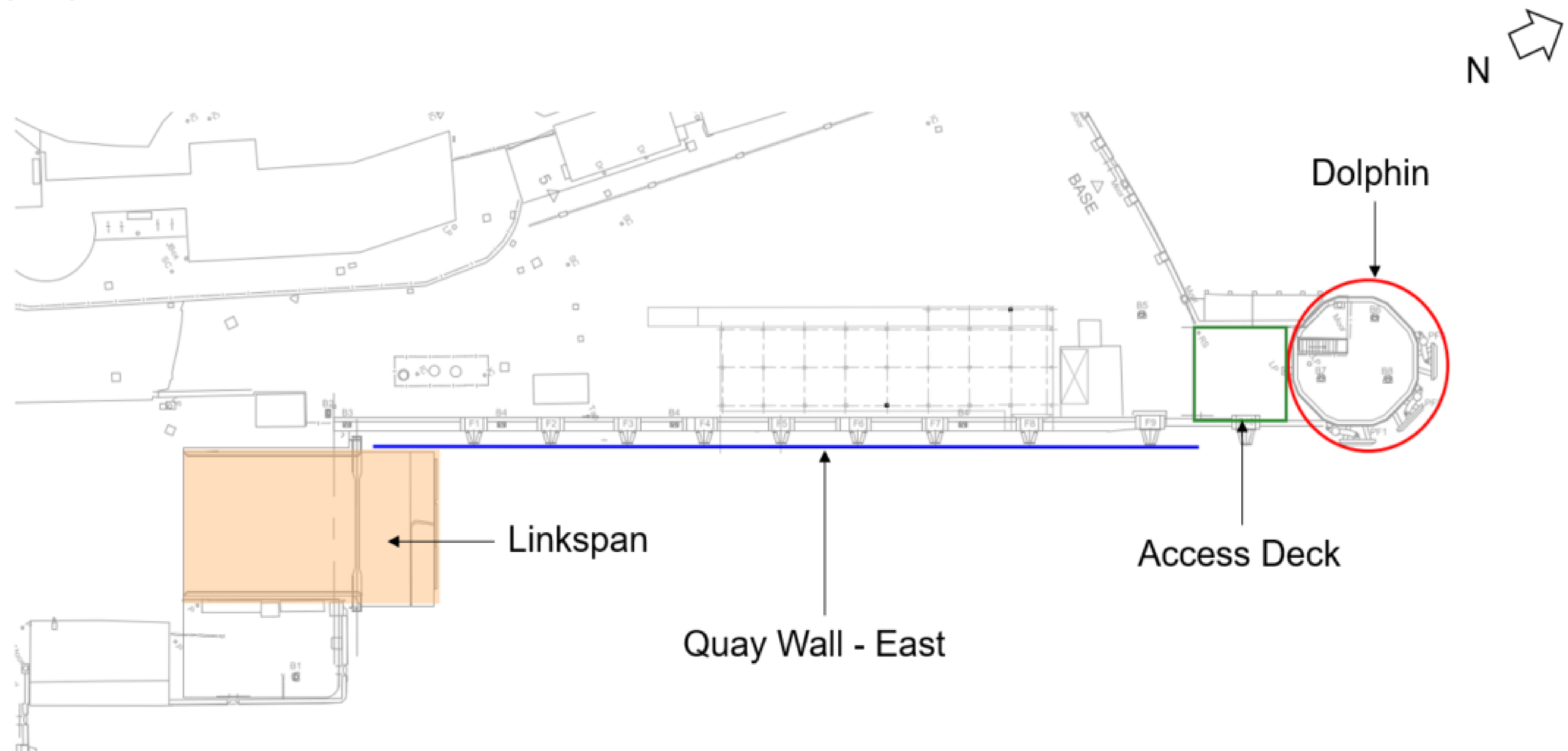
The following impacts are anticipated at Port Ellen:

- Closure of the South berth and South quay wall during linkspan replacement,
- Fenders on the South berth will be replaced at the same time as the linkspan works,
- Fenders on the roundhead and the North berth will be replaced between sailings and when the grain boat is not present,
- The ferry and grain boat will take priority over the dredging and scour protection works,
- We aim to maintain grain boat operations,
- Shore power connection works are not expected to disrupt ferry service or port operations

More information will be provided well in advance of the construction works in order to manage disruption and allow for alternative arrangements to be made.

Scope of Work - Summary

- Modification of the fenders on the existing quay wall and dolphin
- Installation of Mooring Aid system located at the Access Deck
- Installation of shore power for use during overnight mooring
- Maintenance dredging may be required



Outline Design Requirements

- Maintenance dredging to -5.5mCD may be required to accommodate the new ferries
- Fenders on the quay and roundhead will be upgraded
- No change to the linkspan
- Mooring Aid solution to be installed at the access deck
- Remedial work to prevent undermining of the toe of the piles may be required



Liaison with Argyll and Bute Council regarding proposed works on Islay is ongoing and will continue.

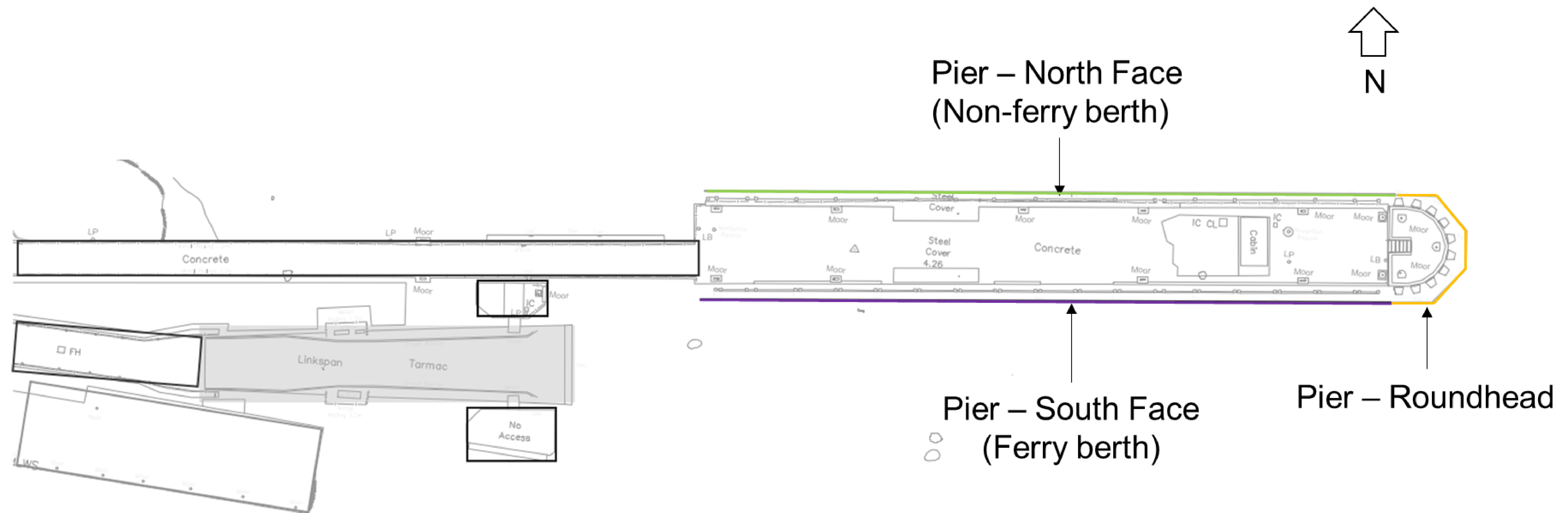
The following impacts are anticipated at Port Askaig:

- The linkspan will remain operational throughout construction works
- Fenders on the quay wall and dolphin will be modified between sailings
- Installation of the Mooring Aid system and associated foundations will be undertaken between sailings and are not expected to disrupt ferry service
- Shore power connection works are not expected to disrupt ferry service

More information will be provided well in advance of the construction works in order to manage disruption and allow for any alternative arrangements to be made.

Scope of Work - Summary

- Toe reinforcement to existing piles (e.g. Pile collar detail)
- Upgrade of existing fenders along the ferry berth and roundhead
- Dredging



Outline Design Requirements

- Dredging to -5.5mCD will be needed to accommodate the new ferries
- Fenders will be upgraded along the quay and roundhead
- Pile toes to be reinforced to allow for required dredging
- No modification to the existing linkspan



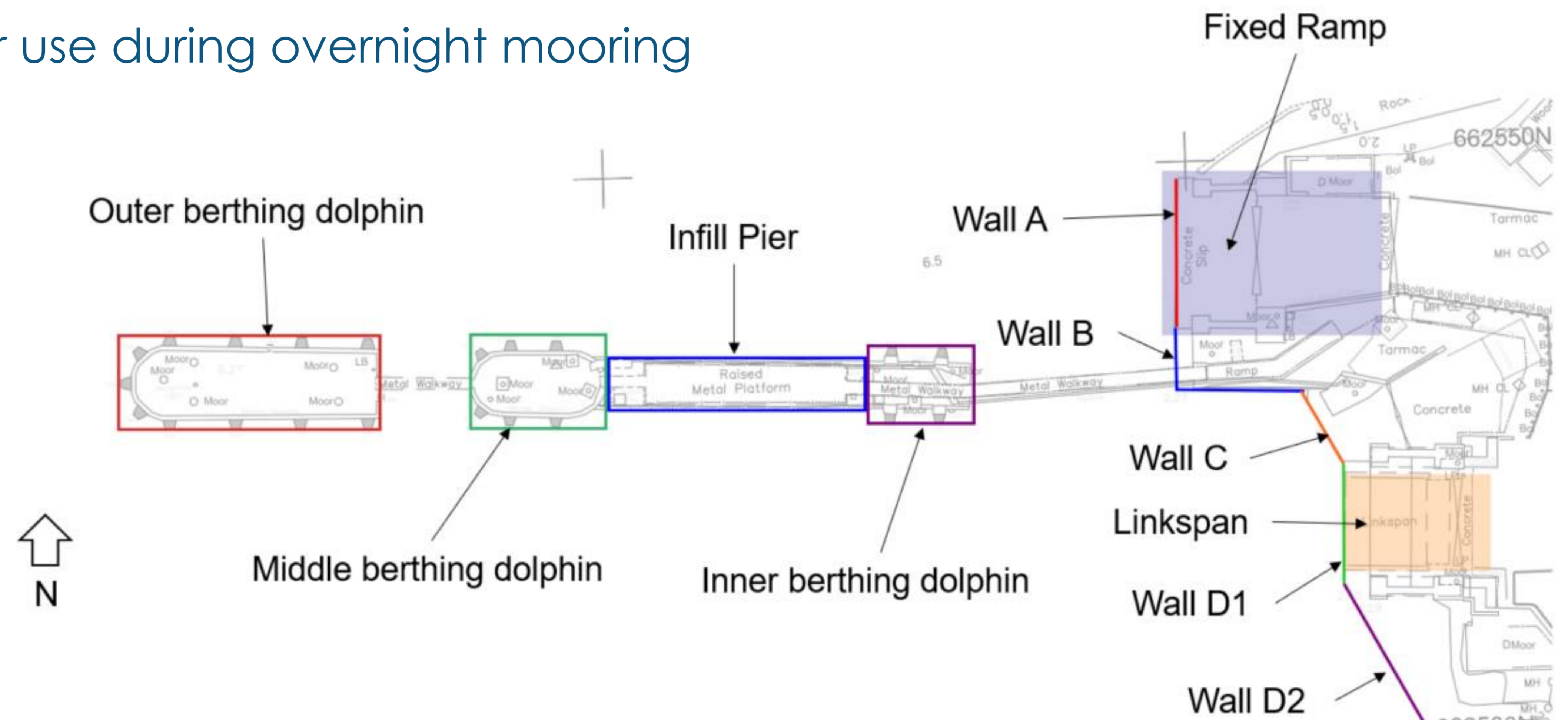
The following impacts are anticipated at Colonsay:

- Pile toe reinforcement works will be completed between sailings
- Fenders on the quay wall and roundhead will be upgraded between sailings
- The ferry will take priority over the dredging works

More information will be provided well in advance of the construction works in order to manage disruption and allow for any alternative arrangements to be made.

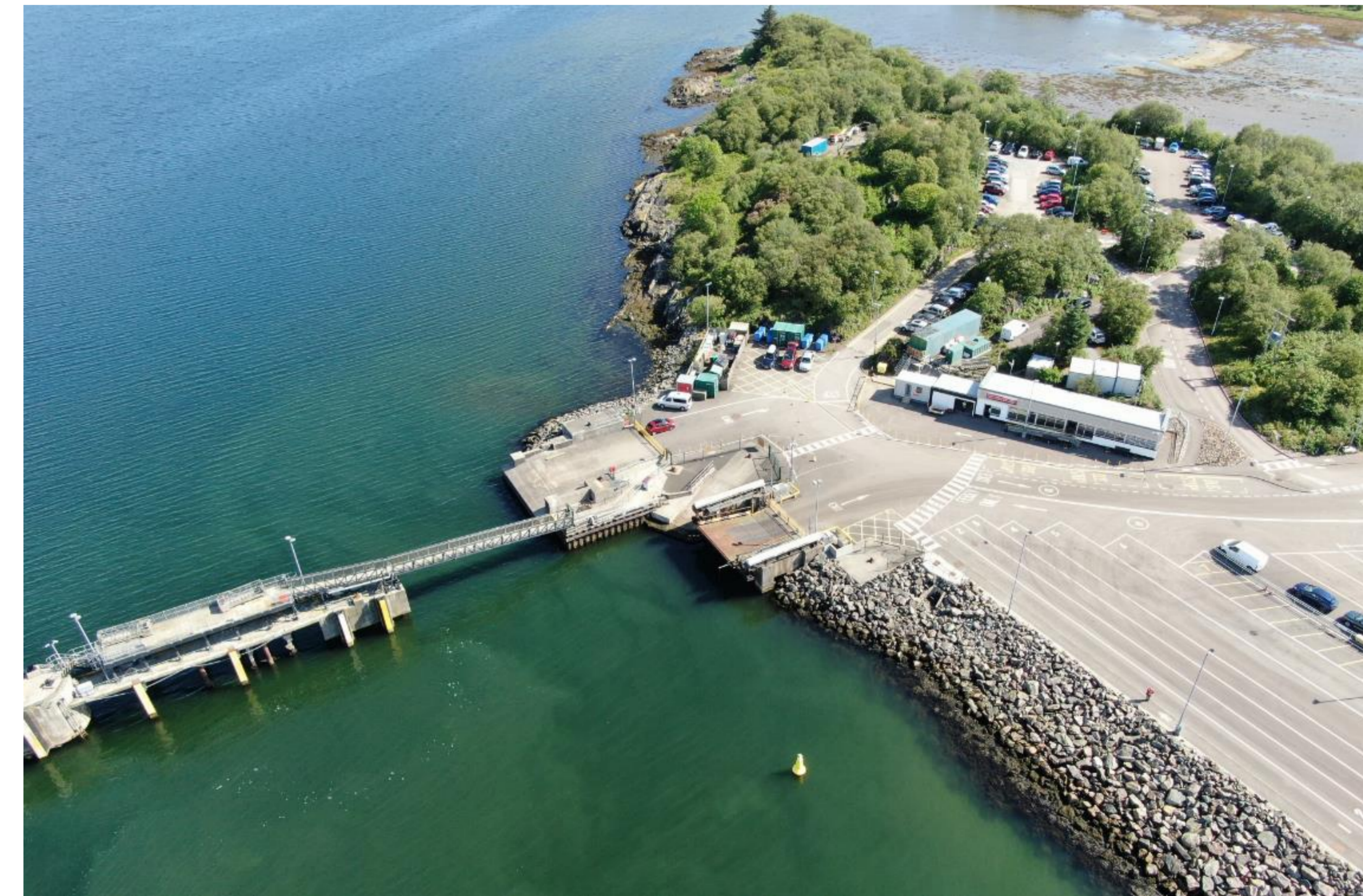
Scope of Work - Summary

- Toe protection to sheet pile walls A, C and D1
- Construction of new retaining wall in front of the existing Wall B
- Rock armour toe protection at Wall D2
- Modifications to existing fenders on all 3No. dolphins
- Upgrade of fender piles at the infill pier
- Modification of the existing fixed ramp profile
- Dredging and scour protection
- Installation of shore power for use during overnight mooring



Outline Design Requirements

- Dredging to -5.5mCD will be needed to accommodate the new ferries
- Fenders will be upgraded along the quay and roundhead
- The existing fixed ramp on the North berth will be modified to improve transitions
- Shore power connection will be installed to allow for use during overnight mooring of the new vessel
- A low level retaining wall will be constructed in front of some of the existing walls to accommodate dredging (Wall A, Wall C, Wall D1)
- Infill pier to be modified to accommodate new fender piles
- No modification to the existing linkspan
- Erosion protection will be placed at the toe of the revetment



The following impacts are anticipated at Kennacraig:

- The fixed ramp berth will be closed to modify the ramp profile, replace fenders, strengthen Wall A and replace Wall B
- Fenders on the roundhead will be replaced between sailings
- The linkspan berth will be closed to strengthen Walls C, D1 and D2, and modify the fenders on this berth
- The ferry will take priority over the dredging and scour protection works
- Shore power connection works are not expected to disrupt ferry service

More information will be provided well in advance of the construction works in order to manage disruption and allow for alternative arrangements to be made.

New Islay Vessel Main Particulars and Capacities		
Length Overall	-	94.80m
Beam (without Belting)	-	18.70m
Design Draught	-	3.80 to 4.00m
Deadweight	-	750 tonnes
Maximum Speed	-	16.5 knots
Passenger Capacity	-	450
Car (PCU) Capacity	-	100
HGV Capacity	-	14 (or 10x44 tonne)

Companies Involved

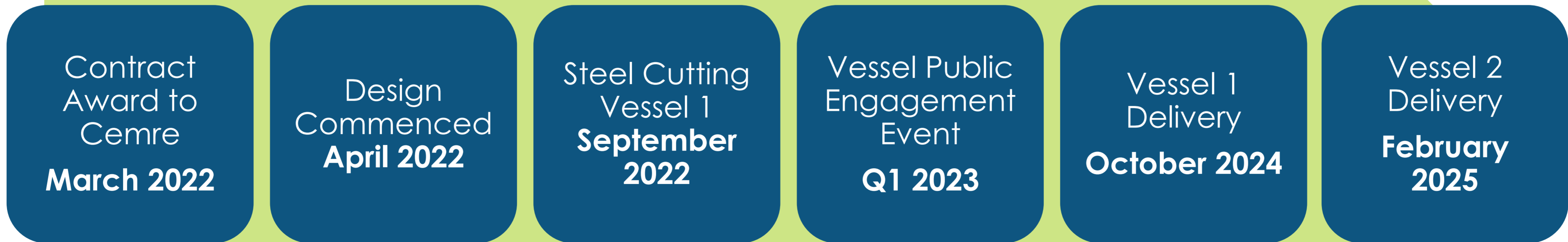
 **navalue**
Custom Ferry Design & Consultancy
Naval Architects Consultants
Assisted CMAL with Vessel Concept Design & Feasibility Studies

 **CEMRE SHIPYARD**
Shipyard
Responsible for Design & Build of Both Vessels

 **LMG MARIN**
Naval Architect Consultants
Assisting Cemre with the Basic Design Phase

Vessel Project Timelines

*Delivery dates are the date delivered from the Shipyard in Turkey
Multiple Engagement events to take place throughout Project*



Vessel 3D Renders and Artist Impressions of Passenger Areas Onboard
Note these are preliminary images. All images courtesy of naValue GmbH



Vessel Starboard Side



Deck 6 Dining Area



Quiet Lounge



Vessel Port Side



Deck 6 Fwd. Dining Area



Feature Stair Deck 5 to 6



Port Ellen Terminal Development

PROJECT UPDATE

Summary of Port Ellen Terminal Development Public Engagement

- A public drop-in session was held at Ramsay Hall, Port Ellen, on the 22nd of June 2022
- Details of the presentation are available on the CMAL website at the following link
<https://www.cmassets.co.uk/wp-content/uploads/2022/01/Port-Ellen-Terminal-Development-June-Public-Engagement-Final.pdf>
- A summary of the questionnaire feedback and Questions & Answers will be available on the CMAL website project page during August 2022
- From feedback received, **two preferred options have emerged** (Option 1 and Option 5)
- Further public engagement will be held in Autumn 2022, where the project team will present the initial survey results in detail, provide visualisations of the two remaining options and seek further feedback with a view to confirming a preferred option

Indicative Programme for Delivery of Port Ellen Terminal Infrastructure



Dates provided are indicative only – the programme will be subject to funding, consenting, licensing and other factors

All information displayed will be made available on CMAL's website
<https://www.cmassets.co.uk/project/islay/>

Further information on all CMAL's Islay projects can be found on CMAL's website

Details for future drop-in sessions will be advertised locally in advance

Please provide any comments using the survey below
<https://forms.office.com/r/4pR1HAWQxq>

In addition, any further feedback can be provided to CMAL at the following address
islayvessel@cmassets.co.uk

Appendix B – Public Engagement Event Advertisements



Home



News



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Our Work



Ferries



Harbours



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COMMUNITY INVITED TO FIND OUT ABOUT PROPOSALS FOR FERRY TERMINAL IMPROVEMENTS

📅 28th July 2022

A series of community events will take place next month to share proposals for port enabling works at Colonsay, Kennacraig, Port Askaig and Port Ellen ferry terminals.

Caledonian Maritime Assets Limited (CMAL) is leading plans to upgrade the ferry terminals in advance of the arrival of two new Islay ferries. Works include dredging, fendering, provision for mooring aids and shore power facilities.

At the events, CMAL engineers, with representatives from Mott MacDonald, CalMac and Transport Scotland, will share details of the proposed plans for each ferry terminal, along with high level timescales, potential disruption caused by the works, and high level plans for continuing ferry services during construction.

The events will take place:

- **Jura Village Hall**
Wednesday 10 August, 12.00-3.45pm
- **Islay Gaelic Centre / Ionad Chalum Chille Ìle**
Monday 15 August, 4.00-7.00pm
- **Tarbert Village Hall**
Tuesday 16 August, 4.00-7.00pm
- **Colonsay Village Hall**
Wednesday 17 August, 4.00-7.00pm

Nasir Uddin, senior civil engineer at CMAL said:

"The events are designed to share information and proposals with island communities and ferry users on our planned works to upgrade and improve four ferry terminals. We encourage everyone with an interest to drop in at a time and location convenient to them and they can find out more about our plans and timescales, as well as detail on how the works will impact the local area. We always aim to minimise the impact of harbour construction on the ferry timetable and it is our intention that ferries will run as normal during this work."

For anyone who is unable to attend, proposals and presentations will be published on CMAL's website to coincide with the events. Please visit www.cmassets.co.uk/project/islay-vessel-enabling-works

A major terminal upgrade project is also underway at Port Ellen Ferry Terminal. The terminal development project will increase the vehicle marshalling area, increase staff and visitor parking, improve port operations for commercial use, improve passenger access to vessels, and deliver a new terminal building. An exhibition event took place at the end of June to share proposals with the community.

Categories: [Press](#)

Tags:

Date archive

- ▼ 2023
 - January
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- ▶ 2021
- ▶ 2020
- ▶ 2019
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- ▶ 2017
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Categories

- Consultations
- Events
- Ferries
- Notice to Mariners
- Piers and harbours
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Tags

Brodick BRODICK FERRY TERMINAL Brodick Terminal

CalMac Ferries Ltd Cancellation of NTM Coll Competition
CONTRACT Directional Light East Loch Tarbert
Fergusons Gallanach Ferry Slipway Gott Bay Ferry Terminal Pier

Gourock Bay Gourock Ferry Terminal Hallaig Hybrid
Ferries Hybrid Ferry Isle of Arran Largs Harbour Pier
Lochaline directional light **Lochaline Ferry Terminal**
Lochboisdale Ferry Terminal Lochboisdale Harbour

Morven **MV HALLAIG** MV Lochinvar **MV**
Loch Seaforth Press Release Public meeting Public Meetings Raasay **Raynesway Construction Ltd** Safe Speed and Under Keel Clearance Scranish Sgeir Ghlas Sound of Mull **South Uist** Standing NTM Stornoway Tiree Two large ferries Ullapool Wemyss Bay Wemyss Bay Redevelopment



Rain (almost) stopped play



Port Ellen Sports Day, held on Saturday 23 July, for the first time since 2019, had barely started, when heavy rain disrupted proceedings. It had stayed off long enough to allow the parade to take place from the Cybercafé to the playing fields, but ultimately, Ella Edgar's Highland Dancers had to present their display in the Ramsay Hall, as did Islay Community Pipe Band. A following dry spell did allow for a few events to take place, rescuing at least part of the afternoon. Maybe next year?



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REGIONAL DAILY NEWSPAPER OF THE YEAR



PAGE 10



Cast your eyes on a Viking hoard

PAGE 3



Levy brings fears for whisky jobs

PAGE 2



Want a dentist? Grin and bear it until next year

Massive backlog in appointments is blamed on Covid and Brexit

ANA DA SILVA

DENTAL patients in Grampian are facing waiting into next year before they get a check-up.

The delays will affect those newly-registered to NHS dentists, which in itself is difficult enough.

That's because of the 80 dental practices across Aberdeen and

Aberdeenshire, just 17 are currently accepting new NHS patients.

Meanwhile, only a single practice in Moray is doing likewise.

Covid and Brexit are being blamed for the massive backlogs, which have created six-month waiting lists at some practices and

contributed to a downturn in new dentists.

NHS Grampian is offering grants up to £25,000 to dentists willing to set up shop in Moray and north Aberdeenshire.

Jonathan Iloya, NHS Grampian's director of dentistry, said: "We are doing our utmost to support NHS dentistry in the region, and I hope

our efforts will attract the profession to come and set up and practise."

The British Dental Association says the number of high street NHS dentists in Scotland has fallen by more than 5% in the last two years.

It fears that without further intervention, the situation could become far worse.

Full story: Page 4

City's drug deaths hit record level

CAMERON ROY

Aberdeen achieved an unwanted new record for the city last year as 62 drug deaths were recorded.

Fatalities rose in the city in 2021, despite the national total not increasing for the first time in seven years, according to figures published by the National Records of Scotland.

There were 1,330 drug misuse deaths registered in Scotland in 2021, down from 1,339 deaths the previous year.

Despite a total decrease of nine deaths, or around 1%, it is the second highest drug misuse deaths figure on record.

Aberdeen City has the ninth highest death rate out of Scotland's 32 councils, with Aberdeenshire the fifth lowest.

Scotland's drugs death rate remains around five times higher than England's and is higher than any other European country.

Full story: Page 15

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- Mother's Day
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- Pets In Memory
- Personal Seasons
- Greetings
- Public Notices
- Retirement
- Special Messages
- Thank You
- Wedding Notices

Public Notices

ABERDEENSHIRE COUNCIL MACDUFF - TEMPORARY ROAD CLOSURE EXTENSION

"The Aberdeenshire Council (Station Road, Macduff) (Temporary Closure to Vehicular Traffic) (Extension) Order, 2022" has been made under Section 14(1) of the Road Traffic Regulation Act, 1984.

The order will operate from 01/08/22 for 35 days and will prohibit any person from driving on Station Road, Macduff from Meraki to Shand Street.

Access will be provided for emergency and vehicles requiring access to properties but may be subject to delay until the road is cleared of construction plant to allow safe passage through the works.

The temporary restriction is necessary in the interests of public safety due to Macduff cross restoration project. An alternative route is available via Shand Street, Gellymill Street, Duff Street, Shore Street and Union Street and vice versa.

Details of the temporary restriction can be viewed online at <https://online.aberdeenshire.gov.uk/apps/roadworks/>. Any queries should be directed to Kevin Dingwall on 01467 534659.

Head of Legal and People, Woodhill House, Westburn Road, Aberdeen, AB16 5GB

Public Notices

ABERDEENSHIRE COUNCIL MACDUFF - TEMPORARY WAITING RESTRICTION EXTENSION

"The Aberdeenshire Council (Church Street and Shand Street, Macduff) (Temporary Prohibition of Waiting) (Extension) Order, 2022" has been made under Section 14(1) of the Road Traffic Regulation Act, 1984.


The order will operate from 01/08/22 for 35 days and will prohibit any vehicle from waiting on Church Street and Shand Street, Macduff from 20 metres east from the junction with Shand Street and 20 metres south from the junction with Church Street.

The temporary restriction is necessary in the interests of public safety during Macduff cross restoration project. Details of the temporary restriction can be viewed online at <https://online.aberdeenshire.gov.uk/apps/roadworks/>. Any queries should be directed to Kevin Dingwall on 01467 534659.

Head of Legal and People, Woodhill House, Westburn Road, Aberdeen, AB16 5GB

Anniversaries

Golden Wedding



BOB AND EV JOHNSTONE

Happy Golden Wedding Anniversary to a very special Mum and Dad/Grannie and Opa. With lots of love and bosies, from all the family
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To book your advert call
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Public Notices

Drax Cruachan Expansion Limited ELECTRICITY ACT 1989

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 THE ELECTRICITY WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017

Notice is hereby given that Drax Cruachan Expansion Limited, [Company number 06657393 with registered office at Drax Power Station, Drax, Selby, North Yorkshire, YO8 8PH] has applied to the Scottish Ministers for consent under Section 36 of the Electricity Act 1989 to construct and operate a new underground pumped storage hydro power station and associated infrastructure adjacent to the existing Cruachan 1 power station, Dalnally PA33 1AN (Central Grid Reference NN 080 282). The installed capacity of the proposed generating station would be up to 600 MW in generation mode.

The proposed development is subject to Environmental Impact Assessment and an Environmental Impact Assessment (EIA) report has been produced.

Drax Cruachan Expansion Limited has also applied for a direction under section 57(2) of the Town and Country Planning (Scotland) Act 1997 that planning permission for the development be deemed to be granted.

A copy of the application, with a plan showing the land to which it relates, together with a copy of the EIA report outlining the proposals in more detail and presenting an analysis of the environmental implications, are available for public inspection in person, free of charge, during normal office hours at:

Location	Opening Hours	Address
Cruachan Visitor Centre	Monday - Friday 9.15am - 3.45pm	Cruachan Visitor Centre Dalnally, Argyll, Scotland, PA33 1AN

The EIA report can be viewed on the application website at <https://www.cruachanexpansion.com/s36-application/> or at <https://www.energyconsents.scot/ApplicationDetails.aspx?cr=ECU00004492>

Copies of the EIA report may be obtained from Drax via Stantec (telephone: 0141 352 2360/email getintouch@cruchanexpansion.com) at a charge of £250.00 hard copy and £10.00 electronic copy. Copies of a short non-technical summary are available free of charge.

Any representations to the application may be submitted via the Energy Consents Unit website at www.energyconsents.scot/Register.aspx; by email to the Scottish Government, Energy Consents Unit mailbox at representations@gov.scot; or by post to the Scottish Government, Energy Consents Unit, 4th Floor, 5 Atlantic Quay, 150 Broomielaw, Glasgow, G2 8LU, identifying the proposal and specifying the grounds for representation.

Written or emailed representations should be dated, clearly stating the name (in block capitals), full return email and postal address of those making representations. Only representations sent by email to representations@gov.scot will receive acknowledgement.

All representations should be received not later than 12th August 2022, although Ministers may consider representations received after this date.

Any subsequent additional information which is submitted by the developer will be subject to further public notice in this manner, and representations to such information will be accepted as per this notice.

As a result of a statutory objection from the relevant planning authority, or where Scottish Ministers decide to exercise their discretion to do so, Scottish Ministers can also cause a Public Local Inquiry (PLI) to be held.

Following examination of the environmental information, Scottish Ministers will determine the application for consent in one of two ways:

- Consent the proposal, with or without conditions attached; or
- Reject the proposal

General Data Protection Regulations

The Scottish Government Energy Consents Unit processes applications under the Electricity Act 1989. To support transparency in decision making, the Scottish Government publishes representations online at www.energyconsents.scot. A privacy notice is published on the help page at www.energyconsents.scot. This explains how the Energy Consents Unit processes your personal information and includes contact details for any enquiries or complaints regarding how your personal data is handled.

Public Notices



COMMUNITY EVENTS

Caledonian Maritime Assets Limited (CMAL) is hosting a series of community engagement events to share proposals for port enabling works at Colonsay, Kennacraig, Port Askaig and Port Ellen ferry terminals.

Jura Village Hall,
Isle of Jura, PA60 7XS
Wednesday 10 August
12.00-3.45pm

Ionad Chalum Chille ile,
Gartnatra, Isle of Islay
PA43 7LN
Monday 15 August
4.00-7.00pm

Tarbert Village Hall,
Campbeltown Rd,
Tarbert PA29 6TX
Tuesday 16 August
4.00-7.00pm

Colonsay Village Hall,
Scalasaig, Isle of Colonsay PA61 7YW
Wednesday 17 August
4.00-7.00pm

The events are drop-in sessions and those interested are welcome to attend at a convenient time. Civil engineers from CMAL will be joined by Mott MacDonald, CalMac and Transport Scotland representatives to share proposals, timescales, potential disruption, and high level plans for continuing ferry services during construction. The works include dredging, fendering, provision for mooring aids and shore power facilities.

CMAL | cmassets.co.uk | 01475 749 920

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Ferry terminal improvements

A series of community events will take place next month to share proposals for port enabling works at Colonsay, Kennacraig, Port Askaig and Port Ellen ferry terminals.

Caledonian Maritime Assets Limited (CMAL) is leading plans to upgrade the ferry terminals in advance of the arrival of two new Islay ferries. Works include dredging, fendering, provision for mooring aids and shore power facilities.

At the events, CMAL engineers, with representatives from Mott MacDonald, CalMac and Transport Scotland, will share details of the proposed plans for each ferry terminal, along with high level timescales, potential disruption

caused by the works, and plans for continuing ferry services during construction.

Local events take place in Jura Village Hall, on Wednesday 10



August, from 12 noon-3.45pm and Islay Gaelic Centre / Ionad Chaluim Chille Ìle, on Monday 15 August, from 4pm-7pm. Two other events will be held in Tarbert and Colonsay

Nasir Uddin, senior civil engineer at CMAL said, "The events are designed to share information and proposals with island communities and ferry users on our planned works to upgrade and improve four ferry terminals. We encourage everyone with an interest to drop in at a time and location convenient to them and they can find out more about our plans and timescales, as well as detail on how the works will impact the local area.

"We always aim to minimise the

impact of harbour construction on the ferry timetable and it is our intention that ferries will run as normal during this work."

For anyone who is unable to attend, proposals and presentations will be published on CMAL's website to coincide with the events. Please visit <https://bit.ly/3PFWCib>

A major terminal upgrade project is also underway at Port Ellen Ferry Terminal. The terminal development project will increase the vehicle marshalling area, increase staff and visitor parking, improve port operations for commercial use, improve passenger access to vessels, and deliver a new terminal building.

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McPHERSON, Catherine ~

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Loving you always, forgetting you never."*

WITH LOVE SHIRLEY & FAMILY

ARGYLL AND BUTE INTEGRATION JOINT BOARD Unaudited Annual Accounts for the period from 1 April 2021 to 31 March 2022

Public notice is given in accordance with under the Local Authority Accounts (Scotland) Regulations 2014, that:

(a) Copies of the Unaudited Annual Accounts of Argyll and Bute Integration Joint Board for the period from 1st April 2021 to 31st March 2022 will be available for public inspection on the following websites: www.argyll-bute.gov.uk and www.nhshighland.scot.nhs.uk from Monday 25 July 2022 to Wednesday 31 August 2022. Please note that access to the annual accounts and supporting documentation is limited to the website.

(b) Any person interested may object to the annual accounts or to any part of those statements, no later than Wednesday 31 August 2022, by:

(1) sending their objection in writing, together with a statement of the grounds thereof to Pauline Gillen, Audit Director, Audit Scotland, 4th Floor (South Suite), The Athenaeum Building, 8 Nelson Mandela Place, Glasgow, G2 1BT or by email to pgillen@audit-scotland.gov.uk and;

(2) sending a copy of that objection and statement to the authority and to any officer of the authority who may be concerned, both at Head of Finance and Transformation, Kilmory, Lochgilphead, PA31 8RT.

(c) Any request which Argyll and Bute Council receive in relation to the annual accounts plus any documents provided, will be published on the same website. When it is not possible to provide the information in electronic format the request, together with the statement that the authority will not comply, will also be published in the same place on the website as the inspection notice.

(d) The auditor shall, if requested by the person objecting, the authority, or by any officer of the authority who may be concerned, afford to that person or authority or officer, as the case may be, an opportunity of appearing before and being heard by the auditor with respect to that objection; and any such person or officer may so appear and be heard either personally or by a representative.

Fiona Davies, Chief Officer, 25 July 2022



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19 Charlotte Street, Port Ellen 01496 302 264

THURSDAY 11 AUGUST

**The shop will close at 13:00
for the Islay Agricultural Show
Apologies for any inconvenience**

**OPENING HOURS
EVERY OTHER DAY**

MONDAY	08:30-21:00
TUESDAY	08:30-21:00
WEDNESDAY	08:30-21:00
THURSDAY	10:30-21:00
FRIDAY	08:30-21:00
SATURDAY	08:30-21:00
SUNDAY	13:00-18:00

PUBLIC NOTICES



ESB Energy for generations **Coriolis Energy**

You are invited to take part in an online public consultation on proposals to submit a variation application for the consented Blarghour Wind Farm. This online public consultation seeks views on proposals to increase the size of the turbines, which will increase the energy generation potential of the site. No changes are proposed to the track layout or other supporting infrastructure at this time. Information on how to participate is available on our website: www.blarghourwindfarm.co.uk

The online consultation will be live for four weeks from the **8th August to 5th September 2022.**

Blarghour Wind Farm Online Consultation
8 August - 5 September 2022
www.blarghourwindfarm.co.uk

www.highland.gov.uk

The Highland Council Comhairle na Gàidhealtachd

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
PLANNING (LISTED BUILDING AND CONSERVATION AREAS) (SCOTLAND) ACT 1997**

The applications listed below, along with plans and other documents submitted with them, may be examined online at <http://wam.highland.gov.uk>

Written comments should be made to the EPC at the contact details below within the time period indicated from the date of this notice. Anyone making a representation about this proposal should note that their letter or email will be disclosed to any individual or body who requests sight of representations in respect of this proposal.

Reference Number	Development Address	Proposal Description
22/02415/PIP	Land 25M East Of Oakbank, Glenfinnan	Erection of house
22/02939/FUL	Land 230M NW Of Sealladh Na Coille, Achnabobane, Spean Bridge, PH34 4EX	Erection of house and garage
22/03259/FUL	Land 70M NE Of Braeside, Arisaig	Erection of a house and garage (amendment to planning permission reference 21/03265/ FUL)
22/03139/LBC	Kinloch Castle, Isle Of Rum PH43 4RR	Internal alterations to improve fire safety/escape provision, residential accommodation; and erection of detached service building

Time period for comments is 14 days from the date of this notice (21 days for application 22/03139/LBC)
ePlanning Centre, The Highland Council, Glenurquhart Road, INVERNESS IV3 5NX
Email: eplanning@highland.gov.uk

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<p>Jura Village Hall, Isle of Jura, PA60 7XS Wednesday 10 August 12.00-3.45pm</p>	<p>Tarbert Village Hall, Campbeltown Rd, Tarbert PA29 6TX Tuesday 16 August 4.00-7.00pm</p>
<p>Ionad Chaluum Chille Ìle, Gartnatra, Isle of Islay PA43 7LN Monday 15 August 4.00-7.00pm</p>	<p>Colonsay Village Hall, Scalasaig, Isle of Colonsay PA61 7YW Wednesday 17 August 4.00-7.00pm</p>

The events are drop-in sessions and those interested are welcome to attend at a convenient time. Civil engineers from CMAL will be joined by Mott MacDonald, CalMac and Transport Scotland representatives to share proposals, timescales, potential disruption, and high level plans for continuing ferry services during construction. The works include dredging, fendering, provision for mooring aids and shore power facilities. The work is required in advance of the arrival of two new ferries.

CMAL | cmassets.co.uk | 01475 749 920

Argyll and Bute Council

**DEVELOPMENT AND INFRASTRUCTURE
ARGYLL AND BUTE COUNCIL (THE ARGYLLSHIRE GATHERING, OBAN)
(TEMPORARY TRAFFIC MANAGEMENT) ORDER 2022**

On Wednesday 27th July 2022, Argyll and Bute Council, in exercise of the powers conferred on them by Section 16(A) of the Road Traffic Regulation Act 1984 as amended, made the above named Order, which will make it unlawful, for any person to wait on any of the lengths of road as described in the schedule below.

The restrictions imposed by this Order, which are desirable because of considerations of public safety and convenience during the event, will be in operation between 0800 and 1700 hours on the 25th August 2022.



SCHEDULE – NO WAITING AT ANY TIME/NO LOADING AT ANY TIME

Name of Road in Oban	Extent of Restriction
Glencruitten Road	On both sides between Soroba Road and the access road to the Golf Club
Mossfield Avenue	On both sides between Glencruitten Road and Glencruitten Drive
Quarry Road	On both sides from Glencruitten Road for a distance of 30 metres or thereby.
Mossfield Drive	On both sides from Glencruitten Road for a distance of 30 metres or thereby.

The Order can be viewed on the Council's website at <https://www.argyllbute.gov.uk/trafficorders>

Roads and Infrastructure Services, 1A Manse Brae, Lochgilphead, PA31 8RD

To find out more about living and working in Argyll & Bute visit us at: www.argyll-bute.gov.uk
Comhairle Earra – Ghàidheal agus Bhòid

NOTICE OF ANNUAL GENERAL MEETING (AGM)



WEST HIGHLAND HOUSING ASSOCIATION LTD will hold its AGM on

THURSDAY 18TH AUGUST 2022 AT 12:30PM

THE AGM WILL BE HELD VIRTUALLY VIA MICROSOFT TEAMS.

TO REQUEST YOUR INVITE - PLEASE EMAIL oriana@westhighlandha.co.uk.

SCOTTISH CHARITY IN SCOTLAND NO. SCO17357. REGISTERED SOCIETY UNDER THE CO-OPERATIVE AND COMMUNITY BENEFIT SOCIETY ACT 2014. NO.1691R(S) AND SECTION 4 OF THE HOUSING (SCOTLAND) ACT 1988 REGISTERED NO. HEP163. PROPERTY FACTOR REGISTRATION NUMBER PF000101

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PUBLIC NOTICES



You are invited to take part in an online public consultation on proposals to submit a variation application for the consented Blarghour Wind Farm. This online public consultation seeks views on proposals to increase the size of the turbines, which will increase the energy generation potential of the site. No changes are proposed to the track layout or other supporting infrastructure at this time. Information on how to participate is available on our website: www.blarghourwindfarm.co.uk



The online consultation will be live for four weeks from the **8th August to 5th September 2022.**

Blarghour Wind Farm Online Consultation
8 August - 5 September 2022
www.blarghourwindfarm.co.uk

Argyll and Bute Council

PLANNING

The applications listed below together with the plans and other documents submitted with them may be viewed electronically through Argyll and Bute Council website at www.argyll-bute.gov.uk. Having regard to Schedule 6, Part 3, s10 of the Coronavirus (Scotland) Act 2020, documents are only available to inspect electronically at this time. Customers requiring assistance can contact us by email: planning.hq@argyll-bute.gov.uk or tel. 01546 605518.

TOWN AND COUNTRY PLANNING DEVELOPMENT MANAGEMENT PROCEDURE (SCOTLAND) REGULATIONS 2013 REGULATION 20(1) ADVERT STATEMENT TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 (AS AMENDED), RELATED PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) (SCOTLAND) ACT 1997

Ref. No.	Proposal	Site Address
22/01102/PP	Alterations, extension and change of use of derelict mill to form dwellinghouse and installation of sewage treatment plant (amended design relative to planning permission reference 1/92/19)	Lunga Mill, Craobh Haven, Lochgilphead, Argyll And Bute, PA31 8UU
22/01264/LIB	Installation of through-wall condensation control fan on rear elevation of building	1 Chamberlains House, Front Street, Inveraray, Argyll And Bute, PA32 8UY
22/01331/PP	Installation of temporary container storage unit to house chemical dosing plant	Land South East Of Barnbrae Garage, Inveraray, Argyll and Bute

Written comments can be submitted online <http://www.argyll-bute.gov.uk/planning-and-environment/find-and-comment-planning-applications> or to Argyll and Bute Council, Development Management, Kilmory Castle, Lochgilphead, Argyll, PA31 8RT within 21 days of this advert. Please quote the reference number in any correspondence. Any letter of representation the Council receives is considered a public document and will be published on our website. Anonymous or marked confidential correspondence will not be considered. A weekly list of all applications can be viewed on the Councils website. Customers are requested to use electronic communication where possible during the coronavirus pandemic as our ability to process postal mail is restricted.

To find out more about living and working in Argyll & Bute visit us at:

www.argyll-bute.gov.uk
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COURIER COURIER
PUBLIC NOTICES PUBLIC NOTICES

Argyll and Bute Council

DEVELOPMENT AND INFRASTRUCTURE

ARGYLL AND BUTE COUNCIL (B881 HIGH STREET AND MEADOWS ROAD, ROTHESAY) (BUTE GAMES) (TEMPORARY TRAFFIC MANAGEMENT) ORDER 2022

On Monday 25th July 2022, Argyll and Bute Council, in exercise of the powers conferred on them by section 62 of the Roads (Scotland) Act 1984, made the above named Order the effect of which will be that for a temporary period, because of considerations of public safety and convenience during Bute Games no person shall:-

1. Drive or cause to or permit to be driven any vehicle through the length of road indicated in Schedule 1.
2. Cause or permit a vehicle to wait on any of the lengths of road indicated in Schedule 2.

The restrictions imposed by this Order will be in operation when indicated by signs on Saturday 20th August 2022 between the hours detailed in the Schedules hereto.

Exemptions apply to vehicles whilst being used in an emergency for fire brigade, ambulance, police or coastguard purposes.

SCHEDULE 1 - PROHIBITION OF TRAFFIC 1500 HOURS TO 1600 HOURS

B881 High Street From its junction with the A844 Victoria Street southwards to its junction with Castle Street, a distance of 155 metres or thereby.

Alternative routes will be via adjacent streets and will be signed in an appropriate manner.

SCHEDULE 2 - NO WAITING AT ANY TIME 0800 HOURS TO 1700 HOURS

B881 High Street On the west side from its junction with Castle Street extending southwards to a point 93 metres or thereby south of its junction with Cottonmill Lane, a distance of 500 metres or thereby.

Meadows Road On both sides from its junction with Barone Road (B878) extending in a south easterly thence south westerly direction to the entrance to the Tennis Courts, a distance of 320 metres or thereby.

Contravention of the Order, which may be inspected at the Argyll & Bute Council Offices, Kilmory, Lochgilphead, could result in a penalty of up to £500.

Roads & Infrastructure Services, 1A Manse Brae, Lochgilphead, PA31 8RD

To find out more about living and working in Argyll & Bute visit us at:

www.argyll-bute.gov.uk
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MARINE (SCOTLAND) ACT 2010

Maintenance Dredging – Ardrishaig Harbour, Loch Gilp.

Notice is hereby given that Scottish Canals has applied to the Scottish Ministers of the Scottish Government, under Part 4 of the Marine (Scotland) Act 2010, in respect of works at:

Location	Latitude	Longitude
Ardrishaig Harbour	56.013067 °	-3.508333 °
	56.013167 °	-5.445067 °
	56.013317 °	-5.443867 °
	56.012933 °	-5.443050 °
	56.012617 °	-5.442950 °
	56.012283 °	-5.444833 °
	56.012283 °	-5.445483 °
	56.012617 °	-5.444833 °
	56.012933 °	-5.442950 °
	56.012550 °	-5.442417 °
56.012650 °	-5.443217 °	
56.012150 °	-4.554583 °	

(WGS84)

Plans showing the position of the works may be inspected at: <https://tinyurl.com/3fpb8fev> Objections relating to safety of navigation or environmental issues in respect of the application should be made by email to:

MS.MarineLicensing@gov.scot within 28 days of the date of this notice, quoting reference: 00009691 and Scottish Canals.

Fair Processing Notice

The Scottish Government's Marine Scotland Licensing Operations Team (MS-LOT) determine applications for marine licences under the Marine (Scotland) Act 2010 and the Marine and Coastal Access Act 2009. During the consultation process any person having an interest in the outcome of the application may make representation to MS-LOT. The representation may contain personal information, for example a name or address. This representation will only be used for the purpose of determining an application and will be stored securely in the Scottish Government's official corporate record. Representations will be shared with the applicant and/or agent acting on behalf of the applicant, any people or organisations that we consult in relation to the application and, where necessary, be published online, however personal information will be removed before sharing or publishing.

A full privacy notice can be found at: <https://www.gov.scot/policies/marine-and-fisheries-licensing/marine-licensing-operations-team-privacy-notice/>. If you are unable to access this, or you have any queries or concerns about how your personal information will be handled, contact MS-LOT at: ms.marinelicensing@gov.scot.

Goods Vehicle Operator's Licence

JOHN DONALD MARTIN MCKAY of HILLCREST, CRAIGOWAN ROAD, CAMPBELTOWN PA28 6QH is applying for a licence to use: 1A GLENGYLE ROAD, CAMPBELTOWN, PA28 6LR as an operating centre for 1 GOODS VEHICLE AND 1 TRAILER. Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds, LS9 6NF, stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's office.



COMMUNITY EVENTS

Caledonian Maritime Assets Limited (CMAL) is hosting a series of community engagement events to share proposals for port enabling works at Colonsay, Kennacraig, Port Askaig and Port Ellen ferry terminals.

Jura Village Hall,

Isle of Jura,
PA60 7XS

Wednesday 10 August
12.00-3.45pm

Tarbert Village Hall,

Campbeltown Rd, Tarbert
PA29 6TX

Tuesday 16 August
4.00-7.00pm

Ionad Chalum Chille Ìle,

Gartnatra, Isle of Islay
PA43 7LN

Monday 15 August
4.00-7.00pm

Colonsay Village Hall,

Scalasaig, Isle of Colonsay
PA61 7YW

Wednesday 17 August
4.00-7.00pm

The events are drop-in sessions and those interested are welcome to attend at a convenient time. Civil engineers from CMAL will be joined by Mott MacDonald, CalMac and Transport Scotland representatives to share proposals, timescales, potential disruption, and high level plans for continuing ferry services during construction. The works include dredging, fendering, provision for mooring aids and shore power facilities. The work is required in advance of the arrival of two new ferries.

CMAL | cmassets.co.uk | 01475 749 920

Appendix C – Port Ellen Feedback

The full list of responses to question 1 include:

Responses relating specifically to the New Islay Vessel Project

- “Good to hear disruption to services will be minimal.”
- “1. Passenger (foot) access must allow wheeled baggage to access, reduced angles - get rid of troop ship gangways. 2. Must match Finlaggan and New vessel - different deck (passenger) heights - greater on new vessel 3. Longer linkspan to reduce approach / ramp over / departure angles”
- “Changing the side the grain boat uses (the side of the linkspan / fixed ramp) "happened" in 2011 / 12 without any great discussion other than apparently a collation of figures of which side was used most by the ferry (which was conditioned more by the state of the fenders than wind). The grain boat on the south side would give more room for ferries to manoeuvre”
- “None at all, generally positive about the works and no expertise or further understanding on my part to go into minute detail. Only interest would be wheelchair friendliness in this modern world”
- “All looking good for our new ferry more space is needed for island residents”

Responses relating specifically to the Port Ellen Terminal Development

- “Will be good to have improved marshalling facilities etc. at Port Ellen but my concern is that upgrading Port Ellen will mean increased sailing there and fewer sailings to Port Askaig which has a big impact on Jura residents”
- “New marshalling area is long overdue and very welcome. Good to hear bus stop should return to nearer the ferry to improve accessibility and use of public transport. Why not leave hire-able CalMac bikes at the ports too!”
- “Welcome the increased capacity of new ferries and the improved marshalling. Minimum disruption during construction would be important for reliable service during this time.”
- “Excellent presentation - Still have a few questions around navigation as the situation progresses, will to some extent depend on preferred development option - for which navigation will be a key factor”
- “I have doubts if the money will be available in time for the new ferries to operate. In which case the full capacity of new ferries will not be used.”
- “Option 1 looks good for Port Ellen Terminal Development”
- “Having recently visited Port Ellen by yacht the facilities of the port are fresh in mind; increase of space absolutely vital for marshalling, overnight parking of cabs and allow for less disruption between ferry and grain / gravel ship traffic. New terminal good. Option 1 clearly less building disruption but possibly more visual impact. Option 5 more ambitious (but more expensive) but appears to offer more, possibility of more impact on wave tidal action being built out into bay? If money can be secured believe better option”
- “Option 5 is my favourite. Bus stop is needed on the pier. Bigger waiting room needed with vending machines or coffee shop as Port Ellen village does not having anything going for it.”
- “The works as presented look fairly uncontroversial. I suppose careful project management will be needed to minimise and manage disruption. I'm not familiar enough with the two marshalling areas proposed to comment on them. The end result looks as if they will be beneficial.”

- “I am very concerned that work on Port Ellen infrastructure is not starting until the new ships have been delivered. Islay therefore will continue to suffer from lack of capacity, not because of ship capacity, but because of lack of marshalling space. Is there scope for having a third ship (an evening freight run perhaps?) to ensure we see the increased capacity so desperately needed. Or is there a possibility that Port Askaig will have additional marshalling first, so that both ships can operate there meantime? That would go down well with Port Ellen perhaps. Option 5 for the pier looks to me a better option in terms of future proofing, but much more expensive and time consuming to achieve. Option 1 leaves precious little room for the ships to manoeuvre, especially in winds.”
- “Works looks interesting and is welcome to the community on Islay with the new boats soon to arrive. Hopefully provide additional facilities at the pier area. Hopefully giving extra parking facilities.”
- “Option 1 is a waste of money as the current pier is nearing the end of its life span. When the enabling works for Finlaggan we’re carried out the old pier was fitted with anodes to hopefully extend its life for another 10 to 15 years we are now reaching the end of that period. Go with option 5 and then we will have a proper facility fit for both ferries, fishing and general cargo.”
- “It seems to me to be a considerable expense for a maximum of three ferries per day arriving at Port Ellen pier with less during the Calmac Winter Timetable period. There will only ever be a maximum of 100 cars on the new ferry on a Sunday as during the rest of the week there will HGVs sailing on the ferries.”
- “Option 5 is best Option. Gives use of both sides of berthing finger and also barley boat can be discharging on long face of new build.”

Appendix D – Port Askaig Feedback

The full list of question and feedback submissions and comments relating to the Enabling Works at Port Askaig obtained during the consultation period are included below:

- “Looks good. Does not affect the Jura ferry.”
- “Any developments need to have minimal impact on the Jura ferry - a lifeline service for islanders”
- “I'm a Jura resident and these comments apply to works at both ports: The key thing I to keep both Islay ports running at all times, as it is less than ideal to have to (say) travel to Port Ellen from Jura if Port Askaig is closed. Will there be disruption to Port Askaig marshalling / car parking? Will capacity need to be increased to allow for bigger ferry? Can Argyll and Bute Council attend next consultation too so we can be assured everything is coordinated / joined up?” Are there plans for residents to get priority when booking ferry trips?”
- “Please be aware that even with good intentions, construction works always seem to spill over into other areas. In the past car parking and other areas have been clogged with construction materials etc. A good traffic / space management plan needed.”
- “Good to hear works will be completed between sailings”
- “Approach A+BC re. decking over i.e. mezz deck over existing car park providing extra car marshalling beneath. Long linkspan - reduce angles, particularly at extreme tides”
- “No problems seen at this stage”
- “It seems at the face of it to be inadequate for the new traffic”
- “CMAL etc present very helpful on the information they currently have but more detail in actual works looked forward to. Main concern is for restricting disruption to our two local businesses in the immediate port area and to the ferry service. Hope that good liaison with contractors is achieved.”
- “Perhaps I should say "I wish you the best of British". When Port Askaig was last upgraded I asked the architect about why the design was as you see it now "because it's the best I can do with the constraints imposed regarding design - and it will be virtually impossible to change”
- “Positive. Only interest would be wheelchair friendliness in this modern world.”
- “These appear to be technical requirements and non-controversial plus more improvements in facilities needed for new ships”
- “More parking on the pier is needed. The raised platform to the gangway takes ages to get on and off ferries and it is not easy access. I have seen passengers missing buses because the time it takes them to get on or off.”
- “What about the extra marshalling area required this doesn't seem to be mentioned.”
- “I would not be surprised if Argyll and Bute Council fail to get their pier at Port Askaig altered in time to allow the new ferry (s) to safely berth as the previous alterations to Port Askaig pier in the early 2000's were years late in being completed and about 12 million pounds over budget. I understand that there is a problem with HGVs accessing Port Askaig pier which has been discussed by the members of the Islay Community Council ferry committee as far back as November 2019.”

Appendix E – Kennacraig Feedback

The full list of question and feedback submissions and comments relating to the Enabling Works at Kennacraig obtained during the consultation period are included below:

- “Have no comments on the scope of work. Long + short term parking need enlarged. A lot of complaints this year about the lack of parking.”
- “Linkspan length”
- “I favour a new terminal at the mouth of the west loch. Frequency is what is required, and the west loch curtails the speed and navigation”
- “Give extra space for parking. Hopefully increase facilities at Kennacraig”
- “Kennacraig is in the middle of nowhere - no catering or other facilities to support foot passengers nor enough vehicle parking - very poor mobile phone signal so enabling works need to be on-shore as well as marine”
- “No knowledge of port, works straight forward”
- “Better passenger walkway as I find the steep ramp difficult to climb. Bigger waiting room with better facilities - coffee shop or vending machines as Kennacraig has no eating places. Bus shelter on the pier as the current arrangement means waiting outside as the bus stops away from the waiting room.”
- “Is the channel at Kennacraig wide enough to allow the new ferries to safely dock at Kennacraig pier without running aground.”

Appendix F – Colonsay Feedback

The full list of question and feedback submissions and comments relating to the Enabling Works at Colonsay obtained during the consultation period are included below:

- “Ironic that Colonsay which was last upgraded >30 years ago needs least work... and is already able to accommodate bigger boats than those commissioned for Islay... but the then MD of CalMac, Colin Paterson, had a holiday house on Colonsay...”
- “Like at Port Askaig necessary improvements and upgrading quite non-controversial so long as no impact on service”
- “Where is the new marshalling area for a maximum of 100 cars going to be constructed next to the pier on Colonsay.”

Appendix G – General Feedback

During the consultation period, the project team received a total of 10 questionnaire responses for question 5. All responses received are listed below:

Responses relating specifically to the New Islay Vessel Project

- “Islay should have 2 ferries all year. The 1 boat service timetable is useless as there is no early sailing off Islay meaning day trips to the mainland is not possible. If Islay does have a 1 boat service, then it would be better if the ferry is berthed there overnight like the way it used to be with a 0415 off Islay which really served Islay well. Allowed day trips to the mainland not like the 2015 sailing of Islay which arrives at Kennacraig when it is far too late to go anywhere.”
- “It is hugely encouraging to hear of more vessels to come online which are very much needed to provide the better and more reliable service. Service has been very much disrupted in recent years by vessel issues, on top of weather / sea related disruptions which must be expected. Good to hear that money is ring fenced and project has full support of Scottish Government.”
- “Look forward to a more resilient and efficient service - standardisation of vessels and ports - reduce burden on taxpayer”
- “I share many pessimistic views of the new ferries being delivered in time. I hope to be proved wrong. Why not a separate freight boat?”
- “New ferry has 100 car capacity - how much increase is that?”
- “Look forward to a more resilient and efficient service - standardisation of vessels and ports - reduce burden on taxpayer?”
- “In my opinion the two new Islay ferries should have been designed to fit the existing piers instead of the Scottish Government having to spend £16.4 million (2021 prices) on work at Kennacraig, Port Ellen, Port Askaig and Colonsay piers to allow the new Islay ferries to safely dock. Incidentally the MV Clansman which is 99 metres long can currently dock at Colonsay pier with no problems. If the design of the new Islay ferries is to become the standard for all new large car ferries throughout the Clyde and Hebridean ferry routes, then hundreds of millions of pounds is going to have to be spent altering all the piers throughout the network to take these ferries.”
- “Please confirm that no enabling works are required at Oban Terminal”

Responses relating specifically to the Port Ellen Terminal Development

- “Issues in Port Ellen of congestion extend throughout the village and the proposed marine works do not address this - but the new vessels' capacity will be greater than the Finlaggan. I think an entire new ferry pier is needed at the south of the island to take advantage of the full size of Kilnaughton Bay - probably starting from somewhere near the Maltings”
- “The works as presented look fairly uncontroversial. I suppose careful project management will be needed to minimise and manage disruption. I'm not familiar enough with the two marshalling areas proposed to comment on them. The end result looks as if they will be beneficial.”
- “Please do this redevelopment properly and not the poorly plan developments carried out in the past. Both pier were done up 15 years ago and now you are back at it. Please build in a reasonably element of future proofing in your design offered in option 5 to keep our island economy from crumbling.”

General Responses

- “Great explanation from the team!”
- “Thanks for coming to Jura to talk to us - much appreciated.”

Appendix H – Frequently Asked Questions

General Questions / Feedback			
#	Date Raised	Question / Feedback	Answer
1	August 2022	Why are ferries being cancelled?	Through the design process, efforts are being made to minimise disruption during construction of the enabling works necessary to accommodate the new Islay routes ferries on the berths, including coordination with CalMac who are currently developing service continuity plans. Once service continuity plans are finalised, further public engagement will take place.
2	August 2022	Why not smaller ferries, rather than bigger ones every time?	This is a Network Strategy matter for Transport Scotland, CMAL, and CalMac Ferries Ltd. to decide. However, larger ferries provide the required capacity with fewer sailings. Compared to more frequent sailings of smaller vessels, this significantly reduces the environmental impact of burning more fuel and the financial cost of additional fuel and crews over the anticipated 30-year life of each vessel.
3	August 2022	Is an overnight freight service possible?	This is a Network Strategy matter for Transport Scotland, CMAL and CalMac Ferries Ltd. to decide. This project is focused on providing the infrastructure upgrades required to accommodate the new vessels on the berths.
4	August 2022	Will the Oban – Colonsay route be removed from the service timetable?	As discussed at the public engagement session there are currently no plans to permanently remove Oban – Colonsay sailings from the timetable. We are working to minimise disruption, once service continuity plans are finalised by CalMac, further public engagement will take place.
5	August 2022	Once new ferries are introduced, will there be resilience in the service / a relief vessel?	The introduction of the new Islay ferries is designed to increase the resilience and capacity of the Islay ferry service.

			Where necessary, relief vessels will be made available from elsewhere in the fleet.
6	August 2022	Will the improvements involved with the Port Ellen Terminal Development improve the resilience of that route and result in less ferries to Port Askaig?	Timetables are a matter for Transport Scotland and CalMac Ferries Ltd. This project is focused on providing the infrastructure upgrades (referred to as enabling works) required to accommodate the new vessels on the berths.
7	August 2022	Who are the stakeholders? Are only the islanders being consulted	The high-level working group for this project consists of Transport Scotland, CMAL, Argyll and Bute Council and CalMac Ferries Ltd. The wider stakeholders include the local Community Councils, the general public, etc. Members of the public were invited to drop-in sessions on Jura, on Islay, in Tarbert (for Kennacraig) and on Colonsay to receive information about the Enabling Works project.
8	August 2022	Will there be prioritisation for islanders on the new ferries as there is an increase from 76 to 100 in car carrying capacity?	This is a matter for Transport Scotland and CalMac Ferries Ltd. to decide. This project is focused on providing the infrastructure upgrades (referred to as enabling works) required to accommodate the new vessels on the berths.
9	August 2022	Is the New Islay Vessels project on programme? Including steel (regarding Ukraine)	The vessels project is currently on programme with plans to cut steel towards the end of 2022.
10	August 2022	Will there be CalMac bikes to hire? (Like the Boris bikes in London)	Thank you for your suggestion. It is Scottish Government policy to encourage active travel and your suggestion will be considered further.
11	August 2022	Why were Argyll and Bute Council not in attendance at the public engagement sessions?	Transport Scotland, CMAL, and CalMac regularly liaise and coordinate with Argyll and Bute Council through various working groups and coordination meetings to ensure adequate coordination across all relevant projects. Argyll and Bute Council are invited to attend public engagement sessions; in addition, Argyll and Bute Council also have regularly scheduled liaison with ferry user groups.

