

Health and Safety Executive

MacFarlane M (Marc)

From: CEMHD1Badmin@hse.gov.uk
Sent: 11 March 2019 13:12
To: MS Marine Licensing
Subject: FW: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 31 March 2019

Dear Sirs

Thank you for your e-mail.

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

Regards

Peter

Peter Horwood
✉ peter.horwood@hse.gov.uk
☎ 02030 28 2651

From: MS.MarineLicensing@gov.scot <MS.MarineLicensing@gov.scot>
Sent: 01 March 2019 13:48
To: south_highland@nature.scot; Planning.Dingwall@sepa.org.uk; hmconsultations@hes.scot; eplanning@highland.gov.uk; navigationsafety@mcca.gov.uk; navigation@nlb.org.uk; brian@asfb.org.uk; rmerrylees@ukchamberofshipping.com; rcarington@ukchamberofshipping.com; marine@crownestatescotland.com; DIO-Safeguarding-Offshore@mod.uk; Scotland EIA Scoping Opinions <Scotland-EIA.Scoping-Opinions@hse.gov.uk>; alastair.mcruaraidh.mcneill@gmail.com; contact@cifascot.com; ats1@btopenworld.com; secretary@marinesafetyforum.org; Pauline.McGrow@ryascotland.org.uk; planning.scotland@rspb.org.uk; renewables@sff.co.uk; info@scottishfishermen.co.uk; scollin@scottishwildlifetrust.org.uk; fred.abercrombie@transport.gov.uk; Chris.Wilcock@transport.gov.scot; Val.Ferguson@transport.gov.scot; sarah.dolman@whales.org; fiona.read@whales.org; uigcommunitycouncil@gmail.com; uigcommunitytrust@gmail.com; FO.Portree@gov.scot; Phil.Gilmour@gov.scot; douglas.keith@visitscotland.com; convener@skyedsfb.org.uk; planningconsultations@scottishwater.co.uk; science@hwdt.org; harbours@highland.gov.uk; david.mchardie@cmassets.co.uk; operations@cmassets.co.uk; info@griegseafood.com; Mark.Christie@gov.scot
Subject: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 31 March 2019

Dear Sir/Madam

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

06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye

Marine licences have been requested under the Marine (Scotland) Act 2010 in regards to the proposed ferry terminal development construction and associated dredging at Uig harbour, Isle of Skye. 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 applications, EIA report and supporting documentation can be accessed via the following link:

<http://marine.gov.scot/ml/uig-ferry-terminal-development-uig-isle-skye>

Please forward your comments on these proposals via electronic communication to ms.marinelicensing@gov.scot or as a hard copy to the address detailed below by date 31 March 2019.

Kind Regards,

Katie Mac Donald Menzies

Marine Scotland - Marine Planning & Policy

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

General Queries: +44 (0)300 244 5046

Email: ms.marinelicensing@gov.scot

Website: <http://www.scotland.gov.uk/marinescotland>



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Dh'fhaodadh gum bi teachdaireachd sam bith bho Riaghaltas na h-Alba air a chlàradh neo air a sgrùdadh airson dearbhadh gu bheil an siostam ag obair gu h-èifeachdach neo airson adhbhar laghail eile. Dh'fhaodadh nach eil beachdan anns a' phost-d seo co-ionann ri beachdan Riaghaltas na h-Alba.

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Historic Environment Scotland

MacFarlane M (Marc)

From: Laura Denholm <laura.denholm@hes.scot>
Sent: 28 March 2019 13:58
To: MS Marine Licensing
Subject: 06909/06910 - Consultation Response
Attachments: 20190328 Uig Ferry Terminal - Response.pdf

Please see our response attached.

Kind regards

Laura

Laura Denholm | Casework Technician - Business Support | Heritage Directorate Historic Environment Scotland | Àrainneachd Eachdraidheil Alba Longmore House, Salisbury Place, Edinburgh, EH9 1SH
T: 0131 668 8898
E: laura.denholm@hes.scot

www.historicenvironment.scot

Read our Operating Plan for 2018-2019

Historic Environment Scotland - Scottish Charity No. SC045925 Registered office: Longmore House, Salisbury Place, Edinburgh, EH9 1SH _____

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By email to:

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: 300023954
Your ref: 06909/06910

28 March 2019

Dear Sir/Madam

The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (As Amended)

06909 – Uig Harbour Redevelopment, Construction Works
06910 - Uig Ferry Terminal, Dredging and Sea Disposal
EIA Report

Thank you for your consulting Historic Environment Scotland on the above two Marine Licence applications for works associated with the Uig Harbour Redevelopment, Skye. We received the Marine Licence applications on 1 March 2019. We have considered the Marine Licence applications and accompanying EIA Report for our historic environment interests.

Our Advice

We are content that there is sufficient information within the EIA Report to reach a view on the development proposals and do not wish to object to the Marine Licence applications. We have provided further comment on the applications and the EIA Report in the attached Annex.

Marine Scotland must have regard to our advice in 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-

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH

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[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 Alison Baisden who can be contacted by phone on 0131 668 8575 or by email on Alison.Baisden@hes.scot.

Yours faithfully

Historic Environment Scotland



ANNEX

Proposed Development

We understand that the Marine Licensing proposals are for a series of upgrades to the existing infrastructure at Uig Harbour to accommodate new larger ferry vessels.

Background

We responded to an EIA Scoping Request for the proposals in a letter dated 7 November 2017. While we noted that the *North Cuil, cairn (Scheduled Monument, Index no.900)* is located in the vicinity of the proposals, we considered that significant impacts on terrestrial heritage assets and their settings are unlikely in this instance. We were therefore content for terrestrial heritage assets within our statutory remit to be scoped out of the assessment.

We did, however, recommend that any Environmental Impact Assessment (EIA) undertaken should give consideration to where proposed works may affect undesignated wreck sites and unknown marine remains. We highlighted that impacts may include direct disturbance, contamination and loss to historic environment assets and the destabilisation of sites.

Our interest

As above, we consider that the proposals may affect undesignated wreck sites and unknown marine remains.

Environmental Impact Assessment Report (EIA Report)

We have reviewed the assessment of impacts on Marine Archaeology and Cultural Heritage included at Chapter 20 of the EIA Report and welcome the consideration of cultural heritage and marine archaeological interests included here. We consider that sufficient investigative procedures have been undertaken during the development of the EIA Report to identify areas of archaeological potential within the marine environment.

We note that peaty deposits have been discovered within soil samples taken at some of the underwater sampling sites. We agree with the assessment that these could contain valuable palaeoenvironmental information relating to earlier prehistoric land surfaces, and therefore welcome the mitigation measures proposed at Section 20.6 of the EIA Report.

We would however recommend that any future such assessments should take into account our Guidance Note on Wave and Tidal Energy (2013). This note provides further advice on the assessment of impacts on the marine historic environment, and can support the consideration of the effects of marine development proposals.



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Our position

We are content that there is sufficient information within the EIA Report to reach a view on the development proposals and do not wish to object to the Marine Licence applications.

Historic Environment Scotland

28 March 2019

Maritime and Coastguard Agency

MacFarlane M (Marc)

From: navigation safety <navigationsafety@mcga.gov.uk>
Sent: 04 April 2019 16:23
To: MS Marine Licensing
Subject: RE: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye

4th April 2019

Dear Marine Scotland,

RE: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye

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: 01 March 2019 13:48

To: south_highland@nature.scot; Planning.Dingwall@sepa.org.uk; hmconsultations@hes.scot; eplanning@highland.gov.uk; navigation safety <navigationsafety@mcga.gov.uk>; navigation@nlb.org.uk; brian@asfb.org.uk; rmerrylees@ukchamberofshipping.com; rcarington@ukchamberofshipping.com; marine@crownestatescotland.com; DIO-Safeguarding-Offshore@mod.uk; scotland-EIA.Scoping-opinions@hse.gov.uk; alastair.mcruaraidh.mcneill@gmail.com; contact@cifascot.com; ats1@btopenworld.com; secretary@marinesafetyforum.org; Pauline.McGrow@ryascotland.org.uk; planning.scotland@rspb.org.uk; renewables@sff.co.uk; info@scottishfishermen.co.uk; scollin@scottishwildlifetrust.org.uk; fred.abercrombie@transport.gov.uk; Chris.Wilcock@transport.gov.scot; Val.Ferguson@transport.gov.scot; sarah.dolman@whales.org; fiona.read@whales.org; uigcommunitycouncil@gmail.com; uigcommunitytrust@gmail.com; FO.Portree@gov.scot; Phil.Gilmour@gov.scot; douglas.keith@visitscotland.com; convener@skyedsfb.org.uk; planningconsultations@scottishwater.co.uk; science@hwdt.org; harbours@highland.gov.uk; david.mchardie@cmassets.co.uk; operations@cmassets.co.uk; info@griegseafood.com; Mark.Christie@gov.scot

Subject: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 31 March 2019

Dear Sir/Madam

**MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING
THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017
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Please forward your comments on these proposals via electronic communication to ms.marinelicensing@gov.scot or as a hard copy to the address detailed below by date 31 March 2019.

Kind Regards,

Katie Mac Donald Menzies

Marine Scotland - Marine Planning & Policy

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

General Queries: +44 (0)300 244 5046

Email: ms.marinelicensing@gov.scot

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Northern Lighthouse Board

MacFarlane M (Marc)

From: Gillian Burns <GillianB@nlb.org.uk>
Sent: 15 March 2019 12:40
To: MS Marine Licensing
Subject: RE: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 31 March 2019
Attachments: H1_01_437.doc

Dear Katie,

Please see the attached response from the Northern Lighthouse Board Ref : 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye.

If any further information is required please get in touch.

Best wishes,

Gillian

Official - Northern Lighthouse Board Email

Gillian Burns

Navigation Officer

NLB Navigation, 84 George Street, Edinburgh, EH2 3DA
0131 473 2431, 07836 702141, GillianB@nlb.org.uk
www.nlb.org.uk

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Sent: 01 March 2019 13:48
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Subject: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 31 March 2019

Dear Sir/Madam

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

06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye

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Please forward your comments on these proposals via electronic communication to ms.marinelicensing@gov.scot or as a hard copy to the address detailed below by date 31 March 2019.

Kind Regards,

Katie Mac Donald Menzies

Marine Scotland - Marine Planning & Policy

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

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Northern Lighthouse Board

Your Ref: 06909/06910
Our Ref: GB/ML/H1_01_437

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) – HIGHLAND COUNCIL (PER AECOM) – FERRY TERMINAL DEVELOPMENT, CAPITAL DREDGING AND SEA DISPOSAL OF DREDGED SPOIL, UIG, ISLE OF SKYE

Thank you for your e-mail correspondence dated 01 March 2019 regarding the application submitted by **Highland Council (per AECOM)** for the proposed ferry terminal development (including the installation of a new linkspan/bankseat/dolphins, pier and berth widening, and dredging and sea disposal of dredged spoil to a new spoil area) at Uig Ferry Terminal, Uig, Isle of Skye.

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

Construction Works (06909)

- **The Highland Council** 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.
- **The Highland Council** 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 (06910)

- Marine safety information as considered appropriate is issued prior to the commencement of each dredging campaign.
- **The Highland Council** should inform the UK Hydrographic Office (sdr@ukho.gov.uk) of the revised water depths and the new spoil area.

Yours sincerely

[Redacted]

Peter Douglas
Navigation Manager

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Royal Yachting Association

MacFarlane M (Marc)

From: Pauline McGrow <Pauline.McGrow@ryascotland.org.uk>
Sent: 21 March 2019 14:53
To: MS Marine Licensing
Subject: RE: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 31 March 2019

Dear Katie,

I write to inform you that RYA Scotland has no comment on the proposed harbour works except that we recognise that the upgrade to the ferry provision is necessary for the ferry service and that the works will not impede recreational traffic.

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
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From: MS.MarineLicensing@gov.scot [mailto:MS.MarineLicensing@gov.scot]
Sent: 01 March 2019 13:48
To: south_highland@nature.scot; Planning.Dingwall@sepa.org.uk; hmconsultations@hes.scot; eplanning@highland.gov.uk; navigationsafety@mcga.gov.uk; navigation@nlb.org.uk; brian@asfb.org.uk; rmerrylees@ukchamberofshipping.com; rcarington@ukchamberofshipping.com; marine@crownestatescotland.com; DIO-Safeguarding-Offshore@mod.uk; scotland-EIA.Scoping-opinions@hse.gov.uk; alastair.mcruaraidh.mcneill@gmail.com; contact@cifascot.com; ats1@btopenworld.com; secretary@marinesafetyforum.org; Pauline McGrow <Pauline.McGrow@ryascotland.org.uk>; planning.scotland@rspb.org.uk; renewables@sff.co.uk; info@scottishfishermen.co.uk; scollin@scottishwildlifetrust.org.uk; fred.abercrombie@transport.gov.uk; Chris.Wilcock@transport.gov.scot; Val.Ferguson@transport.gov.scot; sarah.dolman@whales.org; fiona.read@whales.org; uigcommunitycouncil@gmail.com; uigcommunitytrust@gmail.com; FO.Portree@gov.scot; Phil.Gilmour@gov.scot;

douglas.keith@visitscotland.com; convener@skyedsfb.org.uk; planningconsultations@scottishwater.co.uk; science@hwdt.org; harbours@highland.gov.uk; david.mchardie@cmassets.co.uk; operations@cmassets.co.uk; info@griegseafood.com; Mark.Christie@gov.scot

Subject: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 31 March 2019

Dear Sir/Madam

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

06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye

Marine licences have been requested under the Marine (Scotland) Act 2010 in regards to the proposed ferry terminal development construction and associated dredging at Uig harbour, Isle of Skye. 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 applications, EIA report and supporting documentation can be accessed via the following link:

<http://marine.gov.scot/ml/uig-ferry-terminal-development-uig-isle-skye>

Please forward your comments on these proposals via electronic communication to ms.marinelicensing@gov.scot or as a hard copy to the address detailed below by date 31 March 2019.

Kind Regards,

Katie Mac Donald Menzies

Marine Scotland - Marine Planning & Policy

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

General Queries: +44 (0)300 244 5046

Email: ms.marinelicensing@gov.scot

Website: <http://www.scotland.gov.uk/marinescotland>



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Scottish Environmental Protection Agency

Our ref: PCS/164188 &
PCS/ 164062
Your ref: 06909/06910

If telephoning ask for:
Aden McCorkell

28 March 2019

Katie Macdonald Menzies
Marine Scotland
Scottish Government
Marine Lab
375 Victoria Road
Aberdeen
AB11 9DB

Andrew Maciver
Development & Infrastructure
Highland Council
94 Diriebught Road
Inverness
IV2 3QN

By email only to: ms.marinelicensing@gov.scot;
Andrew.maciver@highland.gov.uk

Dear Ms Menzies & Mr Maciver

Harbours Act 1964
Marine (Scotland) Act 2010
The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017
Application: 06909/06910
Ferry Terminal Development
Uig, Isle of Skye

Thank you for your consultation email which SEPA received on 1 March 2019. For clarity and efficiency, we have combined all consultation responses into a single response.

Advice for the planning authority

Unfortunately we must **object** due to lack of information on flood risk, and if not covered by another consenting regime, we ask that the Harbour Revision Order also include the **condition** outlined in Section 3.2. 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 We note that in Section 5.4 of Technical Appendices 9 (Flood Risk and Climate Change) the Spectral Wave Model setup and parameters were validated with data and information from 11 and 12 January 2005 storm events; however, there is no summary in Section 9.1 to conclude whether the findings from this modelling will or will not result in the increased probability of flooding elsewhere. We therefore must **object** and request that the conclusions from this study area are presented to demonstrate that this development complies with Scottish Planning Policy and will not increase flood risk elsewhere.
- 2.2 We note that a small burn from the north-west drains towards the pier before being culverted underneath the present car park. The culvert is currently 750mm in diameter and is 142m in length. This development now proposes to extend it to approximately 220m, an increase in 78m.
- 2.3 The catchment area for this small watercourse has been estimated as 24 hectares (0.24km²) and the IH Report 124 methodology was used to estimate flows. Although we appreciate that estimating flows for very small catchments is notoriously difficult, it has been shown that the IH Report 124 methodology can significantly underestimate Qmed and other return periods on small catchments. We therefore strongly recommend that another method is compared with alternative flow estimation methodologies, for example the FEH rainfall-runoff method and ReFH2.
- 2.4 We welcome that sensitivity analysis was undertaken for the estimated catchment, and that when the catchment area is increased by 50% (and therefore the estimated flow increased) it resulted in a headwater elevation increase from 7.72mAOD to 7.94mAOD. The maximum allowable headwater elevation (bank threshold level) is 8mAOD, therefore the flow would still be contained within the channel.
- 2.5 Unfortunately, only the 1 in 100 year flow was estimated (which may be underestimated as noted above) and as stated under Controlled Activities Regulations (CAR) 2011, SEPA recommend the 200 year design-flow standard be adhered to for culvert sizing. Due to the length and location of this culvert, we must **object** and ask that this watercourse is modelled to the 1 in 200 year flow to ensure that the culvert sizing is appropriate.
- 2.6 In addition it is commented in the report *Uig Harbour Redevelopment - Drainage Strategy*, (AECOM July 2018) "that surface water drainage from the Marshalling Area and parts of the approach way will drain by pipework and gullies via oil separator and tie into the diverted culvert". The culvert must be shown to accommodate both the 1 in 200 year flow, as well as the additional estimated flows of any surface water drainage.
- 2.7 We would comment that in most cases surface water can be managed through appropriate drainage and we consider the water quantity aspects of surface water drainage to be the remit of the local authority. We therefore recommend that the local flood risk management team be consulted as they may have greater local knowledge of the site and therefore better placed to provide more detailed advice on any proposed surface water mitigation measures or drainage proposals.
- 2.8 Previously we commented that in addition to the 750mm culvert, it is indicated in Section 5.3.1 of the Drainage Strategy that "the outfall of another 280mm diameter culvert (located

in the northern section of the site) will clash with the proposed land reclamation. The proposed drainage system will incorporate an extension/diversion of this outfall.” We would request that any impacts of the development on this 280mm culvert are also considered and if appropriate the local flood risk management team be consulted to provide advice on any proposed drainage proposals or surface water mitigation measures.

3. Surface water drainage

- 3.1 Section 9.7.18 of the EIAR states that roof drainage from the new ticket office will be drained to the existing Scottish Water septic tank outfall. We assume that this means that the drainage from the roof water will not go through the septic tank, but connect only to the outfall drain, after the septic tank. If this is not the case, we will require to be re-consulted as clean surface water should not be sent to the septic tank.
- 3.2 We note that Drawing Number UHRD-ACM-ZZ-GE-DR-MT-10150 demonstrates 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. As stated in correspondence with Tommy Shinton from AECOM on 25 October 2018, we accept that surface water in this location will be passed through an oil/petrol separators before being discharged to the sea; however this is a large area with a high level of traffic, and an oil/petrol separator would rely on continued maintenance. We would expect there to be a program of maintenance in place to ensure this is regularly serviced. In the event of a pollution incident, it is unlikely that an oil/petrol separator would supply adequate protection. There must be adequate procedures in place should a pollution incident occur, such as a spill. We would expect pollution incidents to be contained and remediated, which should be built in to the design and procedures of the drainage strategy. We would therefore ask that this is secured by **condition** through the Harbour Revision Order if not covered by another consenting regime.

4. Waste water drainage

- 4.1 We welcome Drawing Number UHRD-ACM-ZZ-GE-DR-MT-10151 which outlines the foul water drainage plans. We note that foul drainage will be directed to the existing treatment system upstream of the existing CSO chamber.

5. Waste management

- 5.1 We note that land reclamation will be through sheet piling or rock armour and we therefore assume that use of dredging materials will not be utilised in land reclamation. Provided this is the case, then we can therefore confirm that we will not need to regulate this under waste regulations.

Regulatory advice for the applicant

6. Regulatory requirements

- 6.1 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).
- 6.2 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.

- 6.3 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: Carr's Corner Industrial Estate, Lochybridge, Fort William PH33 6TL Tel: 01397 704426.

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
Part time Senior/Planning Officer
Planning Service

ECopy: darrenwhite@eversheds-sutherland.com; val.ferguson@transport.gov.scot

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](#).

Scottish Natural Heritage

MacFarlane M (Marc)

From: Alex Turner <Alex.Turner@nature.scot>
Sent: 29 April 2019 08:50
To: MS Marine Licensing
Cc: Crookston C (Claire)
Subject: SNH response to Marine Licence application for Uig Bay Ferry Terminal Development & dredge disposal - 0609 & 0610 - 26 April 2019
Attachments: SNH response to Marine Licence application for Uig Bay Ferry Terminal Development & dredge disposal - 0609 & 0610 - 26 April 2019.doc

Claire

Please find our response attached. The additional comments on the UW noise modelling are included in the annexes.

Sorry for the additional delay – our IT systems were being overhauled (but the original long delay was my fault).

Let me know if you need any clarification.

Alex

Alex Turner | Operations Officer, Skye and Lochalsh

Scottish Natural Heritage | King's House | The Green | Portree | Isle of Skye | IV51 9BS | t: 01463 701663
Dualchas Nàdair na h-Alba | Taigh an Rìgh | An Grianan | Port Rìgh | An t-Eilean Sgitheanach | IV51 9BS
nature.scot – Connecting People and Nature in Scotland – [@nature_scot](https://twitter.com/nature_scot)

Please note - my telephone number has recently changed to **01463 701663** and my e-mail address has changed to Alex.Turner@nature.scot

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sgrìobhaidh.

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sùil a chumail air puist-dealain a' tighinn a-steach agus a' dol a-
mach bho SNH.



Scottish Natural Heritage Dualchas Nàdair na h-Alba

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Marine Scotland – Licensing Operations Team
Scottish Government
Marine Laboratory
375 Victoria Road
Aberdeen
AB11 9DB

FAO: Claire Crookston

26 April 2019

Your ref: 06909/06910

Dear Claire,

**MARINE (SCOTLAND) ACT 2010, PART 4 MARINE LICENSING
THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT)
(SCOTLAND) REGULATIONS 2017 (AS AMENDED
06909/0610 – Highland Council (per AECOM) – Ferry Terminal Development -
Uig, Isle of Skye**

Thank you for your consultation on the above proposal dated 1 March 2019. Sorry for the delay in responding.

Summary

The proposed works are within or adjacent to Inner Hebrides and the Minches Special Area of Conservation (SAC) which is of international importance for harbour porpoise. Assuming the proposed mitigation measures are applied, in our view harbour porpoise will not be adversely affected by these proposals.

The proposed mitigation measures will also help protect common seals associated with Ascrib, Isay and Dunvegan SAC.

There are likely to be impacts on Priority Marine Features but without significant impacts on regional or national status.

Background

The proposals are to redevelop Uig harbour in order to accommodate a new ferry. The proposals include capital dredging and sea disposal of the dredge material just outside the mouth of Uig Bay.

We responded to various consultations regarding the ground investigation works in 2017. We provided EIA screening advice to Transport Scotland in August 2017 and EIA scoping advice to Marine Scotland in November 2017.

Scottish Natural Heritage, King's House, The Green, Portree, Isle of Skye, IV51 9BS
Tel: 01478 612625 www.snh.gov.uk

Dualchas Nàdair na h-Alba, Taigh an Rìgh, An Àilean, Port Rìgh, An t-Eilean Sgitheanach, IV51 9BS. Fòn: 01478 612625 www.snh.gov.uk

Appraisal of the impacts of the proposal and advice

1. Marine Special Areas of Conservation (SACs)

The proposed pier and associated dredging area lie approximately 1km outside Inner Hebrides and the Minches candidate Special Area of Conservation (SAC) designated for its use by harbour porpoise. The proposed new dredge disposal site is within the SAC at the entrance to Uig Bay. The harbour works are approximately 8km from Ascrib, Isay and Dunvegan SAC, designated for its common seal population.

The status of these sites means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended (the “Habitats Regulations”) apply or, for reserved matters, The Conservation of Habitats and Species Regulations 2017. Consequently, the competent authority is required to consider the effect of the proposal on the SACs before it can be consented (commonly known as Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements (<https://www.snh.scot/professional-advice/safeguarding-protected-areas-and-species/protected-species/legal-framework/habitats-directive-and-habitats-regulations>).

a. Inner Hebrides and the Minches SAC

In our view, this proposal is likely to have a significant effect on harbour porpoise within Inner Hebrides and the Minches SAC. Consequently, Marine Scotland is required to carry out an appropriate assessment in view of the site’s conservation objectives for its qualifying interest.

To help you do this, we advise that in our view on the basis of the information provided to date, **if the proposal is undertaken as described and in accordance with the applicants proposed mitigation, then the proposal will not adversely affect the integrity of the site.**

The appraisal we carried out considered the impact of the proposals on the following factors:

- Harbour porpoise are affected by underwater noise. Activities arising from these proposals that may increase underwater noise include:
 - piling associated with construction of the pier extension - a large number of piles of various types will be installed which are likely to have different noise levels and characteristics – this is likely to be the most significant source of underwater noise;
 - capital dredging, dredge disposal and associated increase in vessel movements during construction. It is stated that no drilling or blasting will be required and providing this is the case we agree this aspect is unlikely to be significant overall;
 - the EIA Report states that demolition of the existing sea wall is required but no details are provided. **If blasting is required further assessment will be necessary.**
- The significance of underwater noise impacts depends on the magnitude and duration of the activity. It can result in mortality, auditory injury, disturbance and the masking of key communication.
- The underwater noise modelling methodology described in the technical note is basic and unlikely to represent the actual behaviour of noise in this

area. Notwithstanding this our experience with other harbour piling suggests that the risk of instantaneous auditory damage is low and can be adequately mitigated using standard JNCC mitigation protocol. In our view there is sufficient information to reach a conclusion and no further assessment is necessary (see Annex 1 for details).

- In terms of direct mortality and injury, we are satisfied that the use of JNCC (2010) piling protocol will minimise the injury potential for harbour porpoise, other cetaceans and seals. The applicant states that they will be employing marine mammal observers and Passive Acoustic Monitoring, using a 500m mitigation zone and utilizing soft start procedures. Although there will be two piling rigs on site, there will not be simultaneous underwater piling. See Annex 3 for advice on Marine Mammal Management Plan.
- However the JNCC piling protocol does not protect against disturbance. Disturbance is most likely during the construction phase and the disturbance zone has been assessed as extending >10km from the works. Piling is either 24 or 40 months depending on the construction scenario. However average daily piling duration is <0.9hours for impact piling and <5.7 for vibratory piling. This can be regarded as temporary disturbance. We advise that it is not significant and therefore there is no risk to site integrity.
- The proposed development requires dredging, both capital and maintenance, and the disposal of this sediment at a newly licenced sea disposal site just outside Uig Bay. These activities have the potential to increase suspended and dispersed sediments, change water chemistry, particularly the release of sediment contaminants (heavy metals) into the water column and to the seabed. The concentrations predicted for the proposed development are lower than EQS values, indicating a low ecotoxicological risk, and considering the very short-term nature of the increases results in an impact of low significance.

We recommend that you consider whether it is necessary to condition the proposed mitigation.

b. Ascrib, Isay and Dunvegan SAC

In our view, this proposal is likely to have a significant effect on common seal within Ascrib, Isay and Dunvegan SAC because it is within the foraging range of the seals which haul-out within the SAC. Consequently, Marine Scotland is required to carry out an appropriate assessment in view of the site's conservation objectives for its qualifying interest.

To help you do this, we advise that in our view on the basis of the information provided to date, **if the proposal is undertaken in accordance with the applicants proposed mitigation, then the proposal will not adversely affect the integrity of the site.**

The appraisal we carried out considered the impact of the proposals on the following factors:

- We consider that there is a low risk of hearing damage (Permanent Threshold Shift) to seals.
- There is unlikely to be disturbance to seals within the SAC and any disturbance outside the SAC is unlikely to affect the conservation objectives.

2. Priority Marine Features

Uig Bay supports a number of Priority Marine Features (PMFs) which are habitats and species considered to be of conservation importance in Scotland's seas and are included in the National Marine Plan. Marine Scotland should consider the effect of the proposal on the PMF(s) before it can be consented.

The benthic habitat in the dredge disposal site search area is dominated by burrowed muds, including the biotope 'Seapens and burrowing megafauna in circalittoral fine mud' (SS.SMu.CFiMu.SpMg), although the surveys suggest that seapens are rare. This biotope is extensively distributed throughout the sea lochs of the west coast of Scotland.

Neither the grab samples nor the ROV footage found evidence of rarer biotopes and species, such as the burrowing heart urchin (*Brissopsis lyrifera*), or the tall sea pen (*Funiculina quadrangularis*) which have both been recorded nearby in earlier surveys. Although the surveys were not conclusive we consider them to be adequate. This appears to be a one-off disposal and if these species are present nearby we could expect at least partial re-colonisation. Annex 2 of this letter provides further detail.

Utilising an existing disposal site would be good practice and appears to be more in line with NMP, especially if this site may be used for further disposal beyond the scope of this permission. However, we acknowledge that may not be straightforward if alternative sites don't have comparable levels of heavy metals.

3. European Protected Species (EPS) licencing

Impact piling and vibro-piling has the potential to disturb any cetacean in the area, and therefore we consider that an EPS licence for disturbance should be applied for covering the species listed in the EIA report (harbour porpoise, bottlenose dolphin, white beaked dolphin, common dolphin and minke whale).

The EPS licence should be for disturbance only as adherence to the JNCC 2010 piling protocol should reduce the risk of injury to minimal. Based on the densities of these species in the area, we conclude this activity will not result in a negative impact on Favourable Conservation Status (FCS).

If you would like any clarification or further advice please contact me, in our Portree office or via e-mail (alex.turner@snh.gov.uk).

Yours sincerely,

Alex Turner
Area Officer, Skye and Lochalsh
South Highland Area

Annex 1 – Comment on underwater noise modelling

The modelling methodology described in the technical note is basic, and is unlikely to represent the actual behaviour of noise in this area.

Source levels adopted are taken from the California Department of Transport (2007). This reference, although relatively old, presents measurements from a variety of pile types (e.g. steel, wood, sheet piles, cylindrical piles). It presents levels for piling that are lower than a more recent paper of impact piling and vibratory piling at Nigg Bay, Cromarty Firth (Graham et al, 2017) and therefore these levels used may be an underestimate.

SEL_{cum} – although it is stated that this is accumulated over a 15 minute period, it is not clear how this has been calculated or whether it's appropriate to use an accumulated value as a source level.

The calculation methodology uses a basic spreading law formula, ($PL = N\log(R)$) which in itself is not incorrect. However, it has been established that basic spreading laws do not represent the propagation loss well in shallow, inshore waters (Farcas et al, 2016) potentially resulting in substantial errors.

The use however, of $20\log R$ in this case, is incorrect. The equation is presented in the form of $TL = A\log(r)$ plus attenuation factors. It is stated that A of 20 represents low frequency sound. This is incorrect. An N (or A) of 20 in equations of this form represent spherical spreading law, to be used in circumstances where the noise can propagate in all directions equally – i.e. deep water. An 'A' of 10 does not relate to high frequency noise, but what is termed cylindrical spreading, where the sound spread is limited by the sea surface and the sea bed. Usually in shallow waters a compromise of 15 is used.

It is correct to say that physical barriers will block the noise, however looking at the geography of Uig bay, most noise will be able to travel out into loch Snizort, and therefore we question the use of a 30 dB fixed attenuation factor. 30dB is also a large reduction and is probably only appropriate where the land (or breakwater) is a barrier.

Notwithstanding these concerns related to the methodology, our experience with other harbour piling, suggests that the risk of instantaneous auditory damage is low, and in the relative near field, and so can be adequately mitigated using standard JNCC mitigation protocol.

It seems likely that the cumulative SEL ranges predicted are probably overestimates but we can't check how these have been estimated. This assumes that they have simply propagated using the noted formula, based on the SEL_{cum} values they have arrived at and recorded the range that the received level matches the NMFS threshold. Assuming of course that the starting SEL is representative. Not using the weightings for the noise propagation, but using weighted thresholds will result in a conservative estimate. Also the modelling has assumed a stationary animal (unlikely to be representative), a stationary receptor will also return a conservative estimate.

Recent noise modelling for offshore windfarm developments (Moray Firth and the Firth of Tay) have predicted a low risk of both instantaneous and accumulated PTS, with larger scale piling and for longer duration than harbour developments.

Graham et al (2017) monitored both harbour porpoise and bottlenose dolphin during impact piling and vibro-piling over a six month period. There was vibro-piling nearly every day. The average day duration of impact piling was 0.23-8.92hr/day and for vibrations 0.02-5.97 hr/day. They found an unexpected high source level for vibration piling (SPLrms of 192 dB re 1 μ Pa – compared to 150-170 dB dB re 1 μ Pa rms @ 10m) but they found a detectable but subtle reduction in use of the area. Neither species were excluded from the area. They make the point that this study location is in a typically noisy area with vessel movements.

Our advice is that while the noise modelling is basic it is sufficient, alongside other readily available information, to reach a conclusion on this proposal.

Annex 2 – Benthic assessment of sediment disposal site

Our assessment of the dredge disposal site has been informed by the following:

- 'Disposal site characterisation report' which includes more info on ROV transects and includes the sediment macrofauna (Appendix D);
- 'Best Practicable Environmental Option (BPEO) Assessment'
- Previous knowledge of the presence of 'Inshore deep mud and burrowing heart urchins' associated with Uig Bay fish farm.

Comments on reports

- ROV footage seems to be mostly blurred, too fast or obscured by silt stirred up by ROV, according to commentary, so is not ideal. It covers the northern and southern parts of the site only but this includes the area closest to the previous *Brissopsis* records.
- No *Funiculina* or *Brissopsis* were recorded by the ROV and only a few *Pennatula* or *Virgularia*. *Nephrops* and other burrows were seen, and so we agree with the biotope assignment – 'Seapens and burrowing megafauna in circalittoral fine mud'.
- 12 randomly distributed grab samples were collected (apparently no replicates) and these show a range of infauna, but no *Brissopsis* (or seapens), but macrofauna don't always appear in grabs. *Amphiura chiajei* is present in a few grabs and is also a characterising species of 'Inshore deep mud with burrowing heart urchins'.
- *Maera loveni* - 10 were found in 1 grab. This a PMF in its own right, and mostly recorded offshore and alongside *Nephrops*. Whilst the disposal may affect this species, they are good burrowers and probably quick to reproduce/recover. They do not appear to be widespread as they were not found in other grab samples.
- BPEO assessment concluded a new disposal site was best, but this seems to be based mainly on costs. No information was presented regarding the nature of previous disposal characteristics at Stornoway to see if Uig disposal would be compatible there. We agree that a new disposal site would be better than the one near Ullapool based on species present.
- Sediment has high levels of heavy metals (especially Chromium, Copper and Nickel) but report states that these are likely to be natural. The samples indicate they are widespread around the bay.

Conclusion

The burrowed mud PMF biotope 'Seapens and burrowing megafauna in circalittoral fine mud' is present at the disposal site. There is no evidence that the PMF 'Inshore deep mud and burrowing heart urchins' is present but there is too much uncertainty surrounding the surveys to demonstrate this conclusively. The PMF *Maera loveni* is also present but is patchily distributed.

Nevertheless it appears to be a one-off disposal (?), albeit up to 2m in depth, and if *Brissopsis* is present we could expect at least partial re-colonisation.

Utilising an existing disposal site appears to be more in line with NMP and sustainable development but we acknowledge that may not be straightforward if the Stornoway site doesn't have as high levels of heavy metals.

Annex 3 – Advice on Marine Mammal Management Plan (MMMP)

- We support the commitment to use standard JNCC guidance. We advise that the mitigation zone for cetaceans should be the standard 500m, but that for seals this could be reduced to 100m. This is because seals are naturally curious and will sometimes investigate works such as this. The PTS range is usually within tens of meters from harbour piling and the seals can and do raise their heads above the water.
- It will be useful for the MMMP if the location(s) of the MMO is detailed, together with the experience of the MMO and PAM operators.
- The PAM system to be deployed and location and when it's intended to be used should be detailed (understanding that detection range for a harbour porpoise is about 300m on a good day).
- Details of communication protocol between the MMO/PAM operators and the piling contractors, to ensure if animals are seen in the area piling does not commence until there has been a 20 minute clear period.
- The applicant has also committed to taking noise measurements. Details will be needed for this also, in relation to the system to be used; how the levels will be analysed/calibrated; and how these levels will be reported to MS. These details can be agreed through the MMMP.

Scottish Water

MacFarlane M (Marc)

From: Pamela.Strachan2@SCOTTISHWATER.CO.UK
Sent: 06 March 2019 13:57
To: MS Marine Licensing
Subject: Planning Consultation 06909/06910
Attachments: 773945_Katie Menzies_P2 DOM Capacity Available new_Applicant_13-53-36.pdf

Dear Sir/Madam,

Please find attached a response to your recent application.

Best wishes,
Pamela Strachan

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Scottish Water

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6th March 2019

Marine Scotland
Marine Laboratory 375 Victoria Road
Aberdeen
AB11 9DB



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

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

Dear Katie Menzies

IV51 Uig Ferry Terminal Site At
PLANNING APPLICATION NUMBER: 06909/06910
OUR REFERENCE: 773945
PROPOSAL: Uig Ferry Terminal Development

Please quote our reference in all future correspondence

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water

- This proposed development will be fed from EARLISH UIG 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 UIG 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

773945_Katie Menzies_P2 DOM Capacity Available new_Applicant_13-53-36.doc

www.scottishwater.co.uk/business/connections/connecting-your-property/new-development-process-and-applications-forms/pre-development-application

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.

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

Pamela Strachan
Planning Consultations Administrator

The Highland Council

MacFarlane M (Marc)

From: Mark Harvey <Mark.Harvey@highland.gov.uk>
Sent: 24 October 2019 15:53
To: MS Marine Licensing
Subject: FW: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 22 October 2019

Hi Thomas

As you know the Council is a partner on aspects of this project as well as a regulator for elements of it.

As a result, I don't think these construction and dredging applications raise any issues that the Council were unaware of through the EIA process and pre-application discussions and no further comments are considered necessary.

Kind regards

Mark Harvey
Team Leader
The Highland Council
Development and Infrastructure Service - Portree
Tel: 01478 613823

From: Epc
Sent: 18 October 2019 09:44
To: Mark Harvey
Cc: Dafydd Jones
Subject: FW: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 22 October 2019

Hi Mark,

We received an email from Marine Scotland yesterday, giving a deadline of the 22nd October for us to provide a response to this application or, they will assume that we have no comments to make.

Kind Regards,
Jack Scholes

From: MS.MarineLicensing@gov.scot [mailto:MS.MarineLicensing@gov.scot]
Sent: 17 October 2019 12:45
To: ePlanning
Subject: FW: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 22 October 2019

Dear Sir or Madam,

Marine Scotland has not received a response from The Highland Council to our consultation outlined below. Considering the scale of the project, we would still like to offer you the opportunity to provide comments, but would appreciate it if a response would be provided 22 October 2019. If

no response is provided, Marine Scotland will assume that you have no comments to make on the application.

Kind regards,

Thomas Inglis

Marine Scotland - Marine Planning & Policy

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

General Queries: +44 (0)300 244 5046

Email: ms.marinelicensing@gov.scot

Website: <http://www.scotland.gov.uk/marinescotland>



From: MS Marine Licensing

Sent: 01 March 2019 13:48

To: south_highland@nature.scot; 'Planning Dingwall' <Planning.Dingwall@sepa.org.uk>; 'hmconsultations@hes.scot' <hmconsultations@hes.scot>; eplanning@highland.gov.uk; 'navigationsafety@mcga.gov.uk' <navigationsafety@mcga.gov.uk>; 'navigation@nlb.org.uk' <navigation@nlb.org.uk>; brian@asfb.org.uk; 'rmerrylees@ukchamberofshipping.com' <rmerrylees@ukchamberofshipping.com>; 'rcarington@ukchamberofshipping.com' <rcarington@ukchamberofshipping.com>; marine@crownestatescotland.com; DIO-Safeguarding-Offshore@mod.uk; 'scotland-EIA.Scoping-opinions@hse.gov.uk' <scotland-EIA.Scoping-opinions@hse.gov.uk>; 'alastair.mcruaraidh.mcneill@gmail.com' <alastair.mcruaraidh.mcneill@gmail.com>; 'contact@cifascot.com' <contact@cifascot.com>; 'ats1@btopenworld.com' <ats1@btopenworld.com>; 'secretary@marinesafetyforum.org' <secretary@marinesafetyforum.org>; 'Pauline.McGrow@ryascotland.org.uk' <Pauline.McGrow@ryascotland.org.uk>; planning.scotland@rspb.org.uk; 'renewables@sff.co.uk' <renewables@sff.co.uk>; 'info@scottishfishermen.co.uk' <info@scottishfishermen.co.uk>; 'scollin@scottishwildlifetrust.org.uk' <scollin@scottishwildlifetrust.org.uk>; 'fred.abercrombie@transport.gov.uk' <fred.abercrombie@transport.gov.uk>; Wilcock C (Chris) <Chris.Wilcock@transport.gov.scot>; Ferguson V (Val) <Val.Ferguson@transport.gov.scot>; sarah.dolman@whales.org; fiona.read@whales.org; 'uigcommunitycouncil@gmail.com' <uigcommunitycouncil@gmail.com>; 'uigcommunitytrust@gmail.com' <uigcommunitytrust@gmail.com>; FO Portree <FO.Portree@gov.scot>; Gilmour PD (Phil) <Phil.Gilmour@gov.scot>; 'douglas.keith@visitscotland.com' <douglas.keith@visitscotland.com>; convener@skyedsfb.org.uk; 'planningconsultations@scottishwater.co.uk' <planningconsultations@scottishwater.co.uk>; 'science@hwdt.org' <science@hwdt.org>; 'harbours@highland.gov.uk' <harbours@highland.gov.uk>; 'david.mchardie@cmassets.co.uk' <david.mchardie@cmassets.co.uk>; 'operations@cmassets.co.uk' <operations@cmassets.co.uk>; 'info@griegseafood.com' <info@griegseafood.com>; Christie M (Mark) <Mark.Christie@gov.scot>

Subject: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 31 March 2019

Dear Sir/Madam

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

06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye

Marine licences have been requested under the Marine (Scotland) Act 2010 in regards to the proposed ferry terminal development construction and associated dredging at Uig harbour, Isle of Skye. 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 applications, EIA report and supporting documentation can be accessed via the following link:

<http://marine.gov.scot/ml/uig-ferry-terminal-development-uig-isle-skye>

Please forward your comments on these proposals via electronic communication to ms.marinelicensing@gov.scot or as a hard copy to the address detailed below by date 31 March 2019.

Kind Regards,

Katie Mac Donald Menzies

Marine Scotland - Marine Planning & Policy

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

General Queries: +44 (0)300 244 5046

Email: ms.marinelicensing@gov.scot

Website: <http://www.scotland.gov.uk/marinescotland>



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Visit Scotland

MacFarlane M (Marc)

From: Douglas Keith <Douglas.Keith@visitscotland.com>
Sent: 20 March 2019 09:57
To: MS Marine Licensing
Subject: RE: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 31 March 2019
Attachments: Marine Planning and Policy.docx

Dear Katie,

Please find attached VisitScotland's response to the proposed Ferry Terminal Development – Uig, Isle of Skye.

Kind regards,
Doug

Douglas Keith
Government & Parliamentary Affairs Executive
VisitScotland

Tel: +44 (0)131 472 2053
Fax: +44 (0)131 472 2003
Email: douglas.keith@visitscotland.com

From: MS.MarineLicensing@gov.scot <MS.MarineLicensing@gov.scot>
Sent: 01 March 2019 13:48
To: south_highland@nature.scot; Planning.Dingwall@sepa.org.uk; hmconsultations@hes.scot; eplanning@highland.gov.uk; navigationsafety@mcga.gov.uk; navigation@nlb.org.uk; brian@asfb.org.uk; rmerrylees@ukchamberofshipping.com; rcarington@ukchamberofshipping.com; marine@crownestatescotland.com; DIO-Safeguarding-Offshore@mod.uk; scotland-EIA.Scoping-opinions@hse.gov.uk; alastair.mcruaraidh.mcneill@gmail.com; contact@cifascot.com; ats1@btopenworld.com; secretary@marinesafetyforum.org; Pauline.McGrow@ryascotland.org.uk; planning.scotland@rspb.org.uk; renewables@sff.co.uk; info@scottishfishermen.co.uk; scollin@scottishwildlifetrust.org.uk; fred.abercrombie@transport.gov.uk; Chris.Wilcock@transport.gov.scot; Val.Ferguson@transport.gov.scot; sarah.dolman@whales.org; fiona.read@whales.org; uigcommunitycouncil@gmail.com; uigcommunitytrust@gmail.com; FO.Portree@gov.scot; Phil.Gilmour@gov.scot; Douglas Keith <Douglas.Keith@visitscotland.com>; convener@skyedsfb.org.uk; planningconsultations@scottishwater.co.uk; science@hwdt.org; harbours@highland.gov.uk; david.mchardie@cmassets.co.uk; operations@cmassets.co.uk; info@griegseafood.com; Mark.Christie@gov.scot
Subject: 06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye - Consultation - Response Required by 31 March 2019

Dear Sir/Madam

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

06909/06910 – Highland Council (per AECOM) – Ferry Terminal Development – Uig, Isle of Skye

Marine licences have been requested under the Marine (Scotland) Act 2010 in regards to the proposed ferry terminal development construction and associated dredging at Uig harbour, Isle of Skye. 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 applications, EIA report and supporting documentation can be accessed via the following link:

<http://marine.gov.scot/ml/uig-ferry-terminal-development-uig-isle-skye>

Please forward your comments on these proposals via electronic communication to ms.marinelicensing@gov.scot or as a hard copy to the address detailed below by date 31 March 2019.

Kind Regards,

Katie Mac Donald Menzies

Marine Scotland - Marine Planning & Policy

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

General Queries: +44 (0)300 244 5046

Email: ms.marinelicensing@gov.scot

Website: <http://www.scotland.gov.uk/marinescotland>



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Tha am post-d seo (agus faidhle neo ceanglan còmhla ris) dhan neach neo luchd-ainmichte a-mhàin. Chan eil e ceadaichte a chleachdadh ann an dòigh sam bith, a' toirt a-steach còraichean, foillseachadh neo sgaoileadh, gun chead. Ma 's e is gun d'fhuair sibh seo gun fhiosd', bu choir cur às dhan phost-d agus lethbhreac sam bith air an t-siostam agaibh agus fios a leigeil chun neach a sgaoil am post-d gun dàil.

Dh'fhaodadh gum bi teachdaireachd sam bith bho Riaghaltas na h-Alba air a chlàradh neo air a sgrùdadh airson dearbhadh gu bheil an siostam ag obair gu h-èifeachdach neo airson adhbhar laghail eile. Dh'fhaodadh nach eil beachdan anns a' phost-d seo co-ionann ri beachdan Riaghaltas na h-Alba.

For [Visitor Information](#)

For information on [VisitScotland](#)

For information on [Business Events](#)

For information on [EventScotland](#)

For information on [Travel trade](#)

2019 marks the 50th anniversary of VisitScotland and in further celebration of this golden year, Scotland hosts The [Solheim Cup](#) at Gleneagles on 9-15 September.

Don't forget to share your experiences with us via [#ScotlandIsNow](#)

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Tha am post-d seo (agus faidhle sam bith na chois) diomhair agus sochairichte. Mas ann le mearachd a tha thu air am post-d fhaighinn, cuir fios gun dàil chun neach a chur thugaibh e agus dubh às an teachdaireachd-sa sa bhad. Na dèan lethbhreac den fhiosrachadh, na foillsich e ann an dòigh sam bith, na dèan gnìomh ri a linn.

Dh'fhaodadh beachdan pearsanta a bhith gan cur an cèill sam post-d seo nach eil a' riochdachadh beachdan VisitScotland. Tha siostam post-dealain VisitScotland (an teachdaireachd sam post-dealain seo agus ceangalachain sam bith) ga mheasadh agus ga chlàradh gu tuaireamach airson adhbharan tèarainteachd agus trèanadh.

Tha VisitScotland a' comhairleachadh gu bheil sibh a' fosgladh puist-d agus cheangalachain aig ur cunnart fhèin.
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20 March 2019

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

Proposed Ferry Terminal Development – Uig, Isle of Skye

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