

# Appendices

*Appendix A – Drawings*

*Appendix B – Photographs*

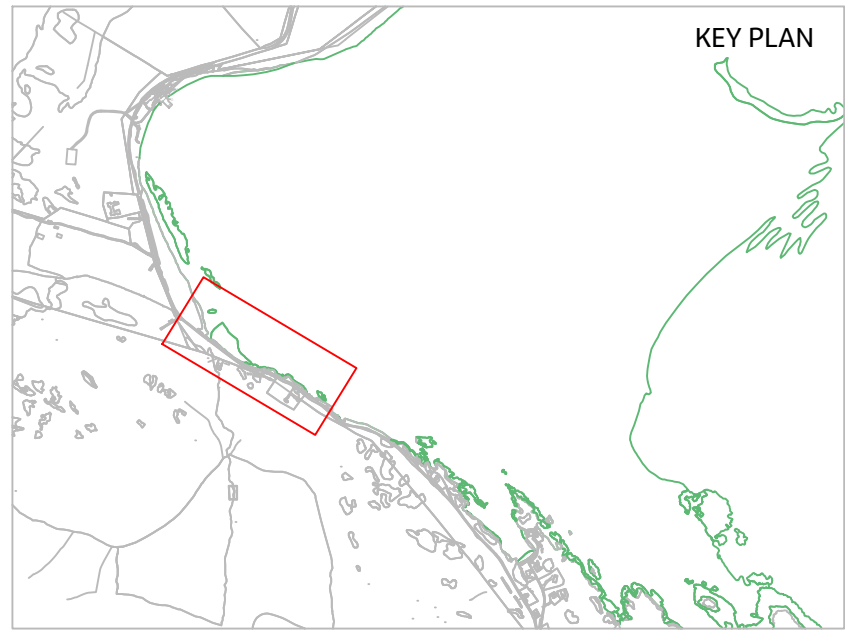
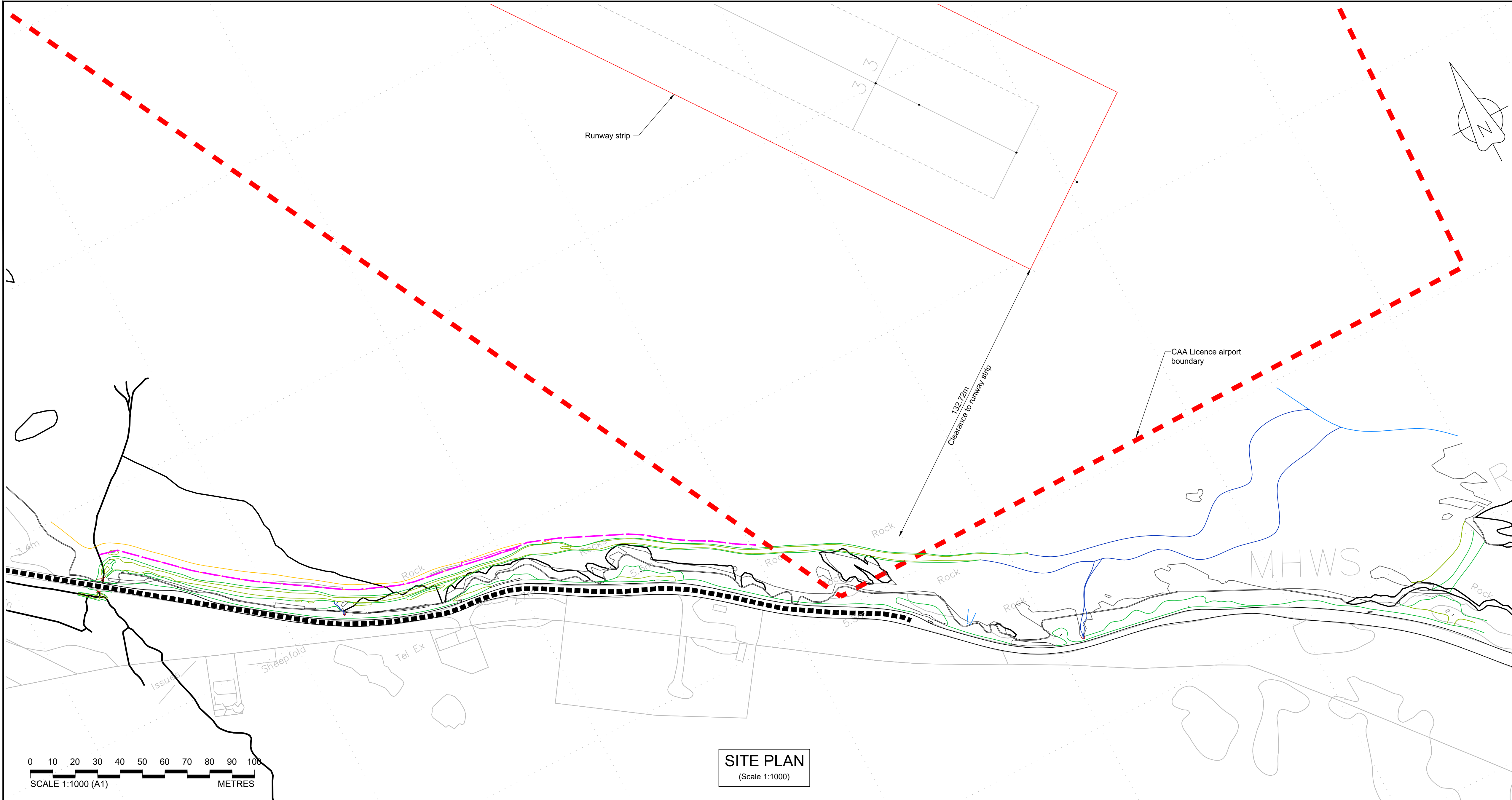
*Appendix C – Screening Request Report*

*Appendix D – Screening Opinions*

*Appendix E – Pre-Application Consultation*

*Appendix F - Habitats Regulations Appraisal Screening*

# Appendix A – Drawings



- NOTES
- DO NOT SCALE FROM THIS DRAWING.
  - DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
  - ALL BASEMAPPING AND SERVICES INFORMATION HAS BEEN PROVIDED BY HIAL. NO GUARANTEE IS GIVEN FOR IT'S ACCURACY OR COMPLETENESS.
  - TOPOGRAPHICAL SURVEY INFORMATION DISPLAYED ON THIS DRAWING HAS BEEN SUPPLIED BY HIAL. NO GUARANTEE IS GIVEN FOR IT'S ACCURACY OR COMPLETENESS.

LEGEND

PLANNED LAYOUT OF PROPOSED ROCK ARMOUR SOLUTION, SEE CROSS SECTION ON DRAWING B2335027-BRR-JAC-DR-C-0012 FOR DETAILS

SAFETY, HEALTH AND ENVIRONMENT INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

- CONSTRUCTION
- Operational airport - potential for high noise levels.
  - Taxiing aircraft nearby - FOD (Foreign Object Damage) risk.
  - Risk of restrictions on lighting levels.
  - Working next to watercourse.
  - Working in tidal environment.
  - Excavation of silt material - stability of adjacent ground.
  - Destablising existing riverbank.
  - Working adjacent to live road - collision with vehicles.
  - Ensure adequate access for construction vehicle movement & material delivery & safe storage of building materials.
  - Observe local Island weather warnings.

- MAINTENANCE / CLEANING
- Operational airport - high noise levels.
  - Working next to watercourse.
  - Working in tidal environment.
  - Stability of rock armour.
  - Taxiing aircraft nearby - FOD risk.
  - Observe local Island weather warnings

- DECOMMISSIONING / DEMOLITION
- Operational airport - potential for high noise levels.
  - Taxiing aircraft nearby - FOD risk.
  - Risk of restrictions on lighting levels.
  - Working next to watercourse.
  - Working in tidal environment.
  - Working adjacent to live road - collision with vehicles.
  - Observe local Island weather warnings.

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

P01	04/11/2021	FOR INFORMATION	GM	JS	JD	AS
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

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Client  
**hia**  
HIGHLANDS AND ISLANDS AIRPORTS LIMITED

Project  
BARRA AIRPORT  
BEACH RIVER PROTECTION

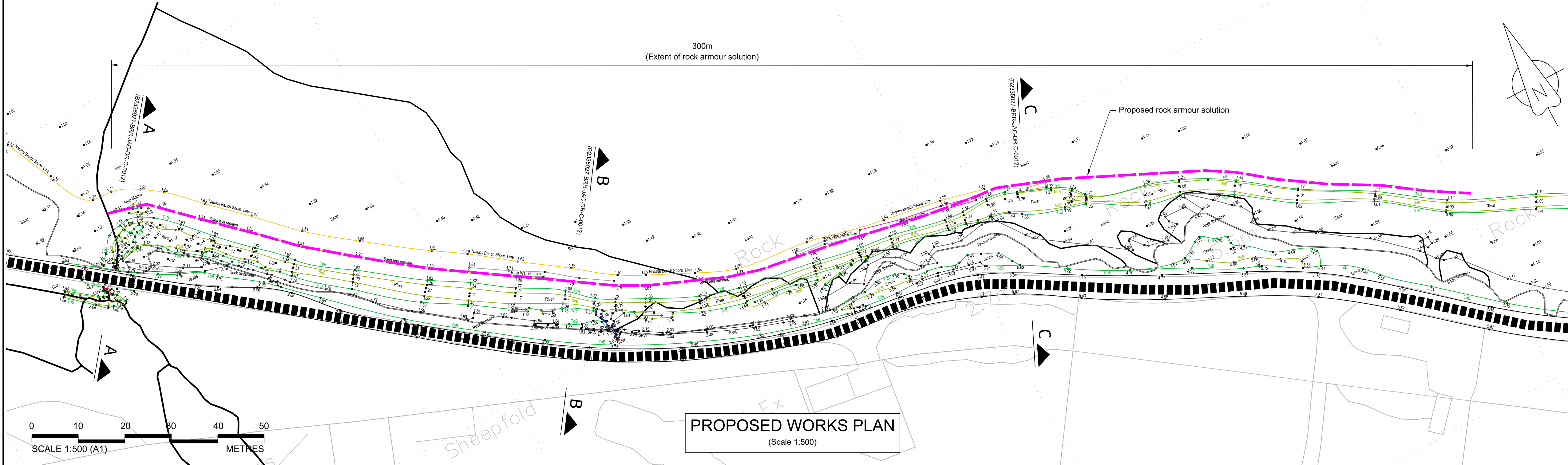
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PROPOSED SOLUTIONS  
GENERAL ARRANGEMENT**

Drawing status  
ISSUED FOR INFORMATION

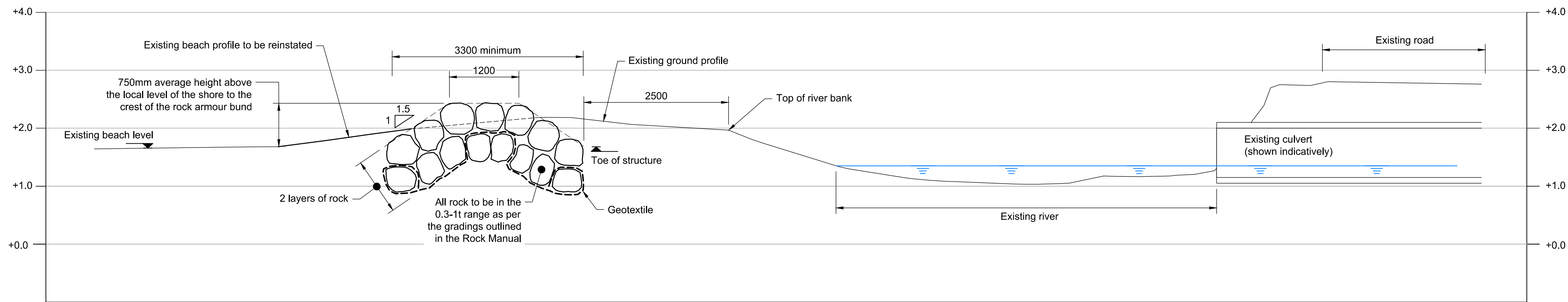
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Client no.	HIA-01358	<b>P01</b>

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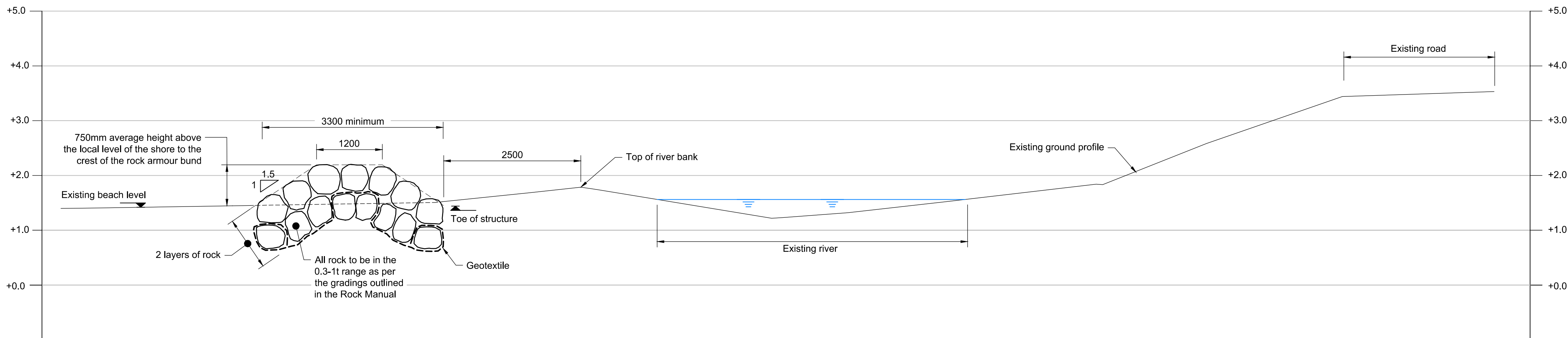
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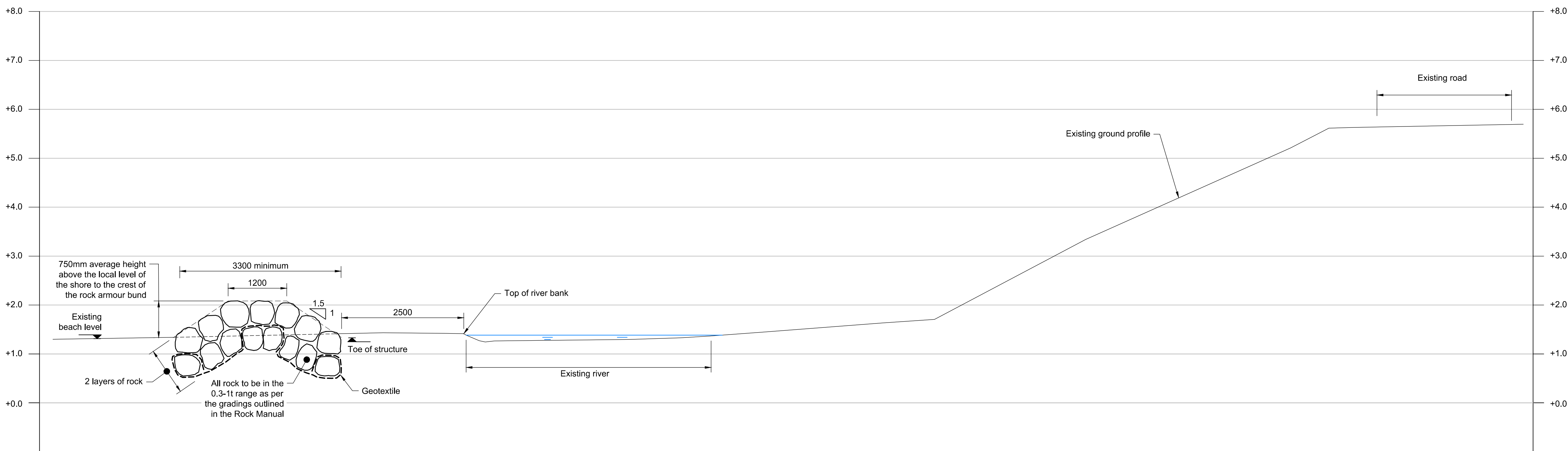




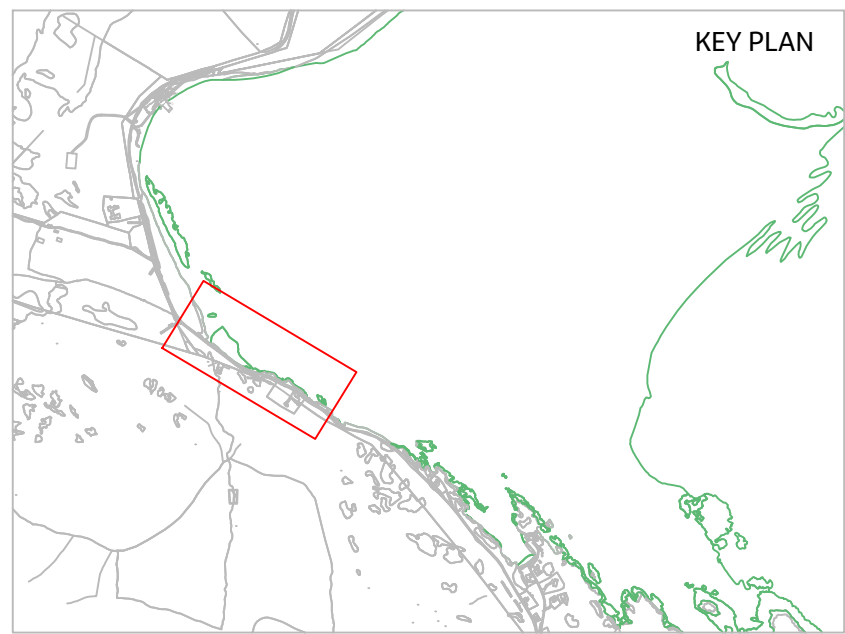
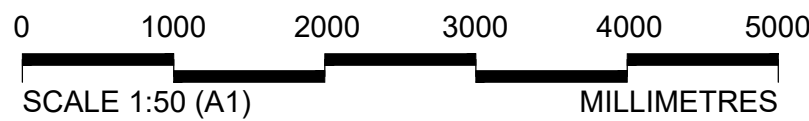
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SECTION B-B  
(Scale 1:50)



SECTION C-C  
(Scale 1:50)



NOTES

- DO NOT SCALE FROM THIS DRAWING.
- DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR LOCATION OF SECTIONS REFER TO DRAWING B2335027-BRR-JAC-DR-C-0011.

SAFETY, HEALTH AND  
ENVIRONMENT INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following :

CONSTRUCTION

- Operational airport - potential for high noise levels.
- Taxiing aircraft nearby - FOD (Foreign Object Damage) risk.
- Risk of restrictions on lighting levels.
- Working next to watercourse.
- Working in tidal environment.
- Excavation of silt material - stability of adjacent ground.
- Destabilising existing riverbank.
- Working adjacent to live road - collision with vehicles.
- Ensure adequate access for construction vehicle movement & material delivery & safe storage of building materials.
- Observe local Island weather warnings.

MAINTENANCE / CLEANING

- Operational airport - high noise levels.
- Working next to watercourse.
- Working in tidal environment.
- Stability of rock armour.
- Taxiing aircraft nearby - FOD risk.
- Observe local Island weather warnings.

DECOMMISSIONING / DEMOLITION

- Operational airport - potential for high noise levels.
- Taxiing aircraft nearby - FOD risk.
- Risk of restrictions on lighting levels.
- Working next to watercourse.
- Working in tidal environment.
- Working adjacent to live road - collision with vehicles.
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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

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Client



HIGHLANDS AND ISLANDS AIRPORTS LIMITED

Project

BARRA AIRPORT  
BEACH RIVER PROTECTION

Drawing title

ROCK ARMOUR  
PROPOSED SOLUTIONS  
CROSS SECTIONS

Drawing status

ISSUED FOR INFORMATION

Scale	AS SHOWN @A1	DO NOT SCALE
Jacobs No.	B2335027	Rev
Client no.	HIA-01358	P01

Drawing number

B2335027-BRR-JAC-DR-C-0012

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## Appendix B – Photographs



Photo 1 – Riverbank adjacent culvert





Photo 2 – River from culvert



Photo 3 – Riverbank approximately 100m downstream





Riverbank approximately 150m downstream



Photo – Riverbank approximately 300-350m downstream



# Appendix C – Screening Request Report



## **Barra Runway River Protection Works**

**Environmental Screening Request**

**B2335027 V2.0**

**02/02/21**

**Highlands and Islands Airports Limited**



## Barra Runway River Protection Works

Project No: B2335027  
Document Title: Environmental Screening Request  
Document No.: B2335027 V2.0  
Revision: V2.0  
Document Status: For Issue  
Date: 02/02/21  
Client Name: Highlands and Islands Airports Limited  
Project Manager: AS  
Author: HD/FT/MJ  
File Name: HIAL - Barra Runway River Protection Screening Request Report V2.0 For Issue - MS-LOT

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### Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1.0	29.10.21	For Issue	HD/FT/MJ	DD/HG/RW	DD	AS
2.0	02.12.21	Updated following MS-LOT feedback	JS	DD	DD	AS



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## Appendix A. Figures

## Appendix B. Assessment Against the EIA Regulations

## 1. Introduction

### 1.1 Project Background

Highlands and Islands Airports Limited (HIAL) (hereafter referred to as 'the Applicant') have appointed Jacobs UK Limited (hereafter referred to as Jacobs) to undertake a formal Screening Opinion under Regulation 10(1) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 of the installation of a rock armour geotextile solution at the Barra Airport runway river within the Tràigh Mhòr bay on Barra in the Outer Hebrides of Scotland (hereafter referred to as the 'proposed Project').

### 1.2 Purpose of this Screening Request

The purpose of this request is to seek written confirmation from Marine Scotland, as the consenting authority, that the proposed Project does not constitute an EIA project as defined by The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017. As explained in Section 3: EIA Regulations of this report, a screening opinion is also sought from Comhairle nan Eilean Siar as the local planning authority under Regulation 8(1) of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 as the proposed Project is located below Mean High Water Springs and above Mean Low Water Spring, i.e. within the intertidal range.

This Screening Request provides a description of the proposed Project including its location, the physical characteristics, and the relevant environmental sensitivities of the area. It also contains a description of likely significant effects, based on currently available information, of the proposed Project on the environment resulting from the expected residues and emissions and the production of waste, where relevant; and the use of natural resources, in particular soil, land, water and biodiversity.

In addition to the information above, this screening request includes description of any features of the proposed Project, or proposed measures, envisaged to avoid or prevent significant adverse effects on the environment.

This EIA Screening Request has been prepared in accordance with The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017. Potential impacts may arise from a proposed Project during the following stages:

- **Construction:** Impacts that may arise from construction activities of the proposed Project. Typically, the resulting environmental effects are short term and managed through the implementation of a Construction Environment Management Plan (CEMP).
- **Operation:** Impacts that may result from the operation of the proposed Project. Typically, the resulting environmental effects are long term for the operational life of the proposed scheme.

### 1.3 Report Structure

This EIA Screening Request comprises the following sections:

- **Description of the proposed Project** - summary of the proposed Project including location and construction and operational activities;
- **EIA Regulations** - overview of the relevant EIA Regulations and EIA screening process;
- **Environmental Considerations** - overview of environmental aspects considered relevant to the proposed Project;
- **Screening Conclusions and Further Environmental Assessment** – conclusion that the proposed Project is not an EIA project in accordance with the EIA Regulations; and

- **Appendices** – accompanying figures and assessment against EIA Regulations.

## **2. Description of Proposed Project**

### **2.1 Site Location and Context**

The proposed Project is to reinforce the riverbank of a river located adjacent to one of the runways at Barra Airport, within the bay of Tràigh Mhòr at the northern tip of the island of Barra in the Outer Hebrides (National Grid Reference NF 695 054 to NF 701 050), as shown on Figure 1 in Appendix A. Figure 1 in Appendix A also shows the nearest environmental designations to the site as well as providing further context to specific proposed construction within the red line boundary of the proposed Project. The proposed Project is located below Mean High Water Springs (MHWS) and above Mean Low Water Springs (MLWS). The nearest environmental constraints are described in Section 4 below.

The river that emerges from a culvert located underneath the road adjacent to Barra Airport and is turned 90 degrees, by a bank consisting of stone and sediment, to run parallel to the road and out to sea. This bank has predominantly been maintained using dredging, sandbags, cement bags, and some loose rock but is subject to damage and wash out from tidal action. The river would naturally flow across the shore over one of the airport runways and so breaches to the riverbank result in water flowing over the runway and taking it out of service.. While there has been some success in building up a riverbank, the current solution results in repeated maintenance, with dredging being required approximately 6 to 8 times per year.

The proposed Project is accessible via a local road which is located to the immediate west of the bay and passes several properties and premises, and joins the A888 Barra Ring Road approximately 1.8km to the south of the site at Northbay. The site is bound to Tràigh Mhòr bay to the north and east. The topography of the land is relatively flat, but slopes slightly downwards from the road to the bay.

### **2.2 Summary of the Proposed Project Elements**

The proposed Project aims to provide improved sediment build up along the riverbank and provide increased resistance to washout from waves via the installation of a rock armour geotextile solution. It is anticipated that the proposed solution will allow the bank to quickly reform following any washout events, and the geotextile within the rock armour will help restrict water flow through the rock armour prior to the reforming of the sediment bank

The total area of the rock armour geotextile solution to be constructed is approximately 990 m<sup>2</sup> (3.3m wide and 300m long) as shown in drawing B2335027-BRR-JAC-DR-C-0011 in Appendix A) .

The solution will be installed by first excavating the foundation profile of the solution. Following this the geotextile and initial run of rock armour will be placed to create the interwoven effect shown on the cross sections (please refer to drawing B2335027-BRR-JAC-DR-C-0012 in Appendix A). Rock will then be placed on top until the profile matches that shown on the drawing. Sediment that was removed during excavation will then be used to restore the beach profile on the seaward side of the rock armour. Remaining sediment will be placed on the riverside of the rock armour to encourage the formation of a sand bank. No temporary work deposits are anticipated for these works.

As such the following activities take place below MHWS:

- excavation of beach material;
- placement of geotextile;
- placement of rock armour; and



- placement of excavated material.

The works are anticipated to take approximately 10 weeks, and programmed as follows commencing in April 2022:

- 2 weeks mobilisation; and
- 8 weeks construction.

It is anticipated that the Contractor will reuse excavated sediment by placing it on the riverbank side of the rock armour solution. Cement bags currently on-site will be removed from site and disposed of at landfill; however, there is also potential for the cement bags to be buried below the rock armour solution.

During construction of the rock armour bund, it is anticipated that the rock armour can be sourced locally from a location approximately two miles from the site. The material source and method of transportation to site is subject to the Contractor's proposal during the tendering stage.

## **2.3 The Proposed Project – Construction**

It is anticipated that the required rock armour will be delivered by heavy-goods vehicle (HGV) from a local site situated approximately two miles from the Project site. The rock armour will be placed on the adjacent shore and unloaded into position using an excavator.

Approximately 1,824 tonnes of boulders will be used to create the rock armour bund.

## **2.4 The Proposed Project – Operation**

The proposed Project is associated with the reinforcement of the existing riverbank of the river that emerges from a culvert located beneath the road adjacent to Barra Airport and naturally flows across the shore over one of the airport runways. The rock armour solution is anticipated to encourage better sediment build-up along the riverbank and improve resistance to washout from waves.

# **3. EIA Regulations**

Due to the nature of the works two sets of EIA Regulations or Regimes are applicable to the works in 'a multi-regime' consent scenario:

1. The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017; and
2. The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (hereafter referred to as the TCP EIA Regulations).

As the works fall below MHWS, this request for a Screening Opinion is made to Marine Scotland under Regulation 10(1) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017. A separate screening request is also being sought from Comhairle nan Eilean Siar, as the local planning authority due to the application of the TCP EIA Regulations.

This report focuses on screening the project under The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017, hereafter referred to as 'the EIA Regulations'.

The EIA Regulations form the legislative framework for undertaking EIA for certain projects and define an 'EIA project' as either a '*Schedule 1 works; or Schedule 2 works likely to have significant effects on the environment by virtue of factors such as its nature, size or location.*'

This section outlines the application of the EIA Regulations with regards to the proposed Project. Appendix B provides full assessment details of the proposed Project against Schedules 1, 2 and 3 of the EIA Regulations.

### **3.1 Schedule 1**

The proposed Project does not meet any of the criteria listed within Schedule 1. As a result, it is not automatically classified as an EIA project and must be considered under Schedule 2.

### **3.2 Schedule 2**

Schedule 2 developments are those development likely to have significant effects on the environment by virtue of factors such as its nature, size or location. As defined in Regulation 2(1), Schedule 2 developments are those development types described in Column 1 of the table within Schedule 2, and where:

- (a) any part of that development is to be carried out in a sensitive area; or*
- (b) any applicable threshold or criterion in the corresponding part of Column 2 of that table is respectively exceeded or met in relation to the works.*

With regards to (a), the proposed Project is located within a 'sensitive area' as defined in Regulation 2(1) of the EIA Regulations as it is located within Eoligarry Site of Special Scientific Interest (SSSI).

With regards to (b), the proposed Project is considered to fall under:

- *10 (m) Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works; due construction of the rock armour bank to maintain the diversion of the watercourse.*

Accordingly, the proposed Project is considered to be a Schedule 2 development and therefore must be considered against the Schedule 3 criteria to determine the potential for likely significant effects.

### **3.3 Schedule 3**

Schedule 3 provides criteria to assist with determining whether a Schedule 2 development constitutes an EIA project. These criteria are the characteristics of development; the location of development; and the characteristics of the potential impact. The environmental constraints and considerations that have been taken into account in determining the potential for likely significant effects are outlined in Section 4 and the EIA Screening concluded in Section 5.

## **4. Environmental Considerations**

Under Part 2, Regulation 10 of the EIA Regulations, when requesting a Screening Opinion from the Scottish Ministers, the environmental aspects that could be potentially significantly affected by the proposed Project need to be considered. This section provides an overview of those environmental aspects considered relevant to the proposed Project site and considered when determining whether the proposed Project constitutes an EIA project under the EIA Regulations.

As described in Section 2.4, the watercourse has previously been diverted and has been maintained along its existing course since before HIAL took over the running of Barra Airport in 1994. No other changes are anticipated

during operation. Therefore, operational impacts are not considered as part of this screening request and the impacts focus only on those associated with the construction activities described in Section 2.3.

The consideration of a potential impact's significance takes cognisance of good practice and management measures as set out in Table 4.1 as these measures will be adopted by the Contractor(s) throughout the proposed Project (GP-01).



Table 4.1 General Mitigation and Good Practice Measures

Mitigation Item	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
GP-01	Pre-construction & construction	<p>A Construction Environmental Management Plan (CEMP) will be prepared by the Contractor. The CEMP will set out how the Contractor intends to operate the construction site, including construction-related mitigation measures. The relevant section(s) of the CEMP will be in place prior to the start of construction work.</p> <p>The CEMP will include, but not be limited to, subsidiary plans relating to marine water and sediment quality; ecology; traffic and transport; air quality; noise and vibration; navigation; and waste management. These appended management plans are likely to include:</p> <ul style="list-style-type: none"> <li>▪ Pollution Control and Response Plan;</li> <li>▪ Oil Spill Contingency Plan;</li> <li>▪ Dust Management Plan;</li> <li>▪ Construction Traffic Management Plan;</li> <li>▪ Marine Safety Management System;</li> <li>▪ Archaeological Finds Protocol; and</li> <li>▪ Biosecurity Management Plan (BMP).</li> </ul>	To provide a framework for the implementation of construction activities in accordance with the environmental commitments and mitigation measures in this Screening Study. It will be developed and evolve to avoid, reduce or mitigate construction impacts on the environment and the surrounding environment.	MS-LOT / Comhairle nan Eilean Siar
GP-02	Pre-construction	Prior to construction a suitably qualified Environmental and Ecological Clerk of Works (EnvCoW, ECoW) will be appointed by the Contractor. The appointed person(s) will be professionally qualified and experienced in a relevant environmental discipline and will be a member of an appropriate professional body (e.g. CIWEM/CIEEM). The EnvCoW(s) and ECoW(s) will be present on site, as required, during the construction period to monitor the implementation of the mitigation measures identified and ensure that activities are carried out in such a manner to prevent or reduce impacts on the environment.	To monitor the implementation of the mitigation measures identified and ensure that activities are carried out in such a manner to prevent or reduce impacts on the environment.	None required
GP-03	Construction	Workers will ensure that all debris, material, and water is removed from the containment with any waste material removed from the site by licensed waste carriers.	To protect the water environment and marine ecology.	None required
GP-04	Pre-construction & Construction	All plant and vehicles will meet good industry standards and will be powered off when not in use to reduce emissions. During dry conditions water will be used for dust suppression. Storage of materials will be enclosed and/or covered with dust sheets and all HGV's delivering loose material to the site compound will be fitted with suitable sheeting. Good practice measures will include the use of wheel-wash facilities and the implementation of speed restrictions, and all plant will have associated plant nappies operational when not in use. Any fuel bowsers, or other plant will be placed atop oil drip trays	To reduce potential dust from material storage, vehicle movements and public roads.	None required

Mitigation Item	Timing of Measure	Description	Mitigation Purpose/Objective	Specific Consultation or Approval Required
GP-05	Pre-construction & Construction	The normal working hours within the Site are anticipated to be between 0700 and 1900 hours, Monday to Saturday. Exceptionally, consent for work outside these hours, including nightshift, may be given after necessary consultation by the Contractor with Comhairle nan Eilean Siar, the Project Manager and the Airport Operator (HIAL). For example, it may be necessary to undertake some works outside these times due to tidal constraints. No construction activities will be undertaken on Christmas Day, Good Friday or a day which under the Banking and Financial Dealings Act 1971 is a bank holiday in Scotland.	To reduce short-term noise impacts during construction.	Comhairle nan Eilean Siar, the Project Manager and HIAL
GP-06	Pre-construction and construction	The Contractor will comply with all relevant waste legislation in relation to waste handling, storage, transport and disposal (e.g. The Waste Framework Directive) and consultation with SEPA for advice on waste practices, licences and exemptions where appropriate.	To ensure waste handling, storage, transport and disposal is compliant with all relevant waste legislation.	SEPA
GP-07	Construction	The Contractor will ensure that all site workers receive adequate environmental training relevant to their role prior to working on the construction site, including specific environmental project inductions and 'toolbox talks' on best practice construction methods as appropriate.	To ensure site workers are aware of best practice construction methods, mitigation measures and how they are implemented.	None required

## 4.1 Noise and Vibration

### 4.1.1 Baseline

The site is adjacent to an operational short-runway airport which is anticipated to be the greatest contributor to the baseline sound climate within the study area. The site is bound by water to the north and east. Buildings associated with the airport and Barra Fire Station are located approximately 420m to the north of the site.

The nearest noise sensitive receptor is a residential property located approximately 145m to the south-east of the site on a small area of land situated between the road and the bay. In addition, Suidheachan House is located approximately 255m to the north-west of the site, to the west of the road. Both properties look directly onto Tràigh Mhòr bay. A strip of land located within the red line boundary of the proposed Project between the bay and the road is also used as a caravan / camping area.

The topography of the site slopes slightly downwards from the road to the bay. The proposed Project is not located within a Noise Management Area.

### 4.1.2 Potential Impacts, Mitigation and Residual Effects

During the construction phase there is the potential for noise impacts on nearby noise sensitive receptors, the closest of which is approximately 145m to the south-east, as described in Section 4.1.1.

As set out in Table 4.1, a Construction Environmental Management Plan (CEMP) will be in place for the proposed Project (GP-01) which will outline best practices to ensure noisy works are reduced as far as practicable. It is therefore anticipated that short-term construction impacts on noise sensitive receptors would be reduced to non-significant by adopting the mitigation measures to be included in the CEMP and through Mitigation Item GP-05, as described in Table 4.1.

Therefore, residual effects on noise sensitive receptors during construction are considered to be non-significant.

## 4.2 Air Quality

### 4.2.1 Baseline

In order to inform the screening request, the 1km background air quality concentration maps were obtained from the Scottish Air Quality<sup>1</sup> and DEFRA<sup>2</sup> websites. The 2020 measured annual average concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> are shown in Table 4.2 below. This indicates the air quality having pollutant concentrations well below the relevant National Air Quality Objectives.

Table 4.2: 2020 Measures Annual Average Concentrations for 1km area around centre point of the site

Pollutant Type	Pollutant Concentration (µg/m <sup>3</sup> )	National Air Quality Objective Level (µg/m <sup>3</sup> )
NO <sub>2</sub>	1.27	40
PM <sub>10</sub>	4.24	18
PM <sub>2.5</sub>	2.08	10

The site is not within an Air Quality Management Area (AQMA).

<sup>1</sup> <http://www.scottishairquality.scot/data/mapping?view=data>

<sup>2</sup> <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2017>

#### 4.2.2 Potential Impacts, Mitigation and Residual Effects

There is the potential for a temporary increase in traffic due to vehicle movements associated with the works, particularly when removing material. Additionally, there may also be an increase in road traffic during construction of the rock armour revetment. This, in turn, has the potential to increase the NO<sub>2</sub>, PM<sub>2.5</sub> and PM<sub>10</sub> pollutants associated with traffic emissions. However, it is not anticipated there will be any significant increase in traffic flows and any increases will be temporary during the construction works (anticipated at 10 weeks, including mobilisation).

As identified in Table 4.1, the CEMP (GP-01) will outline best practice methodology to mitigate potential impacts on air quality during construction. All plant and vehicles will meet good industry standards and will be powered off when not in use to reduce emissions. During dry conditions, water will be used for dust suppression. Storage of materials will be enclosed and / or covered with dust sheets and all HGV's delivering loose material to the site compound will be fitted with suitable sheeting.

Acknowledging the good practice and management measures to reduce dust and emissions during construction, residual effects on air quality are not anticipated to be significant.

### 4.3 Ecology and Biodiversity

#### 4.3.1 Baseline

##### Designated Sites

Special Protection Areas (SPAs), Ramsar sites and Special Areas of Conservation (SACs) make up a European network of protected areas called Natura 2000 under the 1992 Habitats Directive and the 1979 Birds Directive. These sites are afforded legal protection under the Habitats Regulations (Conservation (Natural Habitats, &c.) Regulations 1994 (as amended)). Where a plan or project (including the proposed Project) affects a Natura 2000 site, the Habitats Regulations require the competent authority to undertake a Habitats Regulations Appraisal (HRA).

Sites of Special Scientific Interest (SSSI) are designated for their biological (flora or fauna) or geological and physiological importance. Table 4.3 identifies designated sites within 10km of the proposed Project.

Table 4.3: Statutory Designated Sites within 10km of the proposed Project

Designation Title	Type of Designation	Distance from proposed Project (at closest point)	Description
West Coast of the Outer Hebrides	SPA	██████	Designated for breeding ██████████ ██████████, great northern diver ( <i>Gavia immer</i> ), eider ( <i>Somateria mollissima</i> ), long-tailed duck ( <i>Clangula hyemalis</i> ), red-breasted merganser ( <i>Mergus serrator</i> ), ██████████ ██████████
Sound of Barra	SAC	450m	Designated for harbour seal ( <i>Phoca vitulina</i> ), reefs and subtidal sandbanks.

Designation Title	Type of Designation	Distance from proposed Project (at closest point)	Description
Eoligarry	SPA	1.9km	[REDACTED]
Eoligarry	SSSI	0km	Designated for coastal geomorphology, sand dunes and machair habitats. Also Geological Conservation Review (GCR) Site.

There are no Ramsar sites identified within 10km of the proposed Project and the proposed Project is not within a Marine Protected Area, the closest being Sea of the Hebrides, approximately 8km to the east.

### Protected Species

A search for protected species records within a 5km of the proposed Project was made using NBN Atlas<sup>3</sup>. Only records provided under Open Government Licence (OGL) and Creative Commons (CC-BY) licences were included in the data search. Due to the limited data available, records from all dates are included, but only those from the past 25 years (2001) are considered material to the assessment. The following table (Table 4.4) provides the results of this data search.

Table 4.4: Protected species within 5km of the proposed Project

Species	Number of Records	Dates/ Date Range	Data Provider	Licence
[REDACTED]	1	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	1	[REDACTED]	[REDACTED]	[REDACTED]
Grey seal ( <i>Halichoerus grypus</i> )	1	1970	BRC	CC-BY
Harbour seal ( <i>Phoca vitulina</i> )	1	1970	BRC	CC-BY
[REDACTED]	30	2009-2019	British Trust for Ornithology (BTO)	OGL
[REDACTED]	3290	1988-2019	Royal Society for the Protection of Birds (RSPB)	CC-BY
[REDACTED]	4	2013, 2015, 2019	BTO	OGL
[REDACTED]	1	1999	BTO	OGL
[REDACTED]	1	2017	BTO	OGL

<sup>3</sup> NBN Atlas occurrence download at [NBN Atlas](#) accessed on Thu Oct 21 12:13:17 UTC 2021.



Species	Number of Records	Dates/ Date Range	Data Provider	Licence
[REDACTED]	1	2018	BTO	OGL
[REDACTED]	11	1990, 2006	RSPB	CC-BY
[REDACTED]	1	2013	BTO	OGL
[REDACTED]	1	2002	BTO	OGL

The closest designated seal haul out site is Aird Ghrein & Sgeir Liath located on the west coast of Barra (Marine Scotland, 2021) which is over 16km from the works (measured along the coastline). Furthermore, cetaceans including minke whale (*Balaenoptera acutorostrata*), white-beaked dolphin (*Lagenorhynchus albirostris*) and common dolphin (*Delphinus delphis*) and orca (*Orcinus orca*) have been seen in coastal waters off the west coast of Scotland, in the waters around the Hebrides and in the Northern Isles (NatureScot, 2020).

#### Habitats

The area around the proposed Project is characterised by coastal habitat, including sandy shore, coastal grassland, boulders above high tides and intertidal habitat of the bay of Tràigh Mhòr. At the northern end of the proposed Project, an unnamed watercourse is culverted under the road, beyond which it outflows into the bay. The watercourse is directed by a man-made bank, consisting mainly of sand but reinforced with stone in some locations, which runs parallel to the shore before dissipating into the bay.

#### Ecology Surveys

An ecological walkover survey was conducted at Barra Airport in May 2021 by Jacobs UK. The survey was to inform a suite of works at the airport, specifically the installation of two concrete aprons adjacent to the appliance bay, one to the south at shoreside and one to the north. The area surveyed is approximately 450m north of the location of the proposed Project; however, habitats are contiguous along the coast and the baseline ecological data collected is considered relevant in supporting the assessment for the proposed Project. The surveys identified potential for presence of ground nesting breeding birds within grassland adjacent to the airport. No other signs of protected species were recorded during these surveys. Furthermore, no invasive non-native species were recorded.

Whilst no evidence of otter was recorded during the surveys in May 2021, it was acknowledged that habitats in the wider vicinity could support otter. As such, to inform the proposed Project, a further ecological survey was undertaken in October 2021, comprising a walkover, notably for otter.

[REDACTED]

Brent geese (*Branta bernicla*), a winter visitor, was recorded during the survey in addition to gulls and waders. No qualifying interests of the West Coast of the Outer Hebrides SPA (wintering sea ducks) were recorded during the surveys, however, the survey was conducted at low tide. Habitat for breeding birds is limited along the coast within the survey area.

#### 4.3.2 Potential Impacts, Mitigation and Residual Effects

Excavation of existing sand from the existing watercourse channel and beach to facilitate installation of rock armour will result in small-scale linear loss of habitat within the Eoligarry SSSI. Due to the highly dynamic nature of sediment in this area, this loss is unlikely to have any significant residual effects. Consultation with NatureScot is underway to determine SSSI consent requirements with regards to the proposed Project. Should consent be required this would be applied for by the Contractor and any associated mitigation required adhered to.

Desk study data indicates that the coastal waters around the Hebrides support marine mammals, and whilst records within 5km of the proposed Project are limited it is however considered likely that marine mammals will use the bay and habitats beyond. The proposed Project will involve the mechanical excavation of sediment/sand from the existing beach and river and installation on rock armour onto a geotextile. Marine mammals are known to be more sensitive to impulsive noise than non-impulsive (Southall *et al.*, 2019). No piling/impulsive activities are proposed, therefore the potential for the proposed Project to impact marine mammals is negligible.

The proposed Project is scheduled to commence in April 2022 which is during the breeding bird season (March – August inclusive). Habitats suitable for breeding birds are limited along the coastline, however there is the potential for some ground nesting species to utilise the grassy and rocky habitats along the shore. No vegetation clearance along the shore is anticipated to be required for the proposed Project. Pre-construction ecological surveys will be conducted prior to works commencing and any breeding birds will be identified during these surveys. Any nest identified should be left in situ and undisturbed until the young birds have fledged. Any nests found to be marked out by the contractor with a buffer zone appropriate to the species.

Should the project programme be brought forward to span winter months too, there is the potential for disturbance to wintering birds that utilise the bay, including waders and waterfowl (including qualifying interests of the West Coast of the Outer Hebrides SPA). Due to the small scale nature of the works, and available habitat within the wider area for wintering birds to utilise away from disturbance, significant disturbance on wintering birds is unlikely. However, further assessment of the proposed Project on the West Coast of the Outer Hebrides SPA will be documented within the HRA Screening Assessment as discussed further in section 4.3.3.

[REDACTED]

A CEMP will be required during construction and will outline best practice (GP-01). All land-based plant will have plant nappies in place when stationary, and any fuel bowsers or other plant will be placed atop oil drip trays (GP-04). As part of the CEMP, species-specific protection plans will also be implemented as required, for example otter, if identified as required following the survey outlined above. Best practice guidelines will be followed at all times during construction. During construction the Contractor will observe any sediment and material movement (outwith that specified in the construction methodology) and amend mitigation where required due to changing tidal/wave movements.

Pre-construction ecological surveys are required prior to the works. The requirement for any protected species licences will be identified following these surveys, specifically with regards to otter, and any specific working methods and conditions as specified within any licence will be adhered to by the Contractor.

With regards to aircraft movement, Barra Airport is an operational facility which experiences regular scheduled flights, as well as chartered flights, during the year. Given the frequency and nature of existing aircraft activity in the area it is anticipated that species within the local environment are naturalised to aircraft movements and associated on-ground disturbances at Barra Airport and it is not anticipated that the proposed Project, will have any significant residual effects on biodiversity.

In summary, taking into account the nature of the proposed Project, location, and associated mitigation measures identified, residual effects during construction and operation are not anticipated to be significant.

#### 4.3.3 Habitats Regulations Appraisal

An HRA will be undertaken which will contain a detailed assessment to establish whether the proposed Project is likely to have a significant effect on any European or Ramsar sites. If, following screening, likely significant effects (LSEs) are identified for any site on the basis of reasonable links between the proposed Project's effects and the site's qualifying interests, an Appropriate Assessment must be carried out and avoidance/mitigation measures to avoid an adverse effect on site integrity will be proposed.

The following designated sites will be considered as part of the HRA process:

- West Coast of the Outer Hebrides SPA (NatureScot Site Code 10484; EU Site Code UK9020319)
- Eoligarry SPA (NatureScot Site Code 8495; EU Site Code UK9001761)
- Sound of Barra SAC (NatureScot Site Code 8602; EU Site Code UK0012705)

The HRA will be a stand-alone document.

#### 4.4 Water Environment

##### 4.4.1 Baseline

The proposed Project is located downstream of an existing culvert along the northern bank of an unnamed land drain which discharges into the Bay of Traigh Mhòr. Ordnance Survey mapping and aerial imagery confirm the existing watercourse exhibits a straightened planform which issues in an upland area at approximately National Grid Reference (NGR) NF 69660 04500. The watercourse flows northwards from its headwaters prior to conveyance through an existing culvert below the unnamed coastal road. Site photography indicates the watercourse has been realigned downstream of the existing culvert parallel to the coastline and exhibits limited hydromorphological features and processes. The realignment has been constructed and maintained through dredging and the use of sandbags which has allowed tidally driven beach sediments to accumulate, creating a spit-like sand bar along the watercourse's current alignment.

Historical mapping from 1967<sup>4</sup> suggests that the natural flow path of the watercourse would continue north out into the bay and across the existing runway. Site records suggest the downstream reach has been realigned since at least 1994 and maintenance records show the spit-like sand bar is subject to regular inundation from waves and/or tides, which results in the bank breaching in various locations. Maintenance is required in these locations. This is usually dredging of the channel around six to eight times per year.

The watercourse is not classified under the Water Framework Directive (WFD), however the bay of Traigh Mhòr is part of the Sound of Barra coastal water body<sup>5</sup> (ID: 200494). Further details on the Sound of Barra coastal waterbody including designated areas within the vicinity of the proposed works are provided in Table 4.5.

Table 4.5: Water body WFD parameters for the Sound of Barra

Water body ID and type	200494
Water body name	Sound of Barra

<sup>4</sup> National Library Scotland 2021: <https://maps.nls.uk>

<sup>5</sup> Marine Scotland 2021: <http://marine.gov.scot/maps/1110>

<b>Water body ID and type</b>	<b>200494</b>
Area	180.35 km <sup>2</sup>
Type	Coastal
Hydromorphological designation	Not designated artificial or heavily modified
Current overall status	High (2016)
Protected area designation and list of protected areas	<ul style="list-style-type: none"> <li>Shellfish water protected areas (OSCP) – Sound of Barra (ID:72)</li> </ul>
Current status objective	Maintain High status

#### 4.4.2 Potential Impacts, Mitigation and Residual Effects

The proposed Project aims to reinforce the existing watercourse bank downstream of the existing culvert to prevent tidal breaches, which create a flood risk to the operational airfield. It is anticipated that the rock armour geotextile solution will provide the sediment bank with improved protection against wave action. The geotextile within the rock armour will also help to restrict water flow through the rock armour and aid in the reformation of the sediment bank.

During construction there would be a requirement to excavate the existing sandbar to place rock armour and geotextile. This would remove existing sediment from the system and potentially disturb sediments which could be transported cross-shore through wave and tidal action. Additionally, the tracking of plant and machinery along the beach may cause compaction and disturbance of existing beach sediments with the potential to create localised sediment plumes should this sediment become mobilised. Compacted sand also changes the erosive capacity of the beach, making it more susceptible to erosion because it does not behave in the same manner as naturally occurring. While some sediment movement is anticipated, given the scale of the proposed Project, this is envisaged to be of low impact and temporary in nature whilst construction activities occur. Additionally, given the scale of the coastal waterbody, any localised sediment plumes would likely be quickly dispersed.

It is likely dredging of the watercourse would be required to provide a dry working area for the installation of rock armour. This would lead to the removal of sediment from the watercourse and may create an over-deep channel cross section which could increase flow velocities downstream while sediment reaccumulates leading to changes in the bed, bank and riverine processes within the channel. There is potential for a decline in surface water quality should accidental spillages of fuel, oil and/or other contaminants from plant and machinery enter the watercourse.

Should the above impacts occur is considered that they would be highly localised, temporary and minimal. The Contractor will adhere to good practice and management measures as well as those mitigation measures outlined in Section 4.3: Ecology and Biodiversity, the watercourse is currently dredged 6-8 times a year and therefore dredging during construction would not equate to a change from baseline conditions. Considering the above, any potential impacts during construction are likely to be minor.

During operation, the rock armour would form a change to existing baseline conditions through the creation of hard reinforcement, forming a vertical barrier to existing coastal processes. The existing bar is likely to be subject to tidal inundation and/or wave overtopping and back wash whereby sediment moving up the beach through tidal and wave action is deposited at the base on the seaward side, on top of, and on, the leeward side of the bank. Hard reinforcement in the form of rock armour would restrict sediment deposition over this area by creation of a vertical barrier which may lead to changes to the local sediment regime at this site; sediment is redistributed across shore and dispersed in other areas of the bay which may include the seaward accretion of the sandbar.

There is the potential of localised scour along the toe of the rock armour (seaward). This would be an ongoing process related to wave and tidal action and may cause a temporary localised drop in beach levels as the sand bar re-establishes. On the landward side, rock armour has the potential to narrow the watercourse cross section. This could increase flow velocities within downstream reaches during high flow events leading to potential changes to bed and bank structure, and riverine processes. Although rock armour will limit tidal sediment input into the watercourse by creating a vertical barrier between the watercourse and tidal process, aeolian transport of beach sediment into the watercourse is still a possibility and therefore dredging may still be required as part of ongoing maintenance. Given that the amount of sediment input to the watercourse will be reduced by the rock armour, the frequency of dredging will also likely reduce which would be an improvement on baseline conditions.

Given the overall small scale of the Project in relation to the coastal waterbody, the inclusion of a geotextile membrane to allow sediment accumulation and subsequent re-establishment of the sandbar, the lack of channel features and processes within the downstream channel and a reduction in the frequency of dredging, operational impacts are anticipated to be minor. It is not anticipated there will be any operational impacts to surface water quality as a result of the proposed Project.

#### **4.4.3 Water Framework Directive Assessment**

Any activity which has the potential to have an impact on a water body will need consideration in terms of whether it could cause deterioration in the ecological status or potential of a waterbody. It is, therefore, necessary to consider the possible changes associated with the proposed scheme under the Water Framework Directive.

Where there are protected sites the WFD aims for compliance with any relevant standards or objectives for these sites including Conservation of Habitats and Species Regulations (assessed as part of the HRA).

The WFD status of the Sound of Barra coastal waterbody is high as of 2016. As outlined above it is unlikely that the proposed project would lead to any significant impacts that would lead to the deterioration of the current high status.

### **4.5 Cultural Heritage**

#### **4.5.1 Baseline**

The cultural heritage baseline was established using information available online from Pastmap<sup>6</sup> for designated heritage assets, and non-designated heritage assets recorded on Canmore, Canmore Maritime and the West of Scotland Archaeological Service Historic Environment Record (HER). Designated heritage assets beyond 200m where there is the potential for the proposed Project to affect the way their surroundings contribute to how they are understood, appreciated and experienced were considered, however none were identified for inclusion in the baseline.

No designated heritage assets have been identified within 200m of the red line boundary of the proposed Project. The closest designated heritage asset is the Category B listed building 'Suidheachan' (LB5903) which is located approximately 255m to the north-west of the red line boundary. Undesignated heritage assets within 200m of the red line boundary of the proposed Project are identified in Table 4.6.

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<sup>6</sup> <https://pastmap.org.uk/map>

Table 4.6: Heritage Assets within 200m of the red line boundary of the proposed Project (from Pastmap, accessed 22 October 2021).

Description	HES/HER/Canmore Reference	OS National Grid Reference
Barra, Traigh Mhor: <i>Blackhouse (Post Medieval)</i> (Canmore)	319765	NF 6948 0545
Traigh Mhor: <i>Black House</i> (HER)	MWE142926	NF 6950 0538
Barra, Ben Vaslain: <i>Building(s) (Period Unassigned), Enclosure (Period Unassigned), Wall (Period Unassigned)</i> (Canmore/HER)	126086	NF 6959 0509
G29 Greian, Barra: <i>Black House</i> (HER)	MWE144264	NF 6964 0505
Barra, Ben Vaslain: <i>Shieling Hut(s) (Post Medieval)</i> (Canmore/HER)	9723	NF 6996 0490

#### 4.5.2 Potential Impacts, Mitigation and Residual Effects

While the five undesignated assets identified in Table 4.6 are within 200m of the site, the proposed Project would not change the way the surroundings of the assets contribute to how they are understood, appreciated and experienced, and therefore no impacts on their setting are predicted and no specific mitigation measures are recommended.

Accordingly, no significant residual effects are anticipated as a result of the proposed Project.

## 4.6 Landscape and Visual

### 4.6.1 Baseline

The Tràigh Mhòr bay forms the focal point of the area. The area surrounding the site is mostly water (Tràigh Mhòr bay), with land bound to the south of the site. The topography of the land is relatively flat, but slopes slightly downwards from the road to the bay. The Barra Airport runway is located in the bay, and buildings associated with the airport are located approximately 420m to the north of the proposed Project site.

The visual receptors are as follows:

- The closest residential building is located approximately 145m to the south-east of the site on a small area of land situated between the road and the bay. In addition, Suidheachan House is located approximately 255m to the north-west of the site, to the west of the road. Both properties look directly onto Tràigh Mhòr bay.
- Buildings associated with Barra Airport and Barra Fire Station are located approximately 420m to the north of the site, looking onto the bay.
- Transient receptors will be able to see any works that are underway.

There is one landscape designation within 10km of the site: South Uist Machair National Scenic Area, located approximately 9.9km north of the site on the southern tip of the island of South Uist at its closest point.

The National Coastal Character Assessment<sup>7</sup> Guidance Note<sup>8</sup> of the Outer Hebrides shows the proposed Project is within an area described as Sounds, Narrows and Islands. This is described in the Scottish Natural Heritage Commissioned Report No. 103<sup>9</sup> (ROAME No. F03AA06) as:

<sup>7</sup> <https://www.nature.scot/sites/default/files/2018-05/National%20coastal%20character%20map.pdf>

<sup>8</sup> <https://www.nature.scot/sites/default/files/2018-02/Guidance%20Note%20-%20Coastal%20Character%20Assessment.pdf>

<sup>9</sup> <https://www.nature.scot/sites/default/files/2017-07/A736223%20-%20Description%20of%20Coastal%20character%20types%20-%20%28including%20Caithness%29%20-%20July%202012.pdf>



*'A deeply indented and fragmented coastline, with islands and mainland enclosing narrows and sounds to form a strong articulated coast. The coastline is generally low and rocky and is often an 'incidental' feature, the focus being the narrow elongated stretches of open water which act as a visual foil to the often diverse landform of mountains and craggy islands. Sandy beaches occur occasionally at inlets, with a notable, more extensive series lying between Arisaig and Morar. The coast is strongly fragmented in places, Description of coastal character types from Scottish Natural Heritage Commissioned Report No. 103 (ROAME No. F03AA06) 10 breaking up to form a myriad of small islands such as the Slate Islands of the Argyll coast. Settlement occurs along the narrow coastal edge of sheltered sea lochs. This type is backed occasionally by crofting land but mainly comprises moorland hills. Forestry occurs in places against the coast with ancient woodlands found in more inaccessible narrows and fjords. High mountain massif occurs close to the coast and dramatically features in views. Views of islands tend to be the focus from the Mainland and vice versa, with mountain ridges e.g. Cuillin on Skye/Paps of Jura/Rum and Harris being particularly arresting. The profiles of sea, islands and mountain ranges build up different contrasting layers to create an overall high scenic quality. The open sea is not generally obvious because views are characteristically very contained in narrows and sounds, which are broken by islands. A broader bay containing the Small Isles between Mallaig and North Ardnamurchan allows more open views in contrast. Fish farming occurs in sheltered bays and the Sounds are important ferry routes between islands and the Mainland'.*

#### **4.6.2 Potential Impacts, Mitigation and Residual Effects**

The only anticipated visual change will be the installation of the rock armour; however, this is considered to be negligible in terms of visual impact.

There may be temporary views of plant during construction, but this is temporary and will be removed once the works are complete. No specific mitigation in addition to the measures outlined in Table 4.1 is proposed for the works.

No significant residual landscape or visual effects are anticipated as a result of the proposed Project.

#### **4.7 Material Assets**

Material Assets are defined as buildings, infrastructure and utilities. The proposed Project will include the installation of rock armour by excavation of the existing beach / riverbank as described in Section 2 of this report. The rock armour is locally available and excavated sand and silt will be reused as part of the scheme.

As excavated sand and silt will be reused on site, generation of waste is anticipated to be limited to the removal of the old decaying sandbags, with any contents emptied in-situ prior to removal. The Contractor will be expected to follow the 'Waste Hierarchy'<sup>10</sup> which outlines reusing materials wherever possible. This will be outlined within the CEMP (Mitigation Item GP-01). Material usage on site should be minimised wherever practicable and material going to landfill should only be considered as a last resort.

As such, there are no anticipated significant residual effects of the proposed Project.

#### **4.8 Major Accidents and Hazards**

The proposed Project site is not located within a geographical region that is subject to natural disasters. It is therefore considered that there will be no significant adverse effects resulting from the proposed Project on the environment which could result from the vulnerability of the proposed Project to risks from major accidents and disasters.

<sup>10</sup> <https://www.gov.scot/publications/guidance-applying-waste-hierarchy/pages/3/>

It is assumed that any existing Health, Safety and Environment (HSE) plans in relation to the Barra Airport will be valid and cover the full extents of the proposed Project. These should be updated to reflect anticipated works to the rock armour solution.

## 4.9 Cumulative Effects

Cumulative effects are those which result from the incremental changes caused by other present or reasonably foreseeable actions together within a project. Cumulative effects can be divided into two categories:

- **Type 1:** the combined effect of a number of different environmental topic-specific impacts arising as a result of the proposed Project on a single sensitive receptor/resource; and,
- **Type 2:** the combined effects of the proposed Project with other 'reasonably foreseeable' development on a single sensitive receptor/resource.

### 4.9.1 Type 1 Cumulative Effects

During the construction works, business properties in close proximity may be subject to temporary disturbance through changes to air quality (dust) and noise, as well as having potentially altered views of Tràigh Mhòr bay (construction plant being present in and around the bay). However, applying best practices outlined within the CEMP, and the temporary nature of the works, no significant cumulative effects are anticipated.

No cumulative effects are anticipated during operation of the proposed Project.

### 4.9.2 Type 2 Cumulative Effects

A review of Comhairle nan Eilean Siar Planning Portal<sup>11</sup> identified the following planning application located within 500m of the site: terminal refurbishment and new appliance bay at Barra Airport (planning references 21/00493/PERDEV and 21/00494/PERDEV). Both applications were approved on 17 September 2021. Given the small scale of the works required for these developments, it is unlikely that there will be any cumulative effects with the proposed Project.

A review of current Marine Licence Applications<sup>12</sup> on Marine Scotland's website shows there are two licences granted within Tràigh Mhòr. One licence (ID: 06992/20/0) is for the removal of sandbanks and deposition of the removed sand within the bay, and was applied for by Barra Airport. The licence was granted on 20 April 2020 and expires on 19 April 2030. The other licence (ID: 07907/19/0) is for a fish farm within the bay, and was applied for by Isle of Barra Oysters. The licence was granted on 23 December 2019 with no expiry date. However, neither licence is located within the scheme extents of the proposed Project.

Therefore, it is not anticipated there will be any significant Type 2 cumulative effects with the proposed Project.

## 4.10 Summary of Specific Mitigation

In addition to the general mitigation measures identified in Table 4.1, specific mitigation measures have been identified in Section 4 and are summarised in Table 4.7.

<sup>11</sup><https://planning.cne-siar.gov.uk/PublicAccess/>

<sup>12</sup> <http://marine.gov.scot/marine-licence-applications>

Table 4.7 Specific Mitigation Measures

Mitigation Item	Timing of Measure	Description	Mitigation Purpose/Objective	Specific Consultation or Approval Required
PS-01	Pre-construction	Pre-construction ecological surveys will be conducted to verify, and where necessary update, the baseline prior to the proposed Project commencing.	To capture any changes to the baseline which may affect the outcome of the ecological assessment for the proposed Project.	n/a
PS-02	Pre-construction and construction	<div style="background-color: black; height: 1.2em; width: 100%; margin-bottom: 5px;"></div> <div style="background-color: black; height: 1.2em; width: 100%; margin-bottom: 5px;"></div> Mitigation measures will be stipulated as part of the licence and may include no working during hours of darkness and soft starts of machinery to reduce disturbance	To mitigate effects of construction activities <span style="background-color: black; color: black;">[REDACTED]</span> and to comply with conservation legislation.	NatureScot
PS-03	Construction	The Contractor will observe any sediment and material movement and increase mitigation where required due to changing tidal/wave movements. This will be outlined within the CEMP as set out in Table 4.1 Mitigation item GP-01.	To ensure sediment movement through the water column is mitigated wherever possible.	MS-LOT
PS-04	Pre-Construction	If required the Contractor will obtain SSSI Consent for the proposed works and adhered to any conditions of the consent during construction.	To protect the integrity of the Eoligarry SSSI.	NatureScot

## 5. Screening Conclusions

In accordance with the EIA Regulations, a screening recommendation as to whether an EIA will be required is made through this Screening Request.

Whilst it is acknowledged that the proposed Project falls under Schedule 2 10(m) of the EIA Regulations, as set out in Section 3 and Appendix B, it is considered any environmental impacts would be minimal (as they are temporary in nature during the construction phase) and adequately mitigated following best practice guidelines and targeted measures as set out in Tables 4.1 and 4.7, such that there are no residual significant effects.

- As described in Regulation 2(1), the proposed Project is within a sensitive area (Eoligarry SSSI) a SSSI consent may be required for the works, further consultation with NatureScot is underway to confirm. Other sensitive areas within 2km of the proposed Project site are the Sound of Barra SAC approximately 450m east of the site, the West Coast of the Outer Hebrides SPA approximately 750m east of the site, and Eoligarry SPA approximately 1.9km north-east of the site. An HRA will be undertaken for the proposed works. Given the localised nature of the works, no significant direct or indirect effects on the Eoligarry SSSI or the other designated sites are anticipated. With appropriate mitigation in place, the designated features of the SSSI are not expected to be significantly affected.

- The proposed Project encompasses required works for the installation of a rock armour bund by excavation of the existing beach / riverbank, with the bund placed on a geotextile. The crest of the bund will be approximately 300mm above existing bank level. Excavated silt will be reused by placing on the riverside of the bund to encourage initial bank formation and to maintain current aesthetics. The rock armour is locally available and will be imported from a location approximately two miles from the site.
- During the works, a CEMP will be used which will outline best practice measures to avoid significant air quality, noise, water environment, human health and ecological effects. This will be in place for the duration of construction works.

It is therefore considered that the proposed Project is not an 'EIA project' as defined by the EIA Regulations and as set out in Section 3 of this report.

Confirmation of this screening opinion is therefore sought.

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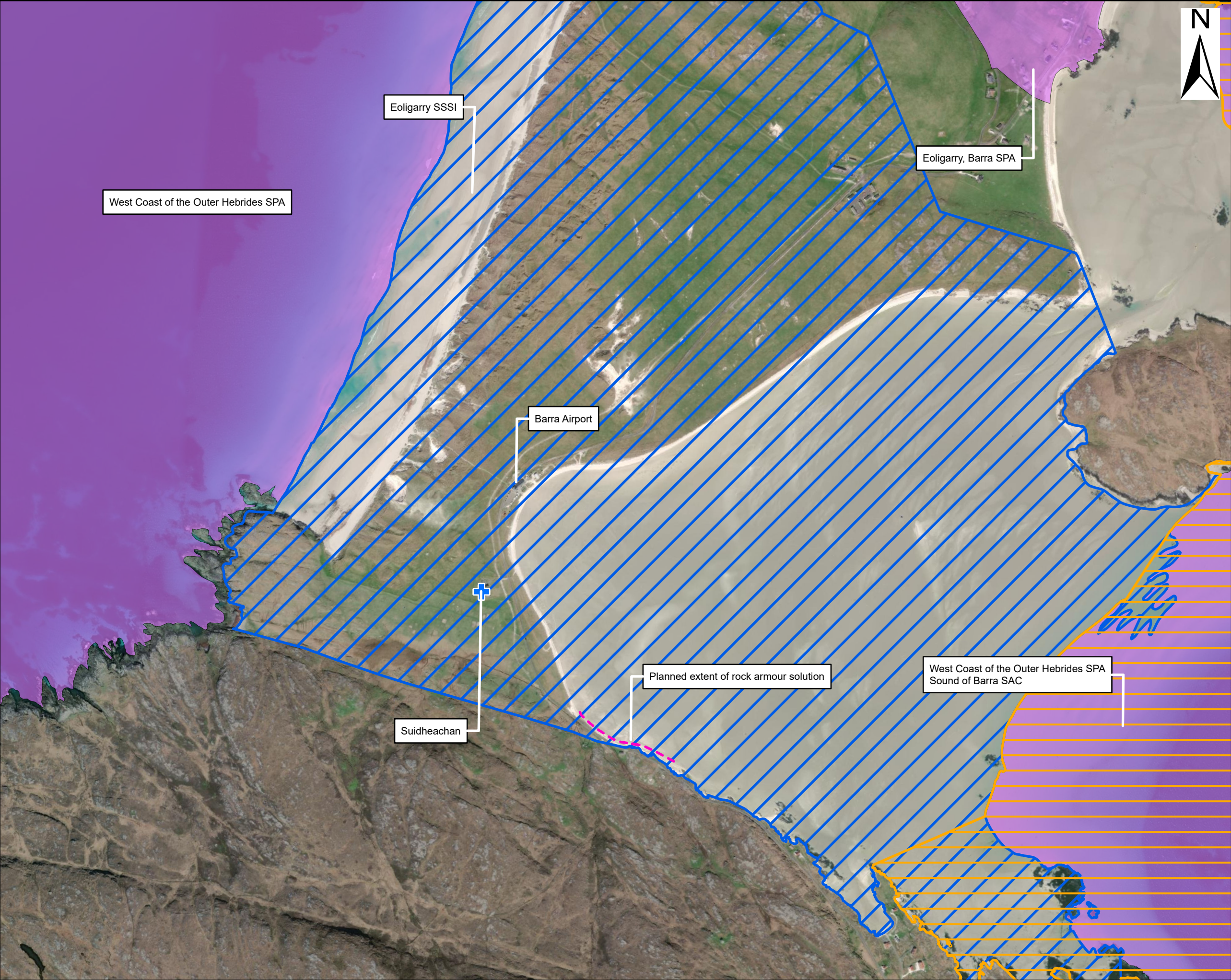
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## **Appendix A. Figures**





**Legend**

Planned extent of rock armour solution

Listed Buildings

B

Environmental Constraints

Special Protection Areas (SPA)

Special Areas of Conservation (SAC)

Sites of Special Scientific Interest (SSSI)

0	NOV 21	For Information	AH	DD	DD	AS
Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd

**Jacobs**

Client



Project

**Barra Airport**

**Environmental Baseline Constraints**

Sheet 1 of 1		
Drawing Status	For Issue	
Scale @A3	1:10,000	DO NOT SCALE
Jacobs No.	B2335027	
BIM No.		

Drawing Number

**Figure 1a**

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## Appendix B. Assessment Against the EIA Regulations

Table B.1: Full Assessment against EIA Regulations

Schedule	Class	Applicable to proposed Project	Justification
Schedule 1	-	-	Schedule 1 is not relevant to the proposed Project.
Schedule 2	10. (m) Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works. The applicable threshold is all works.	Yes	The works would be classed as a Schedule 2 development as the rock armour installation may have the potential to alter the coast around the runway. However, the extent to which this would adversely affect the coast is considered negligible.
<b>Schedule 3</b> Characteristics of works.  1. The characteristics of works must be considered having regard, in particular, to:	(a) the size and design of the works;	No	The works are localised around installing a rock armour bund on a geotextile, with the crest of the bund approximately 300mm above existing bank level. Excavated silt will be placed on the riverside of the bund to encourage initial bank formation and maintain current aesthetics.
	(b) cumulation with other existing development and/or approved development;	No	There are no reasonably foreseeable permitted developments within the extents of the proposed Project which have the potential to produce cumulative effects.
	(c) the use of natural resources, in particular land, soil, water and biodiversity;	No	Rock armour is to be used to provide improved protection to the sediment bank from wave action and to allow the bank to quickly reform following any washout events. It is anticipated this will be imported locally via HGV.
	(d) the production of waste;	No	As excavated sand and silt will be reused on site, generation of waste is anticipated to be limited to the removal of the old decaying sandbags, with any contents emptied in-situ prior to removal, and will be managed in accordance with a measures to be outlined in the CEMP and best practice measures. No significant residual effects are anticipated during operation.
	(e) pollution and nuisances	No	During construction, potential noise and air quality impacts will be mitigated through measures identified in the CEMP. No pollution or nuisance is anticipated during operation.
	(f) the risk of major accidents and/or disasters which are relevant to the project concerned, including those	No	The proposed Project site is not located within a geographical region that is subject to natural disasters.



## Appendix B. Assessment Against the EIA Regulations

Table B.1: Full Assessment against EIA Regulations

Schedule	Class	Applicable to proposed Project	Justification
Schedule 1	-	-	Schedule 1 is not relevant to the proposed Project.
Schedule 2	10. (m) Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works. The applicable threshold is all works.	Yes	The works would be classed as a Schedule 2 development as the rock armour installation may have the potential to alter the coast around the runway. However, the extent to which this would adversely affect the coast is considered negligible.
<b>Schedule 3</b> Characteristics of works.  1. The characteristics of works must be considered having regard, in particular, to:	(a) the size and design of the works;	No	The works are localised around installing a rock armour bund on a geotextile, with the crest of the bund approximately 300mm above existing bank level. Excavated silt will be placed on the riverside of the bund to encourage initial bank formation and maintain current aesthetics.
	(b) cumulation with other existing development and/or approved development;	No	There are no reasonably foreseeable permitted developments within the extents of the proposed Project which have the potential to produce cumulative effects.
	(c) the use of natural resources, in particular land, soil, water and biodiversity;	No	Rock armour is to be used to provide improved protection to the sediment bank from wave action and to allow the bank to quickly reform following any washout events. It is anticipated this will be imported locally via HGV.
	(d) the production of waste;	No	As excavated sand and silt will be reused on site, generation of waste is anticipated to be limited to the removal of the old decaying sandbags, with any contents emptied in-situ prior to removal, and will be managed in accordance with a measures to be outlined in the CEMP and best practice measures. No significant residual effects are anticipated during operation.
	(e) pollution and nuisances	No	During construction, potential noise and air quality impacts will be mitigated through measures identified in the CEMP. No pollution or nuisance is anticipated during operation.
	(f) the risk of major accidents and/or disasters which are relevant to the project concerned, including those	No	The proposed Project site is not located within a geographical region that is subject to natural disasters.

Schedule	Class	Applicable to proposed Project	Justification
	caused by climate change, in accordance with scientific knowledge		
	(g) the risks to human health (for example due to water contamination or air pollution)	No	The risks to human health during construction (for example in respect to water contamination or air pollution) will be mitigated through measures identified in the CEMP.
<b>Schedule 3</b> Location of works: 2. The environmental sensitivity of geographical areas likely to be affected by works must be considered having regard in particular to:	(a) the existing and approved land use:	No	The proposed Project is installing a rock armour bund on a geotextile, with the crest of the bund approximately 300mm above existing bank level. Excavated silt will be placed on the riverside of the bund to encourage initial bank formation and maintain current aesthetics. As such, the works are modifying the site to its surrounding setting.
	(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;	No	It is not considered that natural resources would be affected by the scale of the proposed Project.
	(c) the absorption capacity of the natural environment, paying particular attention to the following areas – <ul style="list-style-type: none"> <li>I. wetlands, riparian areas, river mouths;</li> <li>II. coastal zones and the marine environment;</li> <li>III. mountain and forest areas;</li> <li>IV. nature reserves and parks;</li> <li>V. European sites and other areas classified or protected under national legislation;</li> <li>VI. areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;</li> <li>VII. densely populated areas;</li> <li>VIII. landscapes and sites of historical, cultural or archaeological significance.</li> </ul>	No	In regard to the sub- criteria: <ul style="list-style-type: none"> <li>I. Not applicable to the proposed Project.</li> <li>II. The proposed Project is located within a marine area, which is developed currently (as a short-runway airport in the bay of Traigh Mhòr). No significant residual effects are anticipated.</li> <li>III. Not applicable to the proposed Project.</li> <li>IV. Not applicable to the proposed Project.</li> <li>V. The proposed Project is located within a European site or other areas classified or protected under national legislation (Eoligarry SSSI). Given the localised nature of the works, no significant direct or indirect effects on the Eoligarry SSSI or the other designated sites are anticipated. With appropriate mitigation in place, the designated features of the SSSI are not expected to be significantly affected.</li> <li>VI. Not applicable to the proposed Project.</li> <li>VII. The proposed Project is not located in close proximity to densely populated areas.</li> <li>VIII. The proposed Project is not located in landscapes or sites of historical, cultural or archaeological significance.</li> </ul>

Schedule	Class	Applicable to proposed Project	Justification
<b>Schedule 3</b> Characteristics of the potential impact 3. The likely significant effects of the works on the environment must be considered in relation to criteria set out in paragraphs 1 and 2 above, with regard to the impact of the works on the factors specified in regulation 4(3), taking into account -	a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected); b) the nature of the impact; c) the transboundary nature of the impact; d) the intensity and complexity of the impact; e) the probability of the impact; f) the expected onset, duration, frequency and reversibility of the impact; g) the cumulation of the impact with the impact of other existing and/or approved development; h) the possibility of effectively reducing the impact.	No	On the basis of the characteristics and location of the proposed Project, and with regards to the criteria for characterising the likely significant effects of the proposed Project on the environment as set out in Schedule 3 paragraph 3 of the EIA Regulations, no likely significant effects are anticipated to arise during construction or operation. As described in Section 4.3, potential impacts on breeding and/or wintering birds have been identified depending on timing of project, however due to the nature and scale of the proposed Project, in addition to the application of mitigation identified in Tables 4.1 and 4.7, residual effects are not anticipated to be significant. Furthermore, due to the nature and scale of the proposed Project, no significant noise impacts on marine species are anticipated. As discussed in Section 4.3, small scale linear loss of habitat within the SSSI is anticipated, however as the sediment is highly dynamic in this area, this loss is unlikely to have any significant residual effects.

# Appendix D – Screening Opinions

T: +44 (0)300 244 5046  
E: ms.marinelicensing@gov.scot

**Douglas Dyche**  
**Jacobs UK Ltd**  
**95 Bothwell Street**  
**Glasgow**  
**G2 7HX**

Date: **10 February 2022**

Dear Mr Dyche,

**SCREENING OPINION UNDER THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017**

Thank you for your screening opinion request dated 02 November 2021, and further information supplied on 06 December 2021, in regards to the proposed Riverbank Protection Works, including excavation of riverbank, deposit of geotextile, rock armour and excavated material at Barra Airport, Barra ("the Proposed Works").

The Scottish Ministers consider the Proposed Works to fall under paragraph 10(m) of schedule 2 of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 ("the 2017 MW Regulations"), with the Proposed Works being carried out in a sensitive area, as defined by the 2017 MW Regulations. Consequently, the Scottish Ministers are obliged to adopt a screening opinion as to whether the Proposed Works are, or are not, an Environmental Impact Assessment ("EIA") project under the 2017 MW Regulations.

Under regulation 10(5) of the 2017 MW Regulations, the Scottish Ministers have consulted with NatureScot ("NS") (formerly Scottish Natural Heritage), the Scottish Environment Protection Agency ("SEPA"), Comhairle nan Eilean Siar ("CnES") and Historic Environment Scotland ("HES") as to their view on whether the Proposed Works are an EIA project. Copies of the consultation responses received are attached for your review (at Appendix I).

When making a determination as to whether schedule 2 works are an EIA project, the Scottish Ministers must take into account such of the selection criteria set out in schedule 3 of the 2017 MW Regulations as are relevant to the Proposed Works. In this regard, the Scottish Ministers have considered the following:

**Characteristics of the works**

The Proposed Works are to reinforce the riverbank of a river located adjacent to one of the runways at Barra Airport within the bay of Tràigh Mhòr, Isle of Barra. The river emerges from a culvert located beneath the road adjacent to Barra Airport and would naturally flow across the shore over one of the airport runways. The Proposed Works are necessary to provide



increased resistance to washout events from waves and improve sediment build up along the riverbank.

The Proposed Works are to be carried out over a 990 meters squared ("m<sup>2</sup>") area (3.3 meters ("m") wide and 300m long). The seaward side of the riverbank will be excavated to allow for the installation of geotextile and rock armour. The rock armour and geotextile will be placed to create an interwoven effect with additional rock armour added on top to create the desired profile. Sediment that was removed during excavation will then be used to restore the beach profile on the seaward side of the rock armour. The remaining sediment will be placed on the riverside of the rock armour to encourage the formation of a sand bank. Excavation and placement of rock armour will be carried out using an excavator.

The Proposed Works are anticipated to take 10 weeks to complete, which includes 2 weeks for mobilisation and 8 weeks of construction.

### Location of the works

The Proposed Works are located within the Eoligarry Site of Special Scientific Interest ("SSSI") which is designated for coastal geomorphology, sand dunes and machair habitats. The screening opinion request identified that the excavation of the riverbank will result in loss of habitat within the Eoligarry SSSI. Due to the highly dynamic nature of sediment in the area the applicant believes this loss is unlikely to have any significant residual effects. NS advised that the Proposed Works below Mean High Water Springs will not overlap with the machair or sand dune features of the Eoligarry SSSI. It acknowledges the possibility for some effects on the coastal geomorphology feature. It advises that due to the limited scale and influence of the Proposed Works, significant effects are not likely on the geomorphological processes or on the SSSI overall.

The Sound of Barra Special Area of Conservation ("SAC") is 450m from the Proposed Works and is designated for harbour seal (*Phoca vitulina*), reeds and subtidal sandbanks. The screening opinion request identified that the Proposed Works will involve the mechanical excavation of sediment/sand and installation of rock armour onto the geotextile. No piling or impulsive activities are proposed therefore the impact on marine mammals is negligible. The closest seal haulout site is Aird Ghrein & Sgeir Liath, which is 16km from the Proposed Works. NS advised that due to the scale and nature of the Proposed Works it is unlikely to have any significant connectivity with designated features of this site and that significant effects are not likely on the Sound of Barra SAC.

The West Coast of the Outer Hebrides Special Protection Area ("SPA") is 750m from the Proposed Works and is designated for breeding [REDACTED] eider (*Somateria mollissima*), long-tailed duck (*Clangula hyemalis*), red-breasted merganser (*Mergus serrator*), [REDACTED]. The screening report identified the possibility for disturbance to the qualifying features as the Proposed Works are scheduled to take place during the breeding bird season. A pre-construction ecological survey will be undertaken prior to works commencing to identify areas of breeding birds. Areas where breeding birds are identified will be marked out with a buffer zone, left in situ and undisturbed until the young birds have fledged. NS advised that due to the scale and nature of the Proposed Works they are unlikely to have any significant connectivity with designated features of this site and that significant effects are not likely on the West Coast of the Outer Hebrides SPA.

CnES referred to its screening opinion where it concluded that the Proposed Works did not constitute an EIA development. It highlighted that the impact of the Proposed Works on the

environment post-construction are similar to the existing bund system in terms of the effect on the marine environment. It also advised that there is no known presence of protected species within, or in close proximity to the Proposed Works. While there is potential habitat for otter, CnES acknowledge that [REDACTED] surveys have been carried out and the screening opinion request contains standard good practice measures to mitigate potential impacts on [REDACTED] during the construction phase of the Proposed Works. They highlight that whilst the bund may create a physical obstruction to some species, it does not encircle the beach or prevent access entirely. The Scottish Ministers agree with CnES that the bund will not prevent access entirely and should allow access for any mammals.

HES advised that there are no heritage assets within their remit either within, or in the immediate vicinity of the Proposed Works.

### **Characteristics of the potential impact**

CnES advised that any potential for pollution during the Proposed Works can be mitigated against and can be successfully managed using standard mitigation as outlined in the screening opinion request. The risk of accidents likely to result in any significant effect on the environment is considered to be low. The area affected by the Proposed Works is sufficiently small and its height sufficiently limited that the Proposed Works will be absorbed by the surrounding landscape. The size of the Proposed Works on its own and cumulatively with other land uses in the area, is not of a scale that the levels of activity from construction would be likely to have a significant impact on the environment. It also highlighted that the Proposed Works will likely reduce the required maintenance and reconstruction requirements in the long term.

SEPA advised that for matters within their remit, they do not consider it necessary to undertake an EIA for the Proposed Works.

### **Conclusion**

In view of the findings above, the Scottish Ministers are of the opinion that the Proposed Works are not an EIA project under the 2017 MW Regulations and, therefore, an EIA is not required to be carried out in respect of the Proposed Works.

If you increase, alter or extend the Proposed Works, you are advised to contact Marine Scotland - Licensing Operations Team again to confirm if the screening opinion is still valid.

A copy of the screening opinion has been forwarded to Comhairle nan Eilean Siar planning department. The screening opinion has also been made publicly available through the [Marine Scotland Information](#) website.

If you require any further assistance or advice on this matter, please do not hesitate to contact me.

Yours sincerely

Thomas Inglis  
Marine Scotland - Licensing Operations Team

**EIA SCREENING SCHEDULE 3 ASSESSMENT UNDER ENVIRONMENTAL  
IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 2017**

APPLICATION REFERENCE NO: 21/00557/SCR\_L

TYPE OF APPLICATION: Environmental Screening Opinion

REQUEST RECEIVED: 3 November 2021

APPLICANT: Highlands & Islands Airport Limited

DEVELOPMENT PROPOSAL: Barra Runway River Protection Works

LOCATION OF DEVELOPMENT: Barra Airport  
Eoligarry  
Isle Of Barra

**Assessment Criteria**

This development proposal is Schedule 2 development. The criteria set out in Schedule 3 of the Regulations, where determined relevant to the development proposal, have therefore been considered in arriving at this Opinion.

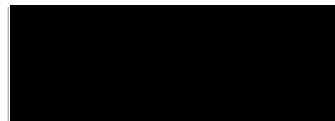
**Conclusion**

Having considered the characteristics, location and potential impact of the development proposal as detailed in the above request, Comhairle nan Eilean Siar as Planning Authority adopts the opinion that the development proposal is **not likely to have a significant effect on the environment and is not EIA development**.

Therefore in these circumstances an Environmental statement is not required to accompany a Planning Application for the above proposal.

A written statement of the main reasons for this conclusion, incorporating details of any features of the proposed development or proposed measures envisaged to avoid or prevent significant adverse effects on the environment, is set out in the attached checklist and conclusion below.

Date 25 January 2022 Signed:



Lee Harkness, BSc AIEMA  
Planning Officer

# Appendix One

## Consultation Responses

# Scottish Environment Protection Agency



## Hutchison D (David) (MSC)

---

**From:** Planning.North <Planning.North@sepa.org.uk>  
**Sent:** 21 December 2021 10:25  
**To:** Hutchison D (David) (MSC)  
**Subject:** RE: SCR-0032 – HIAL Ltd (per Jacobs UK Ltd) – Riverbank Protection Works – Barra Airport, Barra - Consultation on Request for Screening Opinion – Response Required by 25 January 2022 - SEPA Response 3772

OFFICIAL

Hi David,

Many thanks for the consultation below. In terms of EIA screening, for matters within our remit we do not require an EIA. Further advice is given below.

As this falls below Mean High Water Springs (MHWS), we do not regulate engineering works within the water environment. We have no concerns regarding the proposed works and therefore, we do not need to be consulted at the application stage either. Instead we would refer you to our standing advice in [SEPA standing advice for the Department for Business, Energy and Industrial Strategy and Marine Scotland on marine consultations](#). For information, when we were consulted by Comhairle Nan Eilean Siar on their screening opinion, they had a more recent version of the Jacobs Report dated 2 November 2021.

I hope this is of help but please do not hesitate to contact me should you have any queries.

Kind regards

Cerian

Cerian Baldwin  
Planning Officer - Planning Service North  
Graesser House, Dingwall Business Park, Dingwall  
Email: [planning.north@sepa.org.uk](mailto:planning.north@sepa.org.uk)  
Mobile: [REDACTED]

Please note my working days are Tuesday to Thursday only.

### *Disclaimer*

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---

**From:** [REDACTED]  
**Sent:** 21 December 2021 08:23  
**To:** argyll\_outerhebrides@nature.scot; planning@cne-siar.gov.uk; Planning.North <Planning.North@sepa.org.uk>; hmconsultations@hes.scot  
**Subject:** SCR-0032 – HIAL Ltd (per Jacobs UK Ltd) – Riverbank Protection Works – Barra Airport, Barra - Consultation on Request for Screening Opinion – Response Required by 25 January 2022

# Historic Environment Scotland



HISTORIC  
ENVIRONMENT  
SCOTLAND

ÀRAINNEACHD  
EACHDRAIDHEIL  
ALBA

**By email to:**

[MS.MarineLicensing@gov.scot](mailto: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  
[HMC consultations@hes.scot](mailto:HMC consultations@hes.scot)

Our case ID: 300055735  
Your ref: SCR-0032

25 January 2022

Dear Marine Scotland

[The Marine Works \(Environmental Impact Assessment\) \(Scotland\) Regulations 2017](#)  
[SCR-0032 - HIAL Ltd \(per Jacobs UK Ltd\) - Riverbank Protection Works - Barra Airport, Barra -](#)  
[Consultation on Request for Screening Opinion](#)  
[Request for Screening Opinion](#)

Thank you for your consultation which we received on 21 December 2021 seeking our comments on an Environmental Impact Assessment (EIA) screening opinion for the above proposed development. This letter contains our comments for our historic environment interests. That is world heritage sites, scheduled monuments and their setting, category A-listed buildings and their setting, gardens and designed landscapes and battlefields on their respective Inventories and Historic Marine Protected Areas.

Your archaeological and conservation advisors will also be able to offer advice for their interests. This may include unscheduled archaeology, category B- and C-listed buildings and conservation areas.

**Our Screening opinion**

We understand the proposals relate to the installation of a rock armour geotextile solution to reinforce a riverbank adjacent to one of the runways at the Barra Airport on Barra in the Outer Hebrides. We have no comments to make on the requirement or otherwise for an EIA for this proposed development.

There are no heritage assets within our remit either within, or in the immediate vicinity of, the proposed development. We are therefore content that the proposed works are unlikely to have significant impacts on assets within our statutory remit.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Samuel Fox and they can be contacted by phone on 0131 668 6890 or by email on [samuel.fox@hes.scot](mailto:samuel.fox@hes.scot).

Yours faithfully

**Historic Environment Scotland**

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

Scottish Charity No. **SC045925**

VAT No. **GB 221 8680 15**

# Comhairle nan Eilean Siar

## Hutchison D (David) (MSC)

---

**From:** Lee Harkness [REDACTED]  
**Sent:** 26 January 2022 14:34  
**To:** Hutchison D (David) (MSC)  
**Cc:** Karen Monk  
**Subject:** RE: SCR-0032 – HIAL Ltd (per Jacobs UK Ltd) – Riverbank Protection Works – Barra Airport, Barra - Consultation on Request for Screening Opinion – Response Required by 25 January 2022

Good Afternoon David,

My apologies for the delay in getting back to you.

We have undertaken a screening of our own on this application, it was concluded that the proposals did not constitute EIA development. Our decision and the screening assessment of the proposals can be accessed [here](#). I have listed the reasons below for your convenience:

1. The objective and impacts of the proposed development on the environment post-construction are similar to the existing bunding in terms of the effect on designations and on the marine environment.
2. The size of the development in its own right and cumulatively with other land uses in the area, is not of a scale that would generate levels of activity from construction that would be considered likely to result in a significant impact on the environment.
3. There are no pollutants arising from removal of the previous bund or the construction of these works that cannot be mitigated against and successfully managed as outlined withing the information provided by the applicant.
4. The geographical area affected by the proposal is sufficiently small and its' height sufficiently limited for the development to be absorbed by the surrounding landscape.
5. The risk of accidents likely to result in any significant effect on the environment is considered to be low.
6. There is no known presence of protected species within, or in close proximity to, the application site and while there is potential habitat for otter, it is noted that surveys have been and will be carried out post construction and their mitigation implemented. While the bund may create a physical obstruction to some species, it does not encircle the beach or prevent access entirely.
7. The likely reduction in the maintenance and reconstruction requirements in the long term.

Kind Regards,

Lee

**Lee Harkness BSc AIEMA**

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Oifigear Dealbhaidh | Roinn  
Planning Officer |



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nan Coimhearsnachdan  
Communities Department

Comhairle Nan Eilean Siar | Baile a' Mhanaich | Beinn na Faoghla | HS7 5LA  
Fon: 01870 604990 Ext: 330824 | Facs: 01870 602332 |



NatureScot

## Hutchison D (David) (MSC)

---

**From:** Patrick Hughes [REDACTED] >  
**Sent:** 26 January 2022 16:59  
**To:** [REDACTED]  
**Cc:** MS Marine Licensing  
**Subject:** RE: SCR-0032 – HIAL Ltd (per Jacobs UK Ltd) – Riverbank Protection Works – Barra Airport, Barra - Consultation on Request for Screening Opinion – Response Required by 25 January 2022

Dear David,

### THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 (AS AMENDED) ("the EIA Regulations")

#### CONSULTATION UNDER PART 2, REGULATION 10(5) OF THE EIA REGULATIONS

SCR-0032 – HIAL Ltd (per Jacobs UK Ltd) – Riverbank Protection Works – Barra Airport, Barra

Thank you for consulting us on this screening request.

#### NatureScot Advice – EIA screening

It is NatureScot's policy that EIA screening decisions must be made solely by the competent authority. Our role at this stage is to advise you on the environmental receptors within our remit which may be affected by the proposal and which should be assessed, whether through EIA or other means.

#### Screening advice

##### 1. Protected sites:

###### 1.1 Eoligarry SSSI

The proposal lies within the Eoligarry SSSI designated for its sand dunes, machair and geomorphology features on national importance. The works being considered through this screening are all below MHWS and as such will not overlap with machair or sand dune features of the site. While there may be some effects on the geomorphology feature **we advise that significant effects are not likely on this feature or on the SSSI overall.** This is because of the limited scale and influence the proposal will have in geomorphological processes within the site.

###### 1.2 West coast of the Outer Hebrides SPA & Sound of Barra SAC

The proposal lies within 750m and 250m of these sites respectively. Considering the scale and nature of the proposal it is unlikely to have any significant connectivity with the designated features of these sites. **We advise that significant effects are not likely on the West Coast of the Outer Hebrides SPA or the Sound of Barra SAC.**

If you need any further information please let me know,

Deagh dhùrachd,

Patrick

Patrick Hughes | Operations officer, Outer Hebrides

NatureScot | Stilligarry | South Uist | Outer Hebrides | HS8 5RS | [REDACTED]

[nature.scot](https://www.nature.scot) | [@nature\\_scot](https://twitter.com/nature_scot) | Scotland's Nature Agency | Buidheann Nàdair na h-Alba

**EIA SCREENING SCHEDULE 3 ASSESSMENT UNDER ENVIRONMENTAL  
IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 2017**

APPLICATION REFERENCE NO: 21/00557/SCR\_L

TYPE OF APPLICATION: Environmental Screening Opinion

REQUEST RECEIVED: 3 November 2021

APPLICANT: Highlands & Islands Airport Limited

DEVELOPMENT PROPOSAL: Barra Runway River Protection Works

LOCATION OF DEVELOPMENT: Barra Airport  
Eoligarry  
Isle Of Barra

**Assessment Criteria**

This development proposal is Schedule 2 development. The criteria set out in Schedule 3 of the Regulations, where determined relevant to the development proposal, have therefore been considered in arriving at this Opinion.

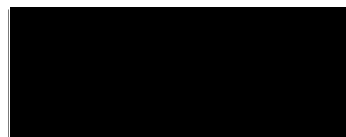
**Conclusion**

Having considered the characteristics, location and potential impact of the development proposal as detailed in the above request, Comhairle nan Eilean Siar as Planning Authority adopts the opinion that the development proposal is **not likely to have a significant effect on the environment and is not EIA development**.

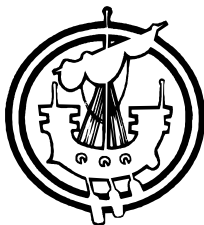
Therefore in these circumstances an Environmental statement is not required to accompany a Planning Application for the above proposal.

A written statement of the main reasons for this conclusion, incorporating details of any features of the proposed development or proposed measures envisaged to avoid or prevent significant adverse effects on the environment, is set out in the attached checklist and conclusion below.

Date 25 January 2022 Signed:



Lee Harkness, BSc AIEMA  
Planning Officer

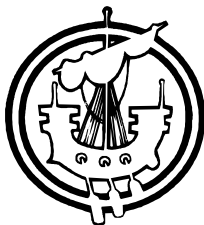


# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

### Section 1: Project Information

Please Describe	
<b>Brief description of location and context</b>	<p>The proposed development site is located on Tràigh Mhòr beach. The site lies on the South side of Tràigh Mhòr between Runway 15-33 and the public road, the beach was first licensed as a runway in 1936.</p> <p>A river emerges from a culvert located underneath the public road on to the beach adjacent to the runway and is diverted to run along the edge of the beach parallel to the road and out to sea. This bank has historically been maintained using dredging, sandbags, cement bags, and some loose rock but is subject to damage and wash out from tidal action.</p> <p>Without the existing diversion, the river would naturally flow across the shore over the airport runway and so any breaches to the riverbank results in water ingress over the runway and it being taken out of service. While there is an existing riverbank bund formed of sand bags and cement bags, the current solution requires repeated maintenance, with dredging being required approximately 6 to 8 times per year.</p>
<b>Site area (hectares)</b>	Approximately 0.1ha: The total area of the rock armour geotextile solution to be constructed is approximately 990 m <sup>2</sup> (3.3m wide and 300m long).



# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

<b>Brief description of the proposed development</b>	<p>The proposed Project aims to provide improved sediment build up along the riverbank and provide increased resistance to washout from waves via the installation of a rock armour geotextile solution. It is anticipated that the proposed solution will allow the bank to quickly reform following any washout events, and the geotextile within the rock armour will help restrict water flow through the rock armour prior to the reforming of the sediment bank. It is anticipated that the excavated sediment will be reused by placing it on the riverbank side of the rock armour solution. Cement bags currently on-site will be removed from site and disposed of at landfill; however, there is also potential for the cement bags to be buried below the rock armour solution.</p> <p>Approximately 1,824 tonnes of boulders will be used to create the rock armour bund and approximately 990m<sup>2</sup> of geotextile.</p>
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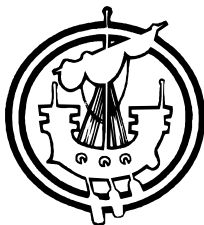
### Section 2: Single or Multi Stage Consent Application (complete where relevant)

**Where the proposed development is of a type listed in Column 1 of Schedule 2 and either:**

- is located wholly or in part within a sensitive area; or
- meets any of the relevant thresholds and / or criteria in Column 2 of Schedule 2

**it will be necessary to consider whether the proposed development is likely to have significant environmental effects. In determining whether a proposed development is likely to have such effects, account must be taken of the selection criteria in Section 3 of this checklist.**





# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

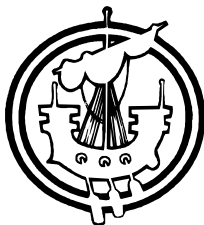
<b>Is the proposed development of a type listed in Column 1 of Schedule 2 (does it extend development described in column 1 or 2)?</b>	10(m)
<b>Is the proposed development to be located within a 'sensitive area'? If so, please list.</b>	- Eoligarry Site of Special Scientific Interest - Eoligarry Geological Conservation Review Site
<b>Does the proposed development (or development as changed or extended) meet or exceed any of the relevant thresholds and/or criteria in Column 2 of Schedule 2?</b>	No Threshold – All Development.

### Section 3: Selection Criteria for Screening Schedule 2 Development

There are two stages to this section of the checklist:

- First, identifying the potential impacts of the proposed development based upon the characteristics of the development and its location.
- Secondly, considering whether significant environmental effects are likely based upon the characteristics of the potential impacts.

The selection criteria in this section meet the requirements of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 – Schedule 3 for screening Schedule 2 development.



# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

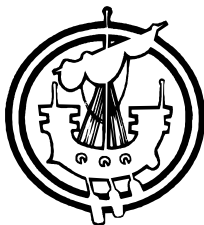
Selection Criteria	Yes/No	Briefly describe potential impact	Is this likely to result in a significant effect? Please explain
<b>1. Characteristics of the Development</b>			
<b>(a) Size and design of the development</b>			
Will the proposed development be out of scale with the existing environment?	No*		*While the development is will be prominent when viewed from the public road and areas of Tràigh Mhòr, it will run along the edge of the beach and at its proposed height is not such that it could be considered out of scale with the existing environment aided by the undulations of the surrounding area.
<b>(b) Cumulation with other existing and/or approved development</b>			
Will the proposed development lead to further consequential development or works?	No		



# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

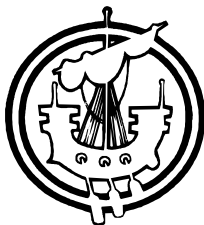
Selection Criteria	Yes/No	Briefly describe potential impact	Is this likely to result in a significant effect? Please explain
Are there potential cumulative impacts with other existing development, approved developments or developments the subject of valid applications?	Yes		<p>No. These proposals may have a cumulative impact in terms of traffic at the construction stage, which is likely to be in progress for around a 10-week period commencing in April. This would encroach into the tourist season. It is proposed to bring in the rock from a site within the area by Heavy Good Vehicle. The road currently hosts traffic to the airport and a number of campsites within the settlement in addition to other uses and it is considered that the deliveries anticipated would not be sufficient to cause any significant traffic or transport issues. The Isle of Barra Distillery and the Airport Terminal Development may also give rise to construction traffic, however it is unlikely these projects will overlap and given the relatively short construction period for this development and the limited anticipated demand for materials, this is unlikely to pose a challenge to the road network.</p> <p>If this development did not benefit from the provisions of the General Permitted Development Order, these matters would be satisfactorily dealt with as part of the planning application.</p>
Should the application for the proposed development be regarded as an integral part of a more substantial project? If so, can related developments which are subject to separate applications proceed independently?	No*		*It is noted that other works are proposed at the airport, including the expansion of the terminal building. This project is required in order to ensure the continued viability of the existing runway, regardless of whether any of the other developments proceed.
<b>(c) Use of natural resources, in particular land, soil, water and biodiversity</b>			



# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

Selection Criteria	Yes/No	Briefly describe potential impact	Is this likely to result in a significant effect? Please explain
Will the proposed development use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or are in short supply?	Yes	Use of Sand and Rock	<p>Sand: Excavation of existing sand from the existing watercourse channel and beach to facilitate installation of rock armour will result in small-scale linear loss of habitat within the Eoligarry Site of Special Scientific Interest (SSSI). It is noted that similar works for the extraction and deposition of sand within the airport beach is already the subject of a marine licence. The coastal geomorphological nature of the site which includes beach, dune and machair is the reason it is designated as an SSSI. These are important for the variety of Aeolian (wind-driven) processes exhibited within the area. In concurrence with the screening request document, it is concluded that due to the highly dynamic nature of sediment in this area, this relatively small-scale loss and alteration is unlikely to have any significant residual effects or have any significant impacts on the Geological Conservation Review Designation or the SSSI.</p> <p>Rock: The rock will be taken from an existing site within the vicinity, the quantities required would not give rise to a significant effect.</p>
<b>(d) Production of waste</b>			
Will the construction, operation or decommissioning of the proposed development produce wastes?	Yes	Some aspects of the existing bunding will be disposed of and not reused.	No, the volume of material, which will not be reused is relatively minor. The waste generated is likely to be mainly cement bags.
<b>(e) Pollution and nuisances</b>			

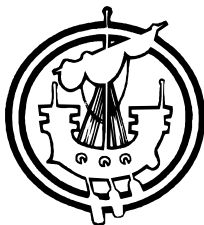


# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

Selection Criteria	Yes/No	Briefly describe potential impact	Is this likely to result in a significant effect? Please explain
Will the construction, operation or decommissioning phases of the proposed development release pollutants or any hazardous, toxic or noxious substances to the air?	No		
Will the construction, operation or decommissioning of the proposed development lead to risk of contamination of land or water from releases of pollutants?	Yes	Spillage of fuels, oils or other fluids from equipment or holding tanks.	No, there is no notably greater risk from the construction of the proposals than there is from the ongoing maintenance and reconstruction necessary with the current bunding.
Will the construction, operation or decommissioning phases of the proposed development cause noise, vibration or the release of light?	Yes	Use of machinery, HGVs and installation of baskets.	No, the ongoing maintenance to the current bunding will give rise to similar impacts in this regard.
<b>(f) Risk of major accidents and/or disasters which are relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge</b>			
Will there be any risk of accidents during construction, operation or decommissioning of the proposed development which could affect the environment or human health?	No		
<b>(g) Risk to human health</b>			
Will the construction, operation or decommissioning phases of the proposed development involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health?	No		

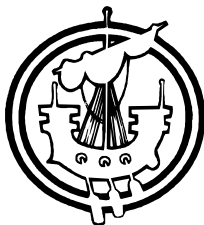




# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

Schedule 3 Selection Criteria	Yes/No	Briefly describe potential impact	Is effect likely to result in a significant effect? Please explain
<b>Location of the Development</b>			
<b>(a) Existing and approved land use</b>			
Are there existing and/ or approved land uses in the locality of the proposed development site which could be affected by the proposed development?	No – none not related to the proposals.		
<b>(b) Relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground</b>			
Are there any areas on or around the location of the proposed development and its underground which contain important, high quality or scarce resources which could be affected by the proposed development?	No		
<b>(c) Absorption capacity of the natural environment</b>			
Are there any areas on or around the application site that are protected under international or national legislation for their ecological, landscape, cultural heritage or other value which could be affected by the construction, operation or decommissioning of the proposed development?	Yes	The site is within a Geological Conservation Review Designation and the introduction of a barrier could alter sedimentary deposits and erosion potentially altering the features of the site.	No – the proposals aim to achieve the same objective as the current bunding only lowering the ongoing maintenance requirement. There is therefore no likely significant effect to either designation or their respective features/qualities.



# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

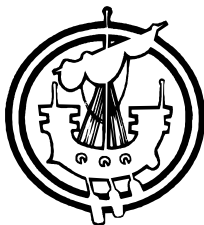
Are there any other areas on or around the location which are important or sensitive for reasons of their ecology which could be affected by the proposed development? Particular attention should be paid to the following areas: (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks.	Yes	(ii) coastal zones and the marine environment	No – the proposals aim to achieve the same objective of diverting the water flow away from the runway but through utilisation of materials more resistant to erosion in order to reduce the ongoing significant maintenance and reconstruction requirements.
Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora which could be affected by the proposed development?	Yes	Physical Obstruction / Habitat Loss.	<p>Pre-construction ecological surveys will be carried out prior to the works. The requirement for any protected species licences will be identified following these surveys, specifically with regards to otter, and any specific working methods and conditions as specified within any licence will be adhered to.</p> <p>The area to be utilised is relatively limited, and there will be no significant impact in terms of habitat loss. Particularly given the general area of the proposals is already the subject of ongoing maintenance works to the existing barrier.</p> <p>While the development may constrain access to the beach from certain species, it is only a certain length and therefore does not prevent access. The use identified within the surveys of the area is relatively minor and it is likely species will habituate to the new development, the reduction in maintenance and reconstruction is likely to be beneficial in the long term in regards to disturbance.</p>



# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

Are there any groundwater source protection zones or areas that contribute to the recharge of groundwater resources which could be affected by the proposed development?	No		
Are there any areas on or around the location of the proposed development where environmental quality standards are already exceeded which could be affected by the proposed development?	No		
Are there any areas on or around the location which are densely populated which could be affected by the proposed development?	No		
Is the proposed development in a location where it is likely to be visible to many people?	Yes	The proposed development is situated adjacent to the public road leading from the A888 to Barra Airport and the settlement of Eoligarry.	The public road in this area leads to a number of campsites and the Islands airport so would be considered comparatively busy. As noted above, while the development will be prominent when viewed from the public road it would not be dominant or overbearing in its appearance given that it will be set below road level despite the circa 300m length.
Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the proposed development?	No*		*While the beach access would be inhibited along the 300m stretch of beach, this is not a key route for access due to the existing bunding diverting the watercourse along this route. Access to the beach is not prevented on either side.
Are there any areas of local landscape or scenic value on or around the location which could be affected by the proposed development?	No		



# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

Are there any areas of features of historic, cultural or archaeological value on or around the location which could be affected by the proposed development?	No		
Is the proposed development location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions?	Yes	The site is set within the marine environment at the mouth of a watercourse in order to keep the beach, in particular runway 15-33, from being transgressed by the water.	No, the nature of the development is such that it is designed for this environment.

### Schedule 3 Selection Criteria

#### 3. Characteristics of the Potential Impact (this category is to help determine whether any interactions between the character of development and its environment are likely to be significant)

##### (a) Magnitude and special extent of the impact (for example geographical area and size of the population likely to be affected)

*Will the effect extend over a large geographical area, affecting many people and resulting in social changes, e.g. in demography, traditional lifestyles, employment?*

No.

##### (b) Nature of impact

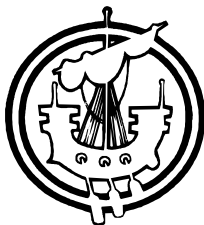
*Is the development located within or close to any other areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which would be significantly affected by the development?*

No.

##### (c) Transboundary nature of the impact

*Will there be any potential for transboundary impact?*

No.



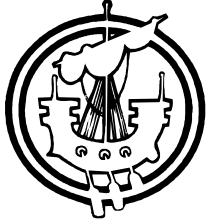
# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

<b>(d) Intensity and complexity of the impact</b>
<i>Is there a risk that environmental standards will be breached?</i>
No.
<b>(e) Probability of the impact</b>
<i>Is there a high or low probability of a potentially highly significant effect?</i>
Low.
<b>(f) Expected onset, duration, frequency and reversibility of the impact</b>
<i>Will the effect be permanent, continuous or irreversible?</i>
No.
<b>(g) Culmination of the impact with the impact of other existing and/or approved development</b>
<i>Will the Project have cumulative effects, due to its proximity to other existing or planned Projects with similar effects?</i>
No.
<b>(h) Possibility of effectively reducing the impact</b>
<i>Will there be any significant adverse effects on any aspect of the environment during the construction and operational phases of the development, has the developer included mitigation measures to avoid, prevent, repair or reduce the potential impact?</i>
No. It is noted that the developer will have an Ecological Clerk of Works on Site, will carry out surveys prior to commencement of works, and develop and adhere to a Construction Environment Management Plan.

**EIA is required / EIA is not required**





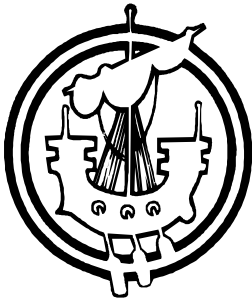
# COMHAIRLE NAN EILEAN SIAR

## EIA SCREENING CHECKLIST

### Conclusion:

The development proposed falls within the works outlined in Schedule 2, Section 10 (M) for which there is no threshold to exceed, and works are also sited within a Sensitive Area. Despite this it has been concluded that the proposal is not likely to have a significant effect on the environment and therefore it is considered that the proposal is not EIA development for the following reasons:

1. The objective and impacts of the proposed development on the environment post-construction are similar to the existing bunding in terms of the effect on designations and on the marine environment.
2. The size of the development in its own right and cumulatively with other land uses in the area, is not of a scale that would generate levels of activity from construction that would be considered likely to result in a significant impact on the environment.
3. There are no pollutants arising from removal of the previous bund or the construction of these works that cannot be mitigated against and successfully managed as outlined withing the information provided by the applicant.
4. The geographical area affected by the proposal is sufficiently small and its' height sufficiently limited for the development to be absorbed by the surrounding landscape.
5. The risk of accidents likely to result in any significant effect on the environment is considered to be low.
6. There is no known presence of protected species within, or in close proximity to, the application site and while there is potential habitat for otter, it is noted that surveys have been and will be carried out post construction and their mitigation implemented. While the bund may create a physical obstruction to some species, it does not encircle the beach or prevent access entirely.
7. The likely reduction in the maintenance and reconstruction requirements in the long term.



Highlands & Islands Airport Limited  
c/o Mr Douglas Dyche  
Jacobs  
160 Dundee Street  
Edinburgh  
EH11 1DQ

## COMHAIRLE NAN EILEAN SIAR

Balivanich, Isle of Benbecula, HS7 5LA

Bail' a'Mhanaich, Beinn na Faoghla, HS7 5LA

Telephone 01870 602425

Fax 01870 602332

E-mail

Writer Lee Harkness (01870 604990)

Our Ref LH/KMON

Your Ref

Date 25 January 2022

Dear Sir/Madam

### ENVIRONMENTAL IMPACT ASSESSMENT - SCREENING OPINION

APPLICATION REFERENCE:	<b>21/00557</b>
TYPE OF APPLICATION:	<b>Environmental Screening Opinion</b>
LOCATION OF DEVELOPMENT:	<b>Barra Airport Eoligarry Isle Of Barra</b>
PROPOSED DEVELOPMENT:	<b>Barra Runway River Protection Works</b>
VALID APPLICATION RECEIVED:	<b>3 November 2021</b>

I refer to your request for a Screening Opinion, as detailed above.

Please find Comhairle nan Eilean Siar's Screening Opinion enclosed. The Screening Opinion can also be accessed on the [Comhairle Public Access Planning Portal](#) using the Reference No above.

Yours faithfully

[Redacted Signature]

Morag Ferguson  
Planning Manager (Development Management)  
Communities Department



## SCREENING OPINION

### ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 2017

**APPLICATION REFERENCE NO:** 21/00557  
**TYPE OF APPLICATION:** Environmental Screening Opinion  
**REQUEST RECEIVED:** 3 November 2021  
**APPLICANT:** Highlands & Islands Airport Limited  
**DEVELOPMENT PROPOSAL:** Barra Runway River Protection Works  
**LOCATION OF DEVELOPMENT:** Barra Airport Eoligarry Isle Of Barra

Under Regulation 8(1) of the Environmental Impact Assessment (Scotland) Regulations 2017, (the Regulations) a request has been made to Comhairle nan Eilean Siar, as planning authority, to adopt a screening opinion for the development proposal stated above.

#### **Provisions of the 2017 Regulations**

Development falling within Schedule 1 of the Regulations is Environmental Impact Assessment (EIA) development.

Development falling within Schedule 2 of the Regulations is EIA development if the development is *'likely to have significant effects on the environment by virtue of factors such as its nature, size or location'*.

#### **Screening Opinion**

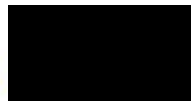
Having considered the information submitted by the Developer under Regulation 8(2) of the Regulations, Comhairle nan Eilean Siar as Planning Authority adopts the opinion that the development proposal is not likely to have a significant effect on the environment.

A written statement of the main reasons for this conclusion incorporating details of any features of the proposed development or proposed measures envisaged to avoid or prevent significant adverse effects on the environment is set out at Appendix 1.

Date

25 January 2022

Signed:



Planning Manager (Development Management)

APPLICATION REFERENCE NO: 21/00557  
DATE REQUEST RECEIVED: 3 November 2021  
DATE OF DECISION: 25 January 2022

**STATEMENT OF REASONS AND ANY MITIGATING MEASURES**

1. The objective and impacts of the proposed development on the environment post-construction are similar to the existing bunding in terms of the effect on designations and on the marine environment.
2. The size of the development in its own right and cumulatively with other land uses in the area, is not of a scale that would generate levels of activity from construction that would be considered likely to result in a significant impact on the environment.
3. There are no pollutants arising from removal of the previous bund or the construction of these works that cannot be mitigated against and successfully managed as outlined withing the information provided by the applicant.
4. The geographical area affected by the proposal is sufficiently small and its' height sufficiently limited for the development to be absorbed by the surrounding landscape.
5. The risk of accidents likely to result in any significant effect on the environment is considered to be low.
6. There is no known presence of protected species within, or in close proximity to, the application site and while there is potential habitat for [REDACTED], it is noted that surveys have been and will be carried out post construction and their mitigation implemented. While the bund may create a physical obstruction to some species, it does not encircle the beach or prevent access entirely.
7. The likely reduction in the maintenance and reconstruction requirements in the long term.

# ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 2017

## ADVICE RELEVANT TO THE SCREENING OPINION

### **Regulation 9(5)**

Where the planning authority adopts an opinion to the effect that the development is EIA Development, the developer may request the Scottish Ministers to make a Screening Direction.

### **Regulation 10(1)**

A developer who pursuant to regulation 9(5) requests the Scottish Ministers to make a screening direction must submit with that request:

- (a) a copy of the request to the planning authority under regulation 8(1) and the information provided in accordance with regulation 8(2) and any other documents which accompanied the request;
- (b) a copy of any notification under regulation 9(4) which has been received and of any response;
- (c) a copy of any screening opinion received from the planning authority and of any accompanying statement of reasons; and
- (d) any representations the developer wishes to make.

The request for a Screening Direction should be submitted to:

**Scottish Government  
Area 2-H (South)  
Planning and Architecture Division  
Victoria Quay  
Edinburgh  
EH6 6QQ**

### **Regulation 10(2)**

When a developer makes a request to Scottish Ministers for a Screening Direction, they shall send to Comhairle Nan Eilean Siar a copy of the request and any representations made to the Scottish Ministers.



# Appendix E – Pre-Application Consultation

Scott, Jamie

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From: MS.MarineLicensing@gov.scot  
Sent: 06 December 2021 08:19  
To: Scott, Jamie  
Cc: Dyche, Douglas  
Subject: [EXTERNAL] Pre-application consultation statement (PAC not required)

Dear Jamie,

**THE MARINE LICENSING (PRE-APPLICATION CONSULTATION) (SCOTLAND) REGULATIONS 2013**  
**PRE-APPLICATION CONSULTATION STATEMENT**

Caledonian Maritime Assets Limited (per Jacobs) – Barra Riverbank Protection – Barra Airport, Barra

Thank you for your letter dated 01 December 2021 with accompanying documents, seeking a pre-application consultation statement for the proposed Riverbank protection works.

You have supplied a plan sufficient to identify the area of the Scottish marine area which is the subject of the prospective application, as well as a description of the nature and purpose of the licensable marine activity as well as information on the possible effects on the environment. Marine Scotland – Licensing Operations Team (MS-LOT) consider there is sufficient information to give a pre-application consultation statement.

MS-LOT is of the opinion that the marine activity is not of a class or description prescribed in Regulation 4 of The Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013 (“the Regulations”) and as such will not require pre-application consultation.

MS-LOT has reached this opinion as the Proposed Works area is 990m<sup>2</sup>. Regulation 4 (d) of The Regulations states “the construction of any works (with the exception of a renewable energy structure) within the Scottish marine area either in or over the sea or on or under the seabed, but only where the total area in which such works are to be located exceeds 1000 square metres in extent” is a prescribed licensable marine activity however your Riverbank protection works fall below this threshold

**What this means to you**

- You can submit a marine licence application for these works
- If you have already submitted a marine licence application MS-LOT will begin to process it

**Further information or guidance**

The rules covering marine licensing can be found at Part 4 of the Marine (Scotland) Act 2010. A copy of the Marine (Scotland) Act 2010 can be obtained at:

<http://www.legislation.gov.uk/asp/2010/5/contents>

A copy of The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 can be obtained at:

<http://www.legislation.gov.uk/ssi/2013/286/made>

Guidance on The Marine Licensing (Pre-application Consultation) (Scotland) Regulations can be obtained at:

<http://www.scotland.gov.uk/Topics/marine/Licensing/marine/guidance/preappconsult>

Further information on marine licensing can be obtained from our website at:

<http://www.scotland.gov.uk/Topics/marine/Licensing/marine>

It is important that you are fully conversant with all of the rules that apply to your activity and your attention is drawn to the advice given above. If you have a further questions please do not hesitate to get in contact using the details below or by e-mailing [ms.marinelicensing@gov.scot](mailto:ms.marinelicensing@gov.scot)

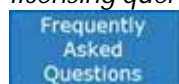
Kind regards,  
David

David Hutchison  
Marine Licensing Casework Officer  
[Marine Scotland](#) - Marine Planning & Policy

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

Email:   
Website: <http://www.gov.scot/marinescotland>

*COVID-19: Marine Scotland - Licensing Operations Team( MS-LOT) is working from home and as a result determination of applications may take longer than our stated timelines. In addition MS-LOT is unable to respond to phone enquiries, please communicate with MS- LOT via email. Email addresses are [MS.MarineRenewables@gov.scot](mailto:MS.MarineRenewables@gov.scot) for marine renewables correspondence or [MS.MarineLicensing@gov.scot](mailto:MS.MarineLicensing@gov.scot) for all licensing queries.*



\*\*\*\*\*

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# Appendix F – Habitats Regulations Appraisal Screening



## **Barra Airport Riverbank Protection**

**Habitats Regulations Appraisal Screening**

**February 2022**

**V1.0**

**Highlands and Islands Airports Limited**



## Barra Airport Riverbank Protection

Project No: B2335027  
Document Title: HRA Screening  
Document No.: B2335027-BRR-BRB-JAC-REP-HRAS-001  
Revision: 1.0  
Document Status: For Issue  
Date: February 2022  
Client Name: Highlands and Islands Airport Limited  
Client No: HIAL 01358  
Project Manager: Alastair Skelton  
Author: Fran Tobin  
File Name: HIAL\_Barra Airport Riverbank Protection\_HRA Screening

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### Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1.0	February 2022	For Issue	FT	AS	HG	AS

## 1. Introduction

Jacobs UK have been commissioned by Highlands and Islands Airport Limited (HIAL) to undertake a Habitats Regulations Appraisal (HRA) Screening Assessment for riverbank protection works at Barra Airport which will be required to protect the runway.

This report provides the Habitats Regulations Appraisal (HRA) Screening Assessment for the following European Sites:

- West Coast of the Outer Hebrides Special Protection Area (SPA) (NatureScot Site Code 10484; EU Site Code UK9020319)
- Eoligarry SPA (NatureScot Site Code 8495; EU Site Code UK9001761)
- Sound of Barra Special Area of Conservation (SAC) (NatureScot Site Code 8602; EU Site Code UK0012705)

A proforma provided to Jacobs by Scottish Natural Heritage (now NatureScot) has been used to facilitate the Screening Assessment. Figure 1 in Appendix A shows the location of the proposed works in relation to the above designated sites.



## 2. HRA Screening Assessment

### HABITATS REGULATIONS APPRAISAL SCREENING PROFORMA

APPRAISAL IN RELATION TO REGULATION 48 OF THE CONSERVATION (NATURAL HABITATS, &C.) REGULATIONS 1994 AS AMENDED<sup>1</sup> (HABITATS REGULATIONS APPRAISAL)

#### NATURA SITE DETAILS

Name of Natura site(s) potentially affected:

West Coast of the Outer Hebrides SPA (NatureScot Site Code 10484; EU Site Code UK9020319)  
Eoligarry SPA (NatureScot Site Code 8495; EU Site Code UK9001761)  
Sound of Barra SAC (NatureScot Site Code 8602; EU Site Code UK0012705)

Name of component SSSI if relevant:

n/a

Natura qualifying interest(s) & whether priority/non-priority:

#### West Coast of the Outer Hebrides SPA

- [REDACTED] non-breeding
- [REDACTED], non-breeding
- Eider (*Somateria mollissima*), non-breeding
- Long-tailed duck (*Clangula hyemalis*), non-breeding
- Red-breasted merganser (*Mergus serrator*), non-breeding
- [REDACTED], non-breeding
- [REDACTED] breeding

#### Eoligarry SPA

- [REDACTED] breeding

#### Sound of Barra SAC

- Harbour seal (*Phoca vitulina*)
- Reefs
- Subtidal sandbanks

<sup>1</sup> Or, where relevant, under regulation 61 of The Conservation of Habitats and Species Regulations 2010 as amended, or regulation 25 of The Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007 as amended.

**Conservation objectives for qualifying interests:**

**West Coast of the Outer Hebrides SPA**

- To ensure that the qualifying features of West Coast of the Outer Hebrides SPA are in favourable condition and make an appropriate contribution to achieving Favourable Conservation Status.
- To ensure that the integrity of West Coast of the Outer Hebrides SPA is maintained in the context of environmental changes by meeting objectives for each qualifying feature:
  - The populations of the qualifying features are a viable component of the site.
  - The distributions of the qualifying features throughout the site are maintained by avoiding significant disturbance of the species.
  - The supporting habitats and processes relevant to qualifying features and their prey/food resources are maintained.

**Eoligarry SPA**

- To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and
- To ensure for the qualifying species that the following are maintained in the long term:
  - Population of the species as a viable component of the site
  - Distribution of the species within site
  - Distribution and extent of habitats supporting the species
  - Structure, function and supporting processes of habitats supporting the species
  - No significant disturbance of the species

**Sound of Barra SAC**

- To avoid deterioration of the qualifying habitats thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and
- To ensure for the qualifying habitats that the following are maintained in the long term:
  - Extent of the habitat on site
  - Distribution of the habitat within site
  - Structure and function of the habitat
  - Processes supporting the habitat
  - Distribution of typical species of the habitat
  - Viability of typical species as components of the habitat
  - No significant disturbance of typical species of the habitat
- To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and
  - To ensure for the qualifying species that the following are maintained in the long term:
    - Population of the species as a viable component of the site
    - Distribution of the species within site
    - Distribution and extent of habitats supporting the species
    - Structure, function and supporting processes of habitats supporting the species
    - No significant disturbance of the species

## STEP 1: WHAT IS THE PLAN OR PROJECT?

### Proposal title:

Barra Airport Riverbank Protection

### Name of consultee:

NatureScot

### Name of competent authority:

Marine Scotland

### Details of proposal (inc. location, timing, methods):

The proposed works at Barra Airport involve the installation/replacement of a defence against flooding of runway 33 from the unnamed watercourse.

The watercourse emerges from the culvert under the shoreline road and is immediately directed to turn 90 degrees and run parallel to the road in a south-easterly direction. The watercourse is guided by a man-made bank consisting mainly of sand but reinforced with stone in some locations. Breaches occur in multiple locations, but particularly at the point where the watercourse is diverted to run alongside the road. These breaches lead to water, sand, seaweed and debris running over runway 33, which is of sand construction, and could result in the closure of the runway. Frequent maintenance works are required to clear the runway, to dredge the watercourse and reform the bank, with such works typically undertaken around 6 to 8 times per year.

The proposed Project aims to provide improved sediment build up along the riverbank and provide increased resistance to washout from waves via the installation of a rock armour geotextile solution. It is anticipated that the proposed solution will allow the bank to quickly reform following any washout events, and the geotextile within the rock armour will help restrict water flow through the rock armour prior to the reforming of the sediment bank

The total area of the rock armour geotextile solution to be constructed is approximately 990 m<sup>2</sup> (3.3m wide and 300m long) as shown in drawing B2335027-BRR-JAC-DR-C-0011 in Appendix A) .

The solution will be installed by first excavating the foundation profile of the solution. Following this the geotextile and initial run of rock armour will be placed to create the interwoven effect shown on the cross sections (please refer to drawing B2335027-BRR-JAC-DR-C-0012 in Appendix A). Rock will then be placed on top until the profile matches that shown on the drawing. Sediment that was removed during excavation will then be used to restore the beach profile on the seaward side of the rock armour. Remaining sediment will be placed on the riverside of the rock armour to encourage the formation of a sand bank. No temporary work deposits are anticipated for these works.

As such the following activities take place below MHWS:

- Excavation of beach material;
- Placement of geotextile;
- Placement of rock armour; and
- Placement of excavated material.

It is anticipated that the Contractor will reuse excavated sediment by placing it on the riverbank side of the rock armour solution. Cement bags currently on-site will be removed from site and disposed of at landfill; however, there is also potential for the cement bags to be buried below the rock armour solution.

During construction of the rock armour bund, it is anticipated that the rock armour can be sourced locally from a location approximately two miles from the site. The material source and method of transportation to site is subject to the Contractor's proposal during the tendering stage.

The works are currently anticipated to commence in May 2022 for a duration of 10 weeks, however the programme of works may be subject to change. This proposed solution is expected remove the requirement for regular ongoing maintenance.

Best practice construction methods will be employed, including adherence to Guidance for Pollution Prevention (GPPs), specifically, but not limited to, GPP5: Work and maintenance in or near water<sup>2</sup>. Prior to the commencement of works the contractor will produce a Pollution Prevention Plan including measures such as:

- the use of drip trays/bunds for machinery;
- availability of spill kits and staff trained in their use;
- use of filters/screens on any water pumps;
- appropriate storage of chemicals and fuels away from waterbodies;
- the implementation of an appropriate pollution incident response plan.

These measures are embedded in the construction methodology and are a legal obligation (as required under regulatory regimes under the Water Framework Directive (2000/60/EC)) to be employed irrespective of the European designation of the site. These embedded measures would avoid any water quality effects at source. They are established and uncontroversial industry practice which are not specifically required to avoid Likely Significant Effects (LSE).

See Appendix A for drawings showing the proposed works location.

## STEP 2: IS THE PLAN OR PROJECT DIRECTLY CONNECTED WITH OR NECESSARY TO SITE MANAGEMENT FOR NATURE CONSERVATION?

*The following points should be considered:*

*i) Has the effect on all qualifying interests been considered?*

*ii) Is the proposal part of a fully assessed and agreed management plan?*

*iii) Is there a clear rationale to justify the connection with the conservation objectives?*

*iv) If there is a clear connection with the conservation objectives will any benefits arising from the proposal outweigh any negative effects?*

*v) Have any alternative methods of implementing the proposal been explored to demonstrate that this is the least damaging option?*

*vi) Give a YES/NO conclusion in terms of whether the plan or project is considered directly connected with or necessary to site management for nature conservation.*

*- If **YES** for all elements of a plan or project, for all the Natura qualifying interests (preferably as part of a fully assessed and agreed management plan), then consent can be issued. The rationale should be detailed below and no further appraisal is required (no need to proceed to step 3 or 4).*

*- If **No** for all Natura qualifying interests then proceed to step 3.*

*- If a plan has multiple elements (e.g. a range of policies or management objectives), elements of the plan considered directly connected with or necessary to site management for nature conservation*

<sup>2</sup> SEPA. 2018. Guidance for Pollution Prevention. Works and maintenance in or near water: GPP 5. Available online at [http://www.netregs.org.uk/media/1418/gpp-5-works-and-maintenance-in-or-near-water.pdf?utm\\_source=website&utm\\_medium=social&utm\\_campaign=GPP5%2027112017](http://www.netregs.org.uk/media/1418/gpp-5-works-and-maintenance-in-or-near-water.pdf?utm_source=website&utm_medium=social&utm_campaign=GPP5%2027112017).

*should be discussed below and a rationale given for this conclusion. No further appraisal is then required for those elements. All other elements of the plan must proceed to step 3.*

The works are not directly connected with or necessary to the management of West Coast of the Outer Hebrides SPA, Eoligarry SPA or Sound of Barra SAC.

**STEP 3: IS THE PLAN OR PROJECT (EITHER ALONE OR IN COMBINATION WITH OTHER PLANS OR PROJECTS) LIKELY TO HAVE A SIGNIFICANT EFFECT ON THE SITE?**

*Each qualifying interest should be considered in relation to their conservation objectives. The following points should be considered:*

*i) Briefly indicate which qualifying interest could be affected by the proposal and how; if none, provide a brief justification for this decision, and then proceed to v), otherwise continue:*

*ii) refer to other plans/projects with similar effects/other relevant evidence;*

*iii) consider the nature, scale, location, longevity, and reversibility of effects;*

*iv) consider whether the proposal contributes to cumulative or incremental impacts in combination with other plans or projects completed, underway or proposed;*

*v) Where the impacts of a proposal are the same for different qualifying interests these can be considered together however a clear conclusion should be given for each interest*

*vi) give Yes/No conclusion for each interest.*

**- If yes, or in cases of *doubt*, continue to step 4.**

**- If potential significant effects can easily be avoided, record modifications required below.**

**- If no for all features, a consent or non-objection response can be given and recorded below (although if there are other features of national interest only, the effect on these should be considered separately). There is no need to then proceed to step 4.**

### West Coast of the Outer Hebrides SPA

The following effects pathways have been considered for the potential to affect the qualifying interests and conservation objectives of the West Coast of the Outer Hebrides SPA.

- Habitat loss/damage

There will be no habitat loss from the SPA to facilitate the works. The proposed works are located approximately 800m from the SPA at the closest point.

- Pollution

Potential changes in water quality from pollution events (e.g. accidental spillage) during works have the potential to have an indirect effect on the SPA. However, best practice construction methods embedded in the construction methodology which will avoid any water quality effects at source will be implemented to protect the wider environment, as described in Step 1.

- Disturbance to wintering qualifying interests [redacted] eider, long-tailed duck, red-breasted merganser and [redacted]

The works are currently proposed to commence in May 2022 and take 10 weeks to complete, however there is the potential for the programme to change. Works will currently avoid the sensitive period of wintering qualifying interests of the SPA, therefore no significant disturbance is anticipated. No LSEs on [redacted] eider, long-tailed duck, red-breasted merganser and [redacted] are identified.

- Disturbance to breeding qualifying interests [redacted]

The works are currently scheduled to commence in May 2022 and take 10 weeks to complete. Whilst the programme of works currently overlaps with the breeding [redacted] breed on inland freshwater lochs, which are absent from the area adjacent to the works. It is therefore unlikely for any disturbance to this qualifying interest. No LSE on [redacted] is identified.

- Change in coastal processes

The proposed works will involve excavation of sand along the beach, and the installation of installation of a rock armour geotextile solution. It is anticipated that the proposed solution will allow the bank to quickly reform following any washout events, and the geotextile within the rock armour will help restrict water flow through the rock armour prior to the reforming of the sediment bank.

The total area of the rock armour geotextile solution to be constructed is approximately 990m<sup>2</sup> (3.3m wide and 300m long).

The existing sand bar is likely to be subject to tidal inundation and/or wave overtopping and backwash, whereby sediment moving up the beach through tidal and wave action is deposited at the base on the seaward side, on top of, and on the leeward side of the bank. Hard reinforcement in the form of rock armour would restrict sediment deposition over this area by creation of a vertical barrier which may lead to changes to the local sediment regime at this site. Furthermore, the rock armour has the potential to cause a temporary localised drop in beach levels at the toe of the rock armour due to scour from wave action and tides, as well as the potential for changes in flow velocities and riverine process within the watercourse.

However, due to the small-scale nature of the works (especially in relation to the coastal waterbody), and the location of the works within a highly dynamic environment, no significant indirect impacts on SPA qualifying interests are anticipated, and no LSE identified.

### Eoligarry SPA

The following effects pathways have been considered for the potential to affect the qualifying interests and conservation objectives of the Eoligarry SPA.

- Habitat loss/damage



There will be no habitat loss from the SPA to facilitate the works. The proposed works are located approximately 1.9km from the SPA at the closest point.

- Disturbance to breeding

The works are currently scheduled to commence in May 2022 and take 10 weeks to complete. Whilst the programme of works currently overlaps with the breeding season, [REDACTED] breed in tall grassland (over 20cm) within the SPA (1.9km from the works). It is therefore unlikely for any disturbance to this qualifying interest. No LSE or [REDACTED] is identified.

### Sound of Barra SAC

The following effects pathways have been considered for the potential to affect the qualifying interests and conservation objectives of the Sound of Barra SAC.

- Habitat loss/damage

There will be no habitat loss from the SAC to facilitate the works. The proposed works are located approximately 450m from the SAC at the closest point.

- Pollution

Potential changes in water quality from pollution events (e.g. accidental spillage) during works have the potential to have an indirect effect on the SAC. However, best practice construction methods embedded in the construction methodology which will avoid any water quality effects at source will be implemented to protect the wider environment, as described in Step 1.

- Disturbance to harbour seal

The proposed works are located approximately 450m from the SAC at the closest point. No seal haul-out sites are located in proximity to the works, with the closest being Aird Ghrein & Sgeir Liath located on the west coast of Barra<sup>3</sup>, which is over 16km from the works (measured along the coastline). Furthermore, no noisy or vibratory works are required so no impacts on seals which may be present in the waters around the Traigh Mhòr bay and wider Sound of Barra are anticipated. Therefore, due to the small-scale nature and location of the works no LSEs on harbour seal are identified.

- Change in coastal processes

The proposed works will involve excavation of sand along the beach, and the installation of installation of a rock armour geotextile solution. It is anticipated that the proposed solution will allow the bank to quickly reform following any washout events, and the geotextile within the rock armour will help restrict water flow through the rock armour prior to the reforming of the sediment bank.

The total area of the rock armour geotextile solution to be constructed is approximately 990m<sup>2</sup> (3.3m wide and 300m long).

The existing sand bar is likely to be subject to tidal inundation and/or wave overtopping and backwash, whereby sediment moving up the beach through tidal and wave action is deposited at the base on the seaward side, on top of, and on the leeward side of the bank. Hard reinforcement in the form of rock armour would restrict sediment deposition over this area by creation of a vertical barrier which may lead to changes to the local sediment regime at this site. Furthermore, the rock armour has the potential to cause a temporary localised drop in beach levels at the toe of the rock armour due to scour from wave action and tides, as well as the potential for changes in flow velocities and riverine process within the watercourse.

However, due to the small-scale nature of the works (especially in relation to the coastal waterbody), and the location of the works within a highly dynamic environment, no significant indirect impacts on SAC qualifying interests are anticipated, and no LSE identified.

<sup>3</sup> <https://marinescotland.atkinsgeospatial.com/nmpi/default.aspx?layers=446>

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**Mitigation or modifications required to avoid a likely significant effect & reasons for these:**

None
------

**Step 4: UNDERTAKE AN APPROPRIATE ASSESSMENT OF THE IMPLICATIONS FOR THE SITE IN VIEW OF ITS CONSERVATION OBJECTIVES**

(It is the responsibility of the competent authority to carry out the appropriate assessment. The competent authority must consult SNH for the purposes of carrying out the appropriate assessment. SNH can provide advice on what issues should be considered in the appropriate assessment, what information is required to carry out the assessment, in some circumstances carry out an appraisal to inform an appropriate assessment and/or provide comments on an assessment carried out. Where we are providing advice to a competent authority our appraisal of the proposal should be recorded here.)

*The following points should be considered:*

*i) Describe for each qualifying interest the potential impacts of the proposal detailing which aspects or effects of the proposal could impact upon them and their conservation objectives.*

*ii) Evaluate the potential impacts, e.g. whether short/long term, reversible or irreversible, and in relation to the proportion/importance of the interest affected, and the overall effect on the site's conservation objectives. This should be in sufficient detail to ensure all impacts have been considered and sufficiently appraised. Record if additional survey information or specialist advice has been obtained.*

*iii) Each conservation objective should be considered and a decision reached as to whether the proposal will affect achievement of this objective i.e. whether the conservation objective will still be met if the proposal is consented to.*

As no LSEs were identified no Appropriate Assessment is required.
---

**Step 5: CAN IT BE ASCERTAINED THAT THE PROPOSAL WILL NOT ADVERSELY AFFECT THE INTEGRITY OF THE SITE?**

*In the light of the appraisal, ascertain whether the proposal will not adversely affect the integrity of the site for the qualifying interests. Conclusions should be reached beyond reasonable scientific doubt. If more than one SAC and/or SPA is involved, give separate conclusions. If mitigation or modifications are required, detail these below.*

**West Coast of the Outer Hebrides SPA**

No LSEs were identified for the qualifying interests of the SPA, therefore there will be no adverse effect on site integrity.

**Eoligarry SPA**

No LSEs were identified for the qualifying interest of the SPA, therefore there will be no adverse effect on site integrity.

**Sound of Barra SAC**

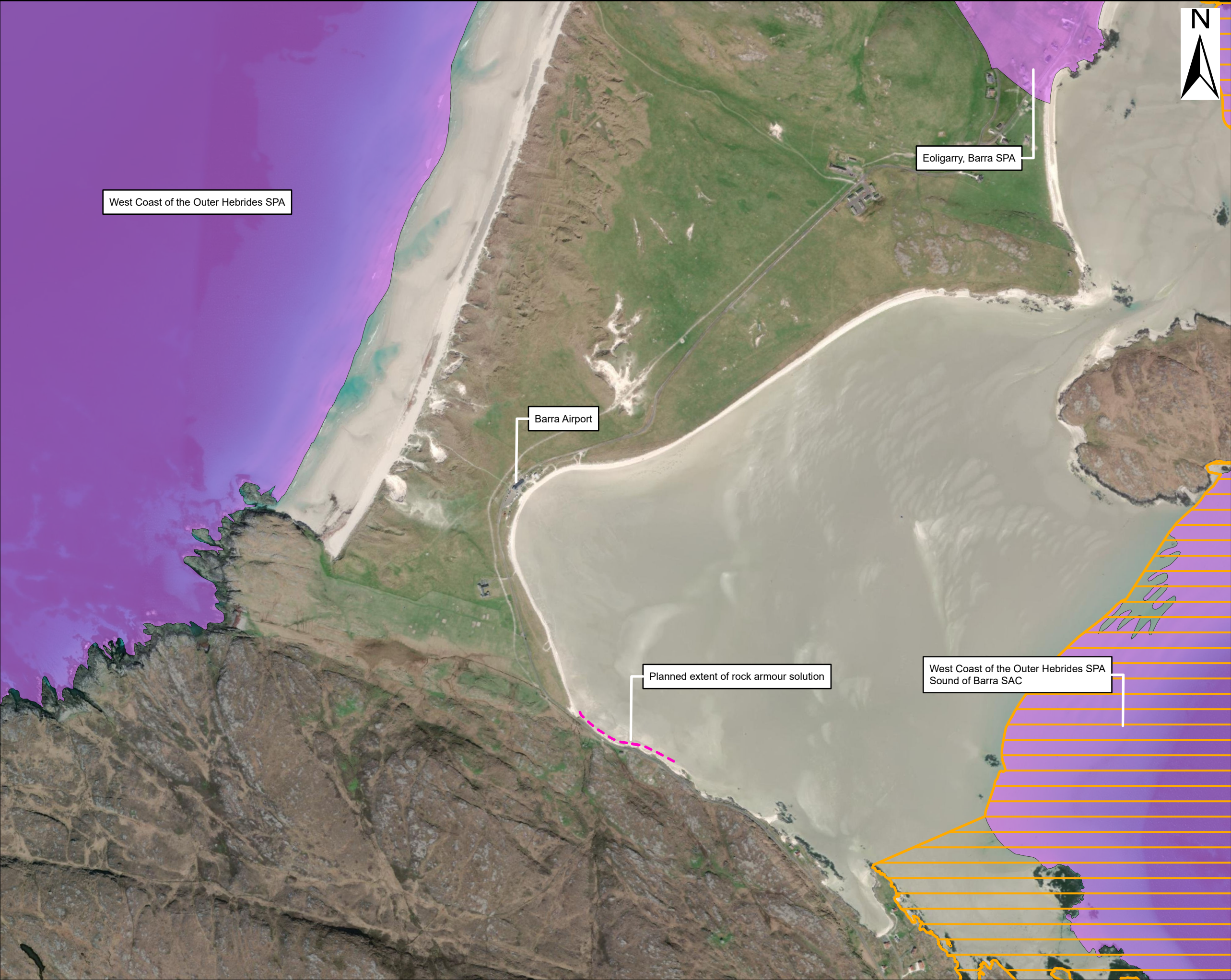
No LSEs were identified for the qualifying interest of the SAC, therefore there will be no adverse effect on site integrity.

**Mitigation or modifications required to ensure adverse effects are avoided, & reasons for these.**

n/a	
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## **Appendix A – Figures**





**Legend**

— Planned extent of rock armour solution

**Environmental Constraints**

Special Protection Areas (SPA)

Special Areas of Conservation (SAC)

0	NOV 21	For Information	AH	DD	DD	AS
Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd

**Jacobs**

Client



Project

**Barra Airport**

Drawing Title

**Habitats Regulations Appraisal -  
Environmental Baseline Constraints**

Sheet 1 of 1

Drawing Status

For Issue

Scale @A3

1:10,000

DO NOT SCALE

Jacobs No.

B2335027

BIM No.

Drawing Number

Figure 1a

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