



# **Tarbert (Loch Fyne) Harbour Authority**

Proposed Access Slipway and Car Park  
Upgrade: EIA Screening Report

June 2025

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# **Tarbert (Loch Fyne) Harbour Authority**

## **Proposed Access Slipway and Car Park Upgrade: EIA Screening Report**

June 2025

# Issue and Revision Record

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# 1 Introduction

## 1.1 Overview

Mott MacDonald has been commissioned on behalf of Tarbert (Loch Fyne) Harbour Authority (THA) to complete an Environmental Impact Assessment (EIA) Screening Report for the proposed works of reclaiming land to create an access slipway and extend the existing carpark, hereafter referred to as the “Proposed Development”.

This EIA Screening Report has been prepared as part of a formal request for an EIA Screening Opinion under Regulation 10(1) of the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (hereafter referred to as the EIA Regulations) to Marine Directorate, the consenting authority for works below Mean High Water Spring (MHWS).

A planning application (reference: 25/00535/PP) has been submitted to Argyll and Bute Council for the Proposed Development. Whilst this report has been prepared to address the requirements of the EIA Regulations, the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 have also been taken into account to ensure that the report meets both.

## 1.2 Project background

Tarbert (Loch Fyne) Harbour Authority recently obtained full conditional planning permission for the development of a village watersports facility with complementary activities including a classroom for watersports, a small gym, a small office space/hot desk for marina clients, a workshop and a small secure storage area on vacant land adjacent to the harbour master’s office.

The new facility will provide potential business opportunities for local operators both within the Water Sports & Activity Hub and on the water to create new partnerships working with local businesses, accommodation and hospitality providers to build on the ability of the Water Sports & Activity Hub to attract more tourists and spend to the village.

The development of a Full Business Case and funding applications for the new water sports facility highlighted the need to provide improved levels of access to the water, which were not reliant on using the existing marina pontoons, which also provide fully accessible “dry feet” berthing facilities with a dedicated accessible launching system for kayaks. This provides a much safer and more accessible way to access the water for novices and people with disabilities.

The Proposed Development is for a new slipway provision which will allow for the launching and recovery of leisure boats and small fishing vessels up to 25 ton using a modern submersible trailer towed by a tractor / telehandler and the reclamation of additional area of the foreshore. This extra land space would increase the revenue to the marina, provide valuable boat storage space and parking for the marina to increase the service level that THA can offer its customers.

The location of the Proposed Development is shown in Figure 1-1.



**Figure 1-1: Location of the Proposed Development**

### 1.3 Purpose of this screening request

The purpose of this request is to seek written confirmation from Marine Directorate that the Proposed Development does not constitute an EIA project as defined by 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'.

The Proposed Development 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.

Schedule 2 developments are those development likely to have significant effects on the environment by virtue of factors such as 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 Development is not located within a sensitive area.

With regards to (b), the Proposed Development is considered to fall under Category 13:

"Any change to or extension of works of a description mentioned in paragraphs 1 to 12 of Column 1 of this table where those works are already authorised, executed or in the process of being executed."



The relevant description is within Category 10 (g):

“Construction of harbours and port installations, including fishing harbours (unless included in schedule 1).”

Although the purpose of the Proposed Development is not to combat coastal erosion, secondary aspects of the Proposed Development may fall under Category 10 (m):

“Coastal work to combat erosion and maritime works capable of altering the coast through construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works.”

Accordingly, the Proposed Development is considered a Schedule 2 development and therefore must be considered against the Schedule 3 criteria to determine the potential for likely significant impacts.

Schedule 3 provides criteria to assist with determining whether a Schedule 2 development constitutes an EIA development. These criteria are the characteristics of development, the location of development and the characteristics of the potential impact. The environmental constraints and considerations taken into account in determining the potential for likely significant impacts are outlined in Chapter 3 and the EIA Screening concluded in Chapter 4.

In accordance with Part 2/10(2) of the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017, a request for an EIA Screening Opinion must be accompanied by:

- (a) a description of the location of the proposed works, including a plan sufficient to identify the area in which the works are proposed to be sited;
- (b) a description of the proposed works, including in particular –
  - (i) a list of all of the regulated activities which are proposed;
  - (ii) a description of the physical characteristics of the proposed works and, where relevant, works to be decommissioned; and
  - (iii) a description of the location of the proposed works, with particular regard to the environmental sensitivity of geographical areas likely to be affected;
- (c) a description of the aspects of the environment likely to be significantly affected by the proposed works; and
- (d) a description of any likely significant effects, to the extent of the information available on such effects, of the proposed works on the environment resulting from either, or both, of the following: –
  - (i) the expected residues and emissions and the production of waste, where relevant;
  - (ii) the use of natural resources, in particular soil, land, water and biodiversity.

This information is provided within the subsequent chapters.

This report has been prepared in accordance with the EIA Regulations. Potential impacts may arise from a Proposed Development during the following stages:

- Construction: Impacts that may arise from construction activities of the Proposed Development. Typically, the effects are short-term and can generally be managed through the implementation of a Construction Environmental Management Plan (CEMP). Additionally, some impacts during construction may cause permanent effects e.g., excavation and loss of an archaeological feature; and

- Operation: Impacts that may result from the operation of the Proposed Development.  
Typically, the effects are long term for the operational life of the project.

There are no anticipated changes to the operational activities currently undertaken at Tarbert Harbour following construction of the Proposed Development. Although there will be a new slipway and extension of the existing carpark, the appearance and use of the harbour will not have significantly changed from that of the existing harbour. Although operational impacts are not likely to be significant, there is the potential for loss of habitat and effects arising from changes to flow and erosion so on a precautionary basis, operation of the Proposed Development has been considered.

## 1.4 Structure of this report

This EIA Screening Report is structured as follows:

- Chapter 1: Introduction;
- Chapter 2: Development Proposal;
- Chapter 3: Environmental Considerations; and
- Chapter 4: Summary of Environmental Considerations.

## 2 Development Proposal

### 2.1 Site location and context

Tarbert is a bustling harbour village in the west of Scotland with an active fishing fleet and fish quay, a busy marina, a vibrant retail offer including craft and gift shops, galleries and a range of cafes, pubs, bistros and restaurants. The village's current day economic drivers are the blue economy and the visitor economy. The village surrounds the natural harbour and quayside and the ruins of the Royal Castle of Tarbert and Tarbert Parish Church dominate the skyline.

The Proposed Development (centred at NGR NR 86614 69003) is located on the foreshore within the inner harbour at Tarbert, within East Loch Tarbert. The site is accessed via Barmore Road (A83) and Garval Terrace. Tarbert Community Fire Station is located approximately 20m west of the Proposed Development boundary. Residential dwellings are located to the north on Garval Terrace, approximately 10m north of the site.

Key existing features of the site include the following:

- Existing car park (also used for dry berthing of vessels during the winter); and
- Adjoining foreshore

A location plan highlighting the application boundary of the Proposed Development is shown in Appendix A. Temporary working areas are not covered within this location plan as they will be agreed with THA during detailed design.

### 2.2 The Proposed Development

The Proposed Development will extend the car park (via land reclamation) and introduce a slipway for vessel access to and from the sea. The land reclaim shall be used to provide additional car parking or vessel dry berthing capacity. A vessel washdown area (with water treatment unit to remove particulate and pollutants from vessel wash off) will be installed. There is the potential for the Proposed Development to be carried out in two phases, this is shown on the Proposed Development Drawings within Appendix B, however one EIA screening is being submitted to cover both phases.

### 2.3 Construction activities

#### 2.3.1 Construction method

The following activities and methods are anticipated for the construction of the Proposed Development:

- Set-up site compound;
- Remove existing vegetation along seaward edge of site;
- Remove existing revetment rock armour and store for re-use;
- Remove and dispose of any soft, deleterious or organic material from foreshore. Where possible this will be re-incorporated into the works, otherwise material will be disposed off-site;
- Dig toe trench for rock revetment and place rock to form toe of revetment;
- Sequentially place layer of imported fill material, add next course of rock armour, place and compact fill material behind until required finished ground level achieved;

- Install precast concrete slipway segments and grout into position;
- Install ductwork for services (electrical and water);
- Re-grade overall site to required levels;
- Place sub-grade, install required kerbing and lay surfacing;
- Install boat wash-down water treatment unit;
- Install access pontoon and associated supports;
- Complete landscaping works; and
- Remove site compound.

### **2.3.2 Construction compound**

Materials to be used on site will likely be stored within a temporary site compound, located within the existing car parking area (NGR NR 86614 69003). The exact location of the site compound is to be agreed with THA at a future stage.

Construction transport is expected to use local roads (e.g., Garval Terrace) within the vicinity of the Proposed Development. Where viable bulk materials (imported fill and rock armour) may be brought in by sea, this will be dependent on the Contractor's method and will be agreed at a future stage.

### **2.3.3 Construction programme**

The construction programme is anticipated to last approximately 6 months.

Although working hours are to be agreed at a later stage of the project, it is anticipated that the maximum working hours will be between 07:00-19:00 Monday to Saturday. Tide levels will be taken into consideration where required (i.e. construction of the slipway). No Sunday or night-time working is anticipated.

## 3 Environmental considerations

### 3.1 Introduction

The following sections describe the baseline for each environmental topic and consider the likely impacts from the Proposed Development, potential effects and mitigation measures which can be implemented.

A map showing the environmental constraints discussed throughout Chapter 3 is provided in Appendix C.

### 3.2 Ecology

#### 3.2.1 Baseline sources

Baseline information and data were gathered from the following sources:

- National Biodiversity Network (NBN) Gateway, (NBN, visited at <https://nbn.org.uk/> in May 2025);
- Maps.marine.gov.scot (previously National Marine Plan Interactive), (visited at [Marine Scotland - National Marine Plan Interactive](#) in May 2025);
- NatureScot SiteLink (visited at [SiteLink - Map Search](#) in May 2025)
- Scotland's Environment Map (Scotland's Environment, visited at <https://map.environment.gov.scot/sewebmap/> in May 2025); and
- Hebridean Whale and Dolphin Trust recent sightings data (visited at [Hebridean Whale & Dolphin Trust » Sightings Map](#) in May 2025).

#### 3.2.2 Baseline

For ecology, the study area includes habitat and species receptors within 500m of the Proposed Development boundary, 5km for European sites and 1km for all other designated sites and mobile marine species.

##### 3.2.2.1 Designated sites

#### Special Areas of Conservation (SAC)

There is one SAC within 5km of the Proposed Development boundary:

- Tarbert Woods SAC (approximately 1.9km southeast and 1.1km west of the Proposed Development boundary), which is designated for its old sessile oak woods.

#### Special Protection Areas (SPA)

There is one SPA within 5km of the Proposed Development boundary:

- Sound of Gigha SPA (approximately 2.6km southwest of the Proposed Development boundary), which is designated for great northern diver (*Gavia immer*), Slavonian grebe (*Podiceps auratus*), eider (*Somateria mollissima*) and red-breasted merganser (*Mergus serrator*).

#### Ramsar Sites

There are no Ramsar Sites within 5km of the Proposed Development boundary.

### Sites of Special Scientific Interest (SSSI)

There are no SSSIs within 1km of the Proposed Development boundary.

### Nature Conservation Marine Protected Areas (MPAs)

There are no MPAs within 1km of the Proposed Development boundary.

#### 3.2.2.2 Species and habitats

The following habitats are within 500m of the Proposed Development boundary<sup>1</sup>:

- Coastal water;
- Littoral rock and other hard substrata;
- Sand and mud (small parcel in the western end of the harbour);
- Sea loch egg wrack beds;
- Native oyster *Ostrea edulis* beds on shallow sublittoral muddy mixed sediment (Note: due to their sensitivity, their locations are anonymised and surveys would be required to confirm the location of any oyster beds at risk from the Proposed Development);
- Broadleaved deciduous woodland;
- Amenity grassland; and
- Transport networks and other constructed hard-surfaced areas.

The primary habitats within the footprint of the Proposed Development boundary are littoral rock and other hard substrata, amenity grassland, coastal water and constructed hard surfaces around the harbour.

No species were recorded on the NBN atlas within the Proposed Development boundary. However, the rocky coastline either side of the Proposed Development boundary does have suitable habitat for otters, which are a European Protected Species.

Hebridean Whale and Dolphin Trust recent sightings data have recorded the following marine mammal species within 1km of the Proposed Development:

- Harbour porpoise *Phocoena Phocoena*;
- Bottlenose dolphin *Tursiops truncatus*;
- Minke whale *Balaenoptera acutorostrata*;
- Short-beaked common dolphin *Delphinus delphis*.

The harbour could also provide suitable habitat for grey and harbour seal (*Halichoerus grypus* and *Phoca vitulina*) and other marine mammal species.

There is the potential for juveniles of the following species to be present<sup>2</sup>: common sole *Solea solea*, whiting *Merlangius merlangus*, cod *Gadus morhua*, saithe *Pollachius virens*, sprat *Sprattus sprattus*, spurdog *Squalus acanthias*, European lobster *Homarus gammarus* and razor clam *Siliqua patula* (any life stage).

Mud, sand and rocky shore habitats could provide habitat for benthic species and flora.

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<sup>1</sup> Maps.marine.gov.scot

<sup>2</sup> Franco, Smyth and Thomson, 2022. Developing Essential Fish Habitat maps for fish and shellfish species in Scotland [online] Available at: [Supporting documents - Developing essential fish habitat maps: report - gov.scot](#)

### 3.2.3 Potential effects and mitigation

#### 3.2.3.1 Designated sites

There is likely to be no direct impacts to any designated sites as a result of the Proposed Development as they are located a sufficient distance away. However, there is potential for indirect impacts to the Sound of Gigha SPA, as species such as great northern diver (*Gavia immer*) and Slavonian grebe (*Podiceps auratus*) may visit East Loch Tarbert, which will be impacted by the Proposed Development. Though any impacts are not likely to be significant, as these species have extensive bodies of water to visit that are closer to the Sound of Gigha SPA than East Loch Tarbert, a Habitats Regulations Appraisal (HRA) screening will be undertaken.

#### 3.2.3.2 Species and habitats

Construction of the Proposed Development (primarily linked to the rock revetment works) will affect habitats and species in the immediate vicinity of the Proposed Development footprint in terms of habitat loss (coastal water and littoral rock and other substrata). Approximately 5,300m<sup>2</sup> of land below the MHWS will need to be reclaimed. Construction works may have the following pathways of effects on marine mammals and otter:

- Airborne noise disturbance (bats, birds and otter, if present);
- Underwater noise disturbance;
- Changes to turbidity and sediment deposition;
- Temporary loss of habitat (from presence of vessels);
- Vessel strike;
- Introduction and/or spread of Invasive and Non-Native Species (INNS); and
- Resuspension of contaminants (which could be present within the Proposed Development footprint), if dredging is required.

As such, the following mitigation measures in relation to ecology will be implemented:

- Where required, European Protected Species and Basking Shark licences will be applied for in advance of construction works;
- An Ecological walkover survey to identify any habitats or species and any additional mitigation that may be required is recommended;
- Toolbox talks will be completed prior to works commencing, as part of a site induction package where all staff are made aware of the potential presence of nesting and breeding birds, marine mammals, their legal protection and mitigation measures to be implemented during the works;
- Biosecurity risk assessment (where required) – this would consider how to prevent the potential introduction and spread of Invasive and Non-Native Species (INNS) within the marine environment on site e.g. biosecurity protocols for construction plant and vehicles operating within the intertidal area. It should also outline contingency actions to take should INNS be discovered on site);
- Good practice measures to reduce noise and vibration during construction;
- Relevant sections of the Scottish Marine Wildlife Watching Code<sup>3</sup> and good practice guidance (JNCC) shall be followed as required within the construction stage marine licensing.

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<sup>3</sup> NatureScot, 2017. Scottish Marine Wildlife Watching Code [online] Available at: <https://www.nature.scot/professional-advice/land-and-sea-management/managing-coasts-and-seas/scottish-marine-wildlife-watching-code>

- Good practice guidance working measures will be used in accordance with SEPA's Guidance for Pollution Prevention. The primary guidance for such activities is SEPA's 'GPP5: Works and maintenance in or near water'.
- This is a small-scale scheme with likely limited volumed dredging required (if at all). If required, appropriate standard mitigation measures will be implemented in line with the dredge licencing process, these may include:
  - Silt curtains
  - Closed bucket BHD
  - Turbidity monitoring
  - Safe disposal of material

It should be noted that the area is regularly disturbed by existing vessel activity in and around the harbour, as such, impacts from vessel strike and temporary loss of habitat are likely to be minor. Additionally, in consideration of the scale, nature and location of the works within the active harbour, any effects are likely to be small and temporary in nature, therefore significant effects are considered unlikely with standard good practice mitigation measures in place.

There is the potential for impacts to arise during operation as a result of the land reclamation, this could cause changes to tidal flows and subsequent erosion, however there will be methods to prevent erosion included within the design, along with a small area of permanent habitat loss within the footprint of the slipway and land reclamation. However, this is likely to be insignificant due to the small scale of the works.

### 3.3 Archaeology and cultural heritage

#### 3.3.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Datasets of designated heritage assets as held by Historic Environment Scotland (HES) (HES, visited at <https://hesportal.maps.arcgis.com/apps/viewer/> in May 2025);
- Datasets of the National Record of the Historic Environment (NRHE), a database of non-designated heritage assets held by HES (Canmore, visited at <https://canmore.org.uk/site/search/> in May 2025); and
- PastMap (Past Map, visited at <https://pastmap.org.uk/map> in May 2025).

#### 3.3.2 Baseline

For Archaeology and Cultural Heritage, the study area includes designated heritage assets within 1km of the Proposed Development boundary and 500m for non-designated heritage assets.

##### 3.3.2.1 Designated sites

There are no World Heritage Sites, Historic Marine Protection Areas, Gardens and Designed Landscapes or Battlefields within 1km of the Proposed Development boundary.

##### Listed Buildings

There are 11 listed buildings within 1km of the Proposed Development boundary. The closest listed buildings are:

- Category C - Lorne Cottage, Garvel Terrace (approximately 170m northeast of the Proposed Development boundary);



- Category B - 'Lorne Villa' Garvel Terrace (approximately 190m northeast of the Proposed Development boundary); and
- Category C - 'Larkfield' Garvel Terrace (approximately 220m northeast of the Proposed Development boundary).

### **Scheduled Monuments**

There are two Scheduled Monuments within 1km of the Proposed Development boundary. The closest Scheduled Monuments are:

- Tarbert Castle (SM276) (approximately 275m southwest of the Proposed Development boundary); and
- Tarbert, medieval burgh and environs (SM3410) (approximately 275m southwest of the Proposed Development boundary).

### **Conservation Area**

The site is located entirely within Tarbert Conservation Area.

#### **3.3.2.2 Non-designated sites**

There are a number of non-designated heritage assets within 500m of the Proposed Development boundary identified on Canmore (National Record of the Historic Environment) which are summarised below.

#### **Canmore – Terrestrial Sites**

There are 21 non-designated heritage assets within 500m of the Proposed Development boundary. The closest being Tarbert, Garvel Terrace, London Cottage (ID: 286949), which is located approximately 10m north.

#### **Canmore – Maritime Sites**

There are 13 maritime non-designated heritage assets within 500m of the Proposed Development boundary. Eight of these assets are located approximately 350m east of the Proposed Development boundary and include the following:

- Kandy, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 220075);
- Queen of May, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 112382);
- Inverary Castle, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 267211);
- Christian, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 282252);
- Juma, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 301924);
- Kelpie, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 301925);
- Bethia, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 301926); and
- Margaret, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID 301927).

The remaining assets are located over 400m away from the Proposed Development boundary.

#### **3.3.3 Potential effects and mitigation**

There are no heritage assets directly within the footprint of the Proposed Development boundary, although the entirety of the site is located within a Conservation Area. There is a small historic stone pier within the site footprint, this is not listed on any records and is not in use. It is understood that it is circa 130 yr old and is first shown on maps from 1899. The pier will not be demolished, fill material will be placed around it. There is likely to be no significant physical or setting impacts on assets identified in Section 3.3.2 from the works. The materials

used to construct the rock revetment will be similar to existing assets and in fitting with the existing setting of the area. There will be some visual intrusion during construction due to the presence of construction machinery and other equipment but this will be temporary and is not expected to be significant. During operation the reclaimed land will be an extension of the existing use of boat storage and car parking.

As such, it is anticipated that there will be no likely significant effects in relation to Archaeology and Cultural Heritage.

## 3.4 Air quality

### 3.4.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Air Quality Management Areas (AQMAS) Interactive Map (Defra, visited at <https://uk-air.defra.gov.uk/aqma/maps/> in May 2025);
- Google Maps (Google, visited at <https://www.google.co.uk/maps/> in May 2025); and
- Scotland's Environment Map (Scotland's Environment, visited at <https://map.environment.gov.scot/sewebmap/> in May 2025).

### 3.4.2 Baseline

For air quality, the study area includes receptors within 300m of the Proposed Development boundary.

There are no declared AQMAS within the Argyll and Bute Council area.

The Proposed Development is located within Tarbert Harbour. Therefore, it is likely that harbour activities (people, motor vehicles, fishing boats, pleasure craft and ferries) will be the predominant contributor of local sources to ambient air pollution as well as traffic from the local roads within Tarbert.

Potential receptors of local air quality impacts include:

- Users of Tarbert Harbour and East Loch Tarbert (within the footprint of the Proposed Development);
- Pedestrians, cyclists and motorists using Garval Terrace (adjacent to the Proposed Development); and
- Residents and visitors of residential properties (north of the Proposed Development boundary).

### 3.4.3 Potential effects and mitigation

During the construction of the Proposed Development, operation of site equipment such as vehicles and machinery is likely to result in emissions of exhaust gases. There will also be a small increase in traffic due to the transportation of materials to site, which could result in an increase of emissions locally. Construction works have the potential to generate dust, although this is likely to be minimal as there are limited excavations associated with the Proposed Development. Exhaust gas emissions and dust could lead to a deterioration in air quality due to dust and particulate matter emissions, which in turn has the potential to affect human health, particularly around the construction site and access routes.

There will be a boat recovery trailer which is anticipated to be diesel powered, this will be used intermittently and not for extended periods of time, therefore is not anticipated to have a significant effect on air quality.

However, these air quality impacts and consequent effects on health are considered unlikely to be significant, due to the temporary and short-term nature of construction. These impacts can be mitigated through the application of good practice construction management measures to control air emissions. Good practice management measures outlined in a Construction Environmental Management Plan (CEMP) will include:

- The use of modern equipment and plant, meeting emission control standards;
- The use of dust control methods, such as spraying water to damp down soils and ensuring that excavated material (if any) from the works is compacted or covered when stockpiled; and
- Ensuring vehicles entering and leaving sites are covered where appropriate to prevent escape of materials during transport.

Overall, the effects on air quality from construction of the Proposed Development are not expected to be significant with the application of good practice management measures.

## 3.5 Noise and vibration

### 3.5.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Google Maps (Google, visited at <https://www.google.co.uk/maps/> in May 2025); and
- Scotland's Environment Map (Scotland's Environment, visited at <https://map.environment.gov.scot/sewebmap/> in May 2025).

### 3.5.2 Baseline

For noise and vibration, the study area includes human receptors within 300m of the Proposed Development boundary. It should be noted that for underwater noise, this is primarily related to ecological receptors. Ecological receptors are covered in Section 3.2 Ecology.

The Proposed Development is not within a noise management area. Baseline noise levels within the area are relatively low, due to the remoteness of the area and low density of people. The main sources of noise include:

- Road traffic noise from Garval Terrace;
- Users of the East Loch Tarbert;
- Users of businesses within the local area; and
- Residents within the local area.

Potential receptors of local noise impacts include:

- Users of Tarbert Harbour and East Loch Tarbert;
- Pedestrians, cyclists and motorists using Garval Terrace;
- Residents and visitors of residential properties (north of the Proposed Development boundary) and in Marina;
- Staff and visitors at Tarbert Community Fire Station (west of the Proposed Development boundary); and
- The wider area of Tarbert (southwest of the Proposed Development boundary).

### 3.5.3 Potential effects and mitigation

Construction works are unlikely to generate significant levels of noise, with the primary source of noise being operation of site equipment and presence of construction workers. There will be a

slight increase in noise associated with local transport due to an increase in traffic needed to deliver materials to site. Noise generated is likely to be minimal, temporary, and unlikely to be significantly noisier than existing noise generated from the existing harbour.

During construction of the rock revetment, reclamation, and surfacing works there is potential for noise and vibration impacts on nearby human receptors.

To manage noise and vibration, a CEMP will be in place throughout the construction works which will outline good practice measures to ensure noisy works are minimised as far as practicable. It is therefore anticipated that short-term construction impacts on noise receptors will be reduced by adopting the following mitigation measures that will be included in the CEMP:

- Providing notification to the nearest residents and businesses of likely commencement of any activities that creates a substantial increase in noise at least one week in advance; and
- Switching off plant and equipment when not in use and safe to do so.

As such, with the above measures in place during construction, residual effects on noise receptors are not considered significant.

## 3.6 Water environment

### 3.6.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Scotland's Environment Map (Scotland's Environment, visited at <https://map.environment.gov.scot/sewebmap/> in May 2025);
- Scottish Environment Protection Agency (SEPA) Flood Map (SEPA, visited at <https://map.sepa.org.uk/floodmap/map.htm> in May 2025); and
- SEPA Flood Risk and Land Use Vulnerability Guidance (SEPA, 2024, visited at <https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.sepa.org.uk%2Fmedia%2Fenvnotwqd%2FLand-use-vulnerability-guidance.docx&wdOrigin=BROWSELINK> in May 2025).

### 3.6.2 Baseline

There are no Bathing Waters, Shellfish Water Protected Areas, or Marine Planning Zones within 1km of the Proposed Development boundary.

#### 3.6.2.1 Flood risk

##### Coastal Flooding

SEPA flood maps indicate that the Proposed Development is located within an area where each year there is a 10% chance of flooding from coastal sources.

##### River Flooding

There is no specific likelihood of river flooding identified for this area.

##### Surface Water Flooding

There is no specific likelihood of surface water flooding identified for this area.

#### 3.6.2.2 Ground water

No groundwater bodies have been identified within 1km of the Proposed Development boundary.

### 3.6.2.3 Coastal water

The Proposed Development is located adjacent to 'Loch Fyne – Outer Basin' coastal water body (ID: 200042) which is 132.9km<sup>2</sup> in area and monitored and classified by SEPA as having good overall status.

### 3.6.3 Potential effects and mitigation

#### 3.6.3.1 Flood risk

The works will involve reclaiming land and construction of the rock revetment and slipway. The Proposed Development is a Water Compatible Use as defined within SEPAs Flood Risk and Land Use Vulnerability Guidance (LUPS-GU24 v.4). Land use with such a classification in an area with a 10% chance of flooding each year is considered to be generally suitable for development by SEPA. Construction activities are unlikely to impact flood risk or the coastal or ground waters in the area. It is therefore considered that a flood risk assessment is not required.

#### 3.6.3.2 Groundwater

Given works involve reclaiming land and extending the existing car park, it is unlikely that groundwater will be impacted by construction of the Proposed Development.

#### 3.6.3.3 Coastal water

During construction of the reclaimed land, there is a risk of impacting water or sediment quality of 'Loch Fyne – Outer Basin' coastal water body. Any effect on water or sediment quality is not anticipated to be significant, given that the contractor will adhere to good practice and management measures outlined in a CEMP. These measures will reduce the risk and likelihood of releasing materials and pollutants into the marine environment. It is considered that any dissolved pollutants above background levels will be highly localised and temporary in nature.

There will be a permanent impact to 'Loch Fyne – Outer Basin' coastal water body associated with the construction of the rock revetment at the seaward edge of the reclaimed land. Approximately 5,300m<sup>2</sup> of land below the MHWS would be reclaimed. This is not considered to have a significant effect on the water body.

## 3.7 Landscape and visual amenity

### 3.7.1 Baseline sources

Baseline information and data were gathered from the following sources:

- NatureScot Coastal Character Map (NatureScot, visited at <https://www.nature.scot/professional-advice/landscape/landscape-character-assessment> in May 2025);
- NatureScot Digital Map of National Landscape Character Assessment (NatureScot, visited at <https://www.nature.scot/professional-advice/landscape/landscape-character-assessment/scottish-landscape-character-types-map-and-descriptions> in May 2025); and
- NatureScot Landscape Character Assessment (NatureScot, visited at <https://www.nature.scot/sites/default/files/LCA/LCT%20053%20-%20Rocky%20Coastland%20-%20Final%20pdf.pdf> in May 2025).

### 3.7.2 Baseline

For landscape and visual amenity, the study area includes receptors within 1km of the Proposed Development boundary. There are no National Scenic Areas or National Parks within the

footprint of the Proposed Development or wider study area. However, the entire footprint of the Proposed Development is located within Tarbert Conservation Area.

### **Landscape and Seascape**

The Proposed Development is within Landscape Character Type 53: Rocky Coastland. Key characteristics include:

- Uneven, hummocky landform with rocky outcrops and narrow glens;
- Raised beaches, cliffs and distinctive rounded knolls;
- Rocky, indented coastline with offshore islands and small sandy bays;
- Relatively small-scale landscape with a diverse mix of colours and textures;
- Steep wooded cliff and hummocky, gorse-covered slopes;
- Stone walls provide partial enclosure;
- Relatively well-settled, with scattered isolated farm buildings and small villages in sheltered sites;
- A wide variety of archaeological sites; and
- Complex transitional landscape.

The off-shore Coastal Character Type around Tarbert is Type 9, Sounds, Narrows and Islands. Physical characteristics include a generally low and rocky coastline, with the occasional sandy beach.

### **Visual Amenity**

The nearest visual receptors to the Proposed Development boundary are:

- Users of Tarbert Harbour and East Loch Tarbert (within the footprint of the Proposed Development);
- Pedestrians, cyclists and motorists using Garval Terrace (adjacent to the Proposed Development);
- Residents and visitors of residential properties (north of the Proposed Development boundary);
- Staff and visitors at Tarbert Community Fire Station west of the Proposed Development boundary); and
- The wider area of Tarbert (southwest of the Proposed Development boundary).

#### **3.7.3 Potential effects and mitigation**

The Proposed Development will involve reclaiming land to create a larger car park and access slipway. It is anticipated that the works will not change the key landscape or seascape features of this area.

There is likely to be impacts on visual amenity during construction due to the presence of construction machinery and other equipment. However, the impacts are likely to be minor and short-term. Additionally, the reclaimed land will be constructed in a way to tie into the existing coastline.

As such, no significant effects are anticipated in relation to landscape and visual amenity.

## 3.8 Population and human health

### 3.8.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Google Maps (Google, visited at <https://www.google.co.uk/maps> in May 2025); and
- Scotland's Environment Map (Scotland's Environment, visited at <https://map.environment.gov.scot/sewebmap/> in May 2025).

### 3.8.2 Baseline

The nearest receptors to the Proposed Development are:

- Users of Tarbert Harbour and East Loch Tarbert (within the footprint of the Proposed Development);
- Pedestrians, cyclists and motorists using Garval Terrace (adjacent to the Proposed Development);
- Residents and visitors of residential properties (north of the Proposed Development boundary and within the marina);
- Staff and visitors at Tarbert Community Fire Station (west of the Proposed Development boundary); and
- The wider area of Tarbert (southwest of the Proposed Development boundary).

### 3.8.3 Potential effects and mitigation

During construction of the Proposed Development, there is likely to be some disruption to people who live, work or use facilities within the area from the presence of site equipment, meaning increased noise, changes to local air quality and changes to visual amenity (see Air Quality, Section 3.4, Noise and Vibration, Section 3.5 and Landscape and Visual Amenity, Section 3.7). Access to the harbour for pedestrians, cyclists and vehicles will remain open at all times during construction works. There is the potential for minor disruptions to the local road network as there will be an increase in traffic delivering construction materials to the site. There could also be a benefit to the surrounding area if the local workforce is utilised. Overall, the impacts from disruption will be minimal, temporary and short-term and can be managed through good practice measures outlined in a CEMP (see specific measures outlined in other environmental topic sections).

As such, disruption impacts to human receptors are not anticipated to be significant.

## 3.9 Materials and Waste

### 3.9.1 Potential effects and mitigation

Although quantities of construction materials will be confirmed throughout detailed design, the reclaimed land for the car park will be built using granular fill with tarmac surface to match existing behind a rock armour revetment to match character of existing rock armour. The accessible pontoon will be restrained in position by 100mm ø tubular galvanised steel posts secured to rockhead.

It is anticipated that all arisings will be reincorporated into the permanent works, where possible. However, this will be confirmed through detailed design.

A Site Waste Management Plan (SWMP) will be prepared to ensure adequate measures for waste management are in place prior to and during construction. Measures will include:

- Workers will ensure that all debris and material is removed from the containment with any waste material removed from the site by licenced waste carriers; and
- 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 with all required licences or exemptions in place where appropriate.

Overall, there are no significant effects anticipated, as waste produced from the Proposed Development is minimal and will be managed through a SWMP and material will be re-used where possible.

## 3.10 Material assets

### 3.10.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Google Maps (Google, visited at <https://www.google.co.uk/maps> in May 2025).

### 3.10.2 Baseline

Material assets within 500m of the Proposed Development boundary include:

- Tarbert Harbour; and
- Local roads.

### 3.10.3 Potential effects and mitigation

The construction of the Proposed Development will utilise material assets (local roads and areas of the existing car park). Access to the harbour for pedestrian and vehicles will remain open at all times during works, as such disruption impacts on usage and functioning of these material assets will be minimal. Therefore, no significant effects are anticipated in relation to material assets.

## 3.11 Climate change

### 3.11.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Argyll and Bute Council Website (Argyll and Bute Council, visited at <https://www.argyll-bute.gov.uk/climate-change> in May 2025);
- Met Office Climate Projections Data (CP18) (Met Office, visited at <https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/data/index> in May 2025); and
- Scottish Government Website (Scottish Government, visited at <https://www.gov.scot/policies/climate-change/reducing-emissions/> in May 2025).

### 3.11.2 Baseline

Carbon emissions are identified as a primary cause of climate change as they contribute to increased levels of greenhouse gases in the atmosphere.

The Climate Change (Scotland) Act 2009 requires us to act and contribute to carbon emissions reduction targets and to climate change adaptation. The ambition of Scotland's emission reduction target is to be net zero by 2045. There is also an interim target of a 75% reduction in emissions by 2030, relative to 1990 levels of carbon dioxide, methane and nitrous oxide and



1995 levels of hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride and nitrogen trifluoride.

Scotland's Climate Change Plan is a statutory delivery plan for meeting Scotland's reduction targets which is published at least every five years. The latest update in December 2020 sets out a pathway to meeting Scotland's emission reduction targets over the period to 2032.

Climate change over the next few decades is likely to mean wetter winters and hotter drier summers in the UK, with sea level continuing to rise.

### **3.11.3 Potential effects and mitigation**

In relation to greenhouse gases, carbon emissions from the Proposed Development during construction are expected to be limited to transport movements (including transport of materials), running of machinery and embodied carbon of construction materials.

It is considered that the Proposed Development will not result in a significant effect upon climate given the nature of the development. Embodied carbon emissions from the construction materials (e.g., tarmac, rock) are expected to be very low, given the Proposed Development is small scale. The main source of carbon emissions is likely to be from use of new material.

Any increase in emissions from construction works is likely to be negligible, and pollution and emissions control during construction will be discussed within a detailed CEMP (as identified in Air Quality, Section 3.4).

As discussed in Section 3.6, the Proposed Development is a Water Compatible Use as defined within SEPAs Flood Risk and Land Use Vulnerability Guidance (LUPS-GU24 v.4). Land use with such a classification in an area with a 10% chance of flooding each year is considered to be generally suitable for development by SEPA.

## **3.12 Major accidents**

### **3.12.1 Baseline**

The existing location is operational and is not a high-risk development site (e.g., no risk of using dangerous equipment, materials, or chemicals) for major accidents during its day-to-day functioning. There are no existing high-risk development sites or potential external hazards within the vicinity of the harbour.

### **3.12.2 Potential effects and mitigation**

Construction of the Proposed Development is unlikely to result in a major accident due to the nature of the works which comprise the creation of the slipway and car park at Tarbert Harbour. It does not interact with sources of external hazards which may be vulnerable to a major accident.

Therefore, due to the nature of the works, the Proposed Development is unlikely to be at risk or be a risk of a major accident.

## **3.13 In-combination and cumulative effects**

### **3.13.1 Baseline sources**

Baseline information and data were gathered from the following sources:

- Argyll and Bute Council Planning Portal (Argyll and Bute Council, visited at <https://www.argyll-bute.gov.uk/planning-and-building/find-and-comment-planning-applications> in May 2025).

### **3.13.2 Baseline**

#### **3.13.2.1 In-combination**

In-combination effects can be described as the inter-relationships of different environmental disciplines impacts on a single receptor from the Proposed Development.

#### **3.13.2.2 Cumulative effects**

Cumulative effects can be described as the interactions and combined effects of the Proposed Development with other reasonably foreseeable developments on a single receptor.

A search of planning applications and marine licence applications within 1km of the Proposed Development boundary within the last two years was undertaken on 20 May 2025. The following notable developments were identified:

- Land At Former Tarbert Garage Land, Barmore Road, Tarbet, Argyll and Bute (Reference: 24/00306/PP): Erection of 5 dwellinghouses and formation of vehicular access (approximately 130m north of the Proposed Development boundary).
- Tarbert Quay, Harbour Street, Tarbert, Argyll and Bute (Reference: 24/01230/PP): Refurbishment of the existing infrastructure and buildings including re-roofing and re-cladding of net store, renovating workshop building, installation of additional storage racks, shipping containers, lighting, bollards and winch and davit (approximately 180m south of the Proposed Development boundary).
- Adjacent To The Harbour Masters Office, Garval Road, Tarbert, Argyll And Bute (Reference: 22/02507/PP): Erection of new activity hub, installation of new gangway, mooring pontoons and accessible launch and hoist, steps to access foreshore and alterations to foreshore (This planning application is within the boundary of the Proposed Development and is part of the wider project).

### **3.13.3 Potential effects and mitigation**

There is potential for in-combination effects which will likely to relate to ecology, air quality, noise and visual amenity impacts on receptors within the study area. However, given the nature of the works which are temporary and short-term and will be managed through implementation of a CEMP it is unlikely that in-combination effects will be significant.

There is potential for cumulative effects with other developments identified in Section 3.12.2. The cumulative effects of construction traffic has the potential to increase emissions and noise locally, as well as disrupt the local road network. However, given the nature of the Proposed Development and that these developments are relatively small scale, it is unlikely that any cumulative effects will be significant.

## 4 Summary of Environmental Considerations

As identified in Section 1.3, the Proposed Development is considered a Schedule 2 development and therefore must be considered against the Schedule 3 criteria to determine the potential for likely significant impacts. Schedule 3 provides criteria to assist with determining whether a Schedule 2 development constitutes an EIA development. These criteria are the characteristics of development, the location of development and the characteristics of the potential impact. The environmental constraints and considerations taken into account in determining the potential for likely significant impacts are outlined in Table 4-1. Overall, it is considered that there will be no likely significant effects for all topics in relation to construction and operation of the Proposed Development with appropriate mitigation in place. As such, it is considered that the Proposed Development is not an EIA development.

**Table 4-1: Summary of environmental considerations, potential effects and mitigation**

Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
Ecology	<p>Sound of Gigha SPA.</p> <p>Coastal waters, littoral rock and other substrata.</p> <p>Sea loch egg wrack beds.</p> <p>Native oyster <i>Ostrea edulis</i> beds on shallow sublittoral muddy mixed sediment.</p> <p>Marine mammals.</p> <p>Fish and benthic species.</p>	<p>Approximately 5,300m<sup>2</sup> of land below MHWS will need to be reclaimed, which may impact ecological receptors (habitats).</p> <p>Underwater noise during construction could impact on marine mammals and fish species.</p> <p>The following mitigation measures may be implemented during construction:</p> <ul style="list-style-type: none"> <li>• Toolbox talks will be completed prior to works commencing, as part of a site induction package where all staff are made aware of the potential presence of nesting and breeding birds, marine mammals, their legal protection and mitigation measures to be implemented during the works;</li> <li>• Biosecurity risk assessment – this would consider how to prevent the potential introduction and spread of Invasive and Non-Native Species (INNS) within the marine environment on site e.g. biosecurity protocols for construction</li> </ul>	No

Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
		<p>plant and vehicles operating within the intertidal area. It should also outline contingency actions to take should INNS be discovered on site);</p> <ul style="list-style-type: none"> <li>• Good practice measures to reduce noise and vibration during construction</li> <li>• Relevant sections of the Scottish Marine Wildlife Watching Code and good practice measures (JNCC) shall be followed as required within the construction stage marine licensing.</li> <li>• Good practice guidance working measures will be used in accordance with SEPA's Guidance for Pollution Prevention. The primary guidance for such activities is SEPA's 'GPP5: Works and maintenance in or near water'.</li> <li>• This is a small-scale scheme with likely limited volumed dredging required (if at all). If required, appropriate standard mitigation measures will be implemented in line with the dredge licencing process, these may include: <ul style="list-style-type: none"> <li>– Silt curtains</li> <li>– Closed bucket BHD</li> <li>– Turbidity monitoring</li> <li>– Safe disposal of material</li> </ul> </li> </ul>	
Archaeology and Cultural Heritage	<p>Three Listed Buildings (closest approximately 170m northeast of the Proposed Development boundary).</p> <p>Two Scheduled Monuments (closest approximately 275m southwest of the Proposed Development boundary).</p> <p>The site is located within Tarbert Conservation Area.</p>	<p>There will be some visual intrusion during construction due to the presence of construction machinery and other equipment but this will be temporary and is not expected to be significant.</p> <p>Materials used to construct the rock revetment will be similar to existing assets</p>	No

Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
	Twenty-nine non-designated assets (closest approximately 10m north of the Proposed Development boundary).	and be in fitting with the existing setting of the area.	
Air Quality	Residential and business receptors (north of the Proposed Development boundary). Users of Tarbert Harbour and East Loch Tarbert.	<p>Operation of site equipment, as well as the transportation of materials to site, will likely result in emissions of exhaust gases to the atmosphere. There is potential to generate dust, although this is likely to be minimal.</p> <p>These air quality impacts and consequent impacts on health are considered unlikely to be significant, due to the temporary and short-term nature of construction. Good practice construction management measures to control air emissions will be incorporated into a CEMP. This will include.</p> <ul style="list-style-type: none"> <li>• The use of modern equipment and plant, meeting emission control standards;</li> <li>• The use of dust control methods, such as spraying water to damp down soils and ensuring that excavated material from the works is compacted or covered when stockpiled; and</li> <li>• Ensuring vehicles entering and leaving sites are covered where appropriate to prevent escape of materials during transport.</li> </ul>	No
Noise and Vibration	Residential and business receptors (north of the Proposed Development boundary). Users of Tarbert Harbour and East Loch Tarbert.	<p>During construction of the rock revetment, reclamation, and surfacing works there is potential for noise and vibration impacts on nearby human receptors.</p> <p>A CEMP will be in place through the works which will outline best practices to ensure noisy works are minimised as far as practicable. Measures will include:</p>	No

Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
		<ul style="list-style-type: none"> <li>Providing notification to the nearest residents and businesses of likely commencement of rock revetment and reclamation works at least one week in advance; and</li> <li>Switching off plant and equipment when not in use and safe to do so.</li> </ul>	
Water Environment	Loch Fyne – Outer Basin coastal water body (ID: 200042).	<p>The Proposed Development is a water compatible site, and construction activities are unlikely to impact flood risk or the coastal or surface water in the area. It is unlikely that groundwater will be affected by construction of the Proposed Development.</p> <p>Any effect on water or sediment quality is not anticipated to be significant, given that the contractor will adhere to good practice and management measures outlined in a CEMP. These measures will reduce the risk and likelihood of releasing materials and pollutants into the marine environment.</p> <p>There will be a permanent impact to 'Loch Fyne – Outer Basin' coastal water body associated with the construction of the rock revetment at the seaward edge of the reclaimed land. Approximately 5,300m<sup>2</sup> of land below the MWHs will need to be reclaimed.</p>	No
Landscape and Visual Amenity	<p>Landscape Character Type 53: Rocky Coastland.</p> <p>Coastal Character Type around Tarbert is Type 9, Sounds, Narrows and Islands.</p> <p>The site is located within Tarbert Conservation Area.</p> <p>Residential and business receptors (north of the Proposed Development boundary).</p>	<p>Although the works involve constructing rock revetment and reclaiming an area of land, this will not change the key landscape or seascape features of the area.</p> <p>There is likely to be visual amenity impacts during construction, due to the presence of construction machinery and other equipment. However, the impacts are likely to be minor and short-term.</p>	No

Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
	Users of Tarbert Harbour and East Loch Tarbert.		
Population and Human Health	Residential and business receptors (north of the Proposed Development boundary). Users of Tarbert Harbour and East Loch Tarbert.	There is likely to be some disruption to people from the presence of site equipment, meaning changes to air quality, increased noise and changes to visual amenity. There is the potential for minor disruptions to the local road network as there will be an increase in traffic delivering construction materials to the site. However, the disruption impacts will be minimal, temporary and short-term. These impacts can be managed through good practice measures outlined in a CEMP.	No
Materials and Waste	Anticipated that all arising will be reincorporated into the permanent works.	Engineering fill material will be required to raise the ground level. Regarding construction of the rock revetment, it is anticipated that the size of rock armour units shall be in the range of 300kg to 1,000kg, this is to be confirmed through detailed design. The volume of waste generated, and materials consumed, are anticipated to be minimal, if any. A Site Waste Management Plan will be prepared to ensure adequate measures for waste management are in place.	No
Material Assets	Tarbert Harbour and local roads.	Access to the harbour for pedestrian and vehicles will remain open at all times during the works, as such disruption impacts on usage and functioning of these material assets will be minimal.	No
Climate Change	Tarbert / Scotland	In relation to greenhouse gases, carbon emissions from the Proposed Development are expected to be low and limited to transport movements, running of machinery	No

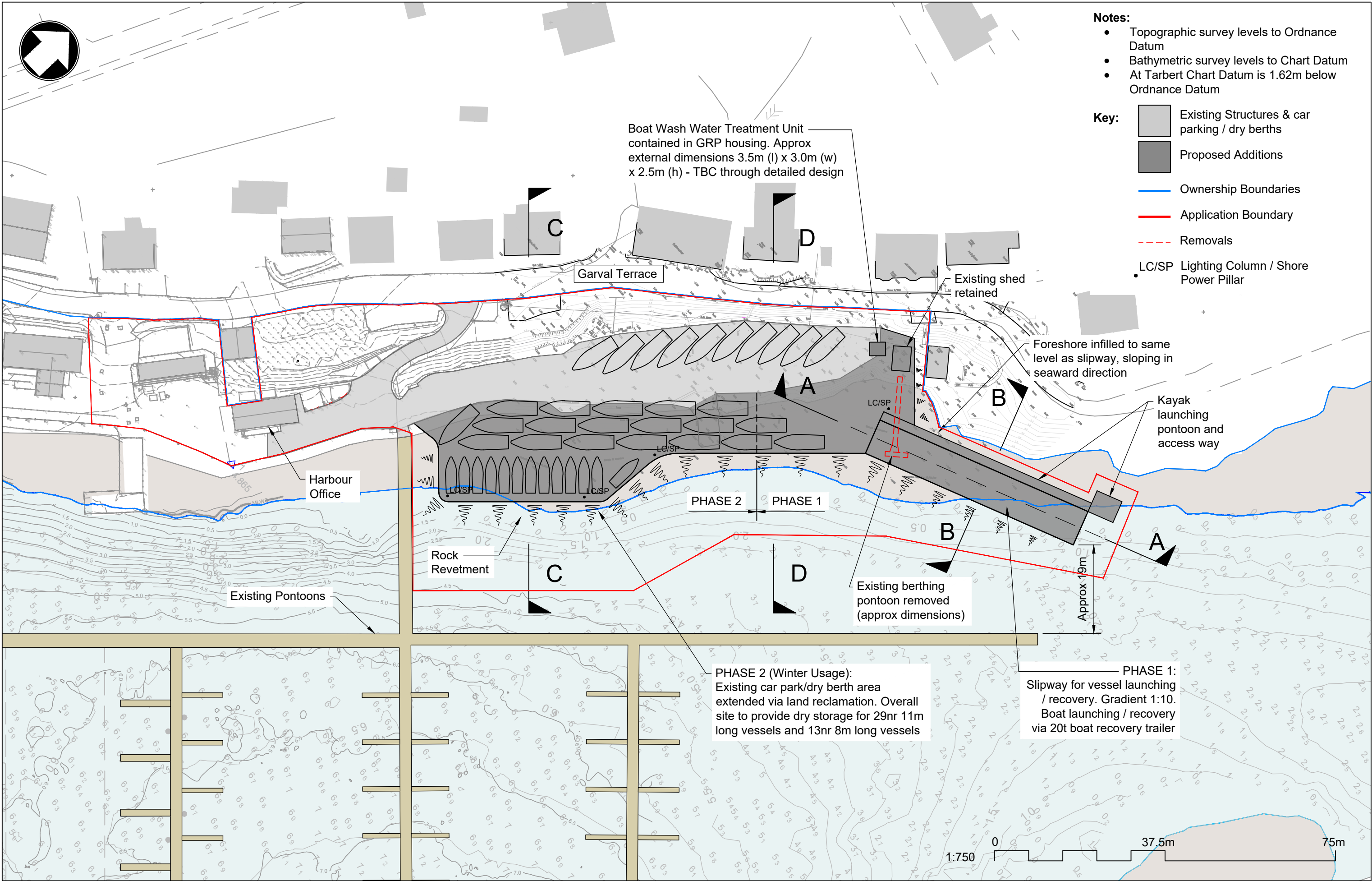
Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
		<p>and embodied carbon of construction material.</p> <p>The Proposed Development will not result in a significant effect upon climate given the nature of the development. Embodied carbon emissions from the construction materials are expected to be very low, given the Proposed Development is small scale.</p>	
Major Accidents	Tarbert Harbour	<p>The Proposed Development is unlikely to result in a major accident due to the nature of the works, which involve the extension of a car park, construction of rock revetment and construction of a slipway. It does not interact with any sources of external hazards that may be vulnerable to major accident.</p>	No
Cumulative Effects	Three developments (Erection of 5 dwellings, refurbishment of existing infrastructure and new activity hub).	<p>There is potential for cumulative effects with other developments. The cumulation of construction traffic has the potential to increase emissions and noise locally, as well as disrupt the local road network. However, given the nature of the Proposed Development and that these developments are relatively small scale, it is unlikely that any cumulative effects will be significant.</p>	No



# A. Location Plan

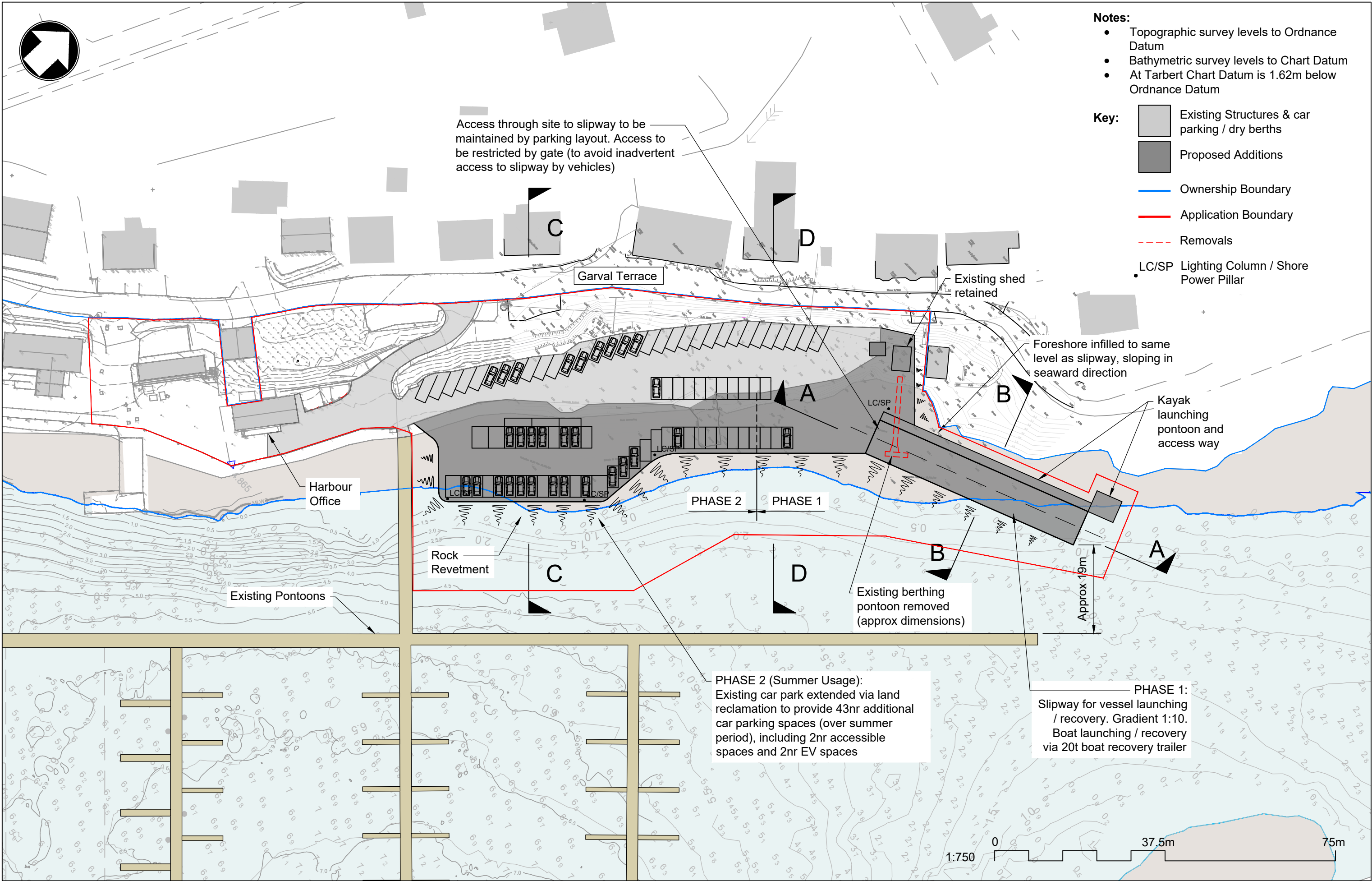


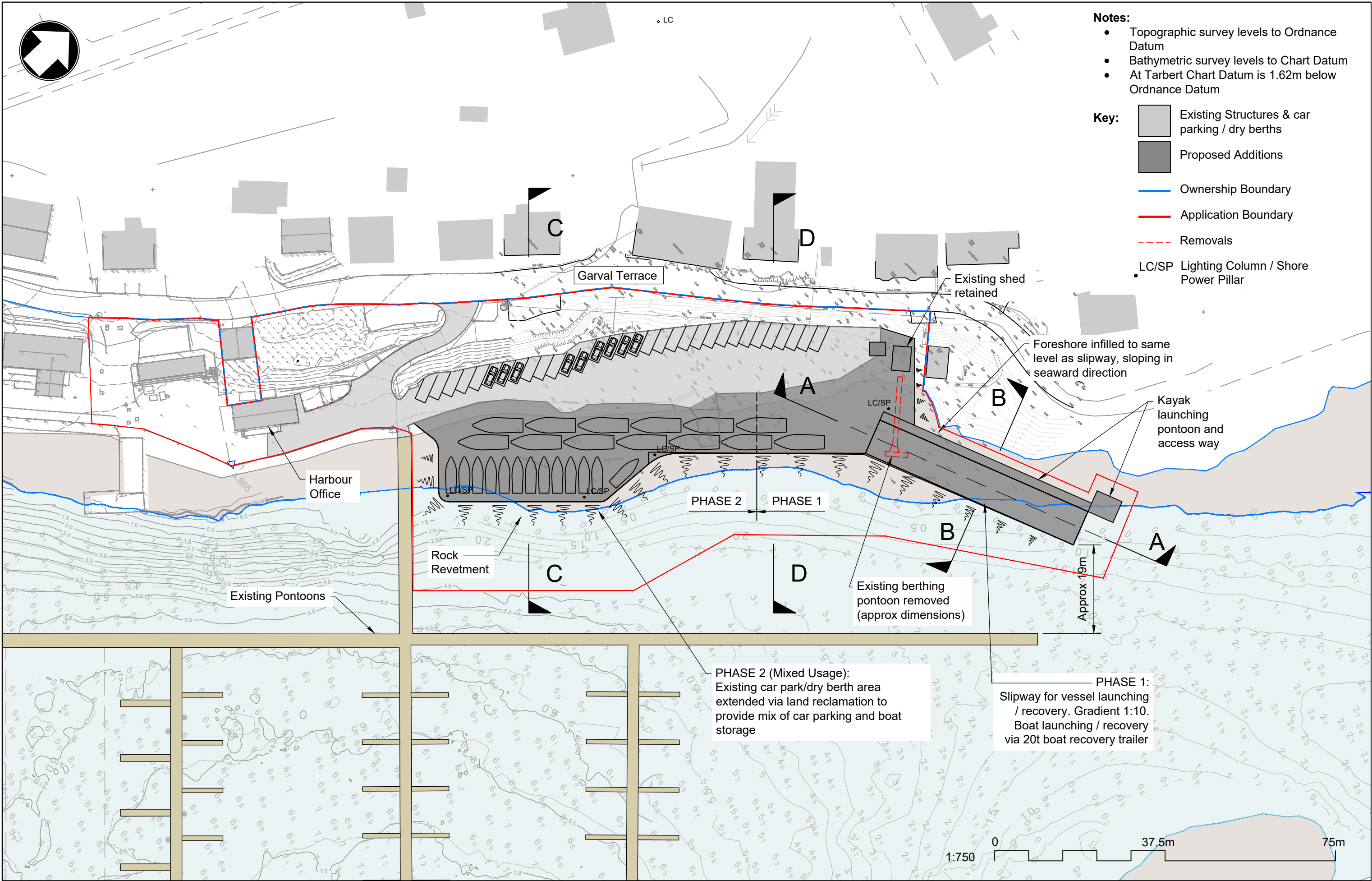
# B. Proposed Development Drawing



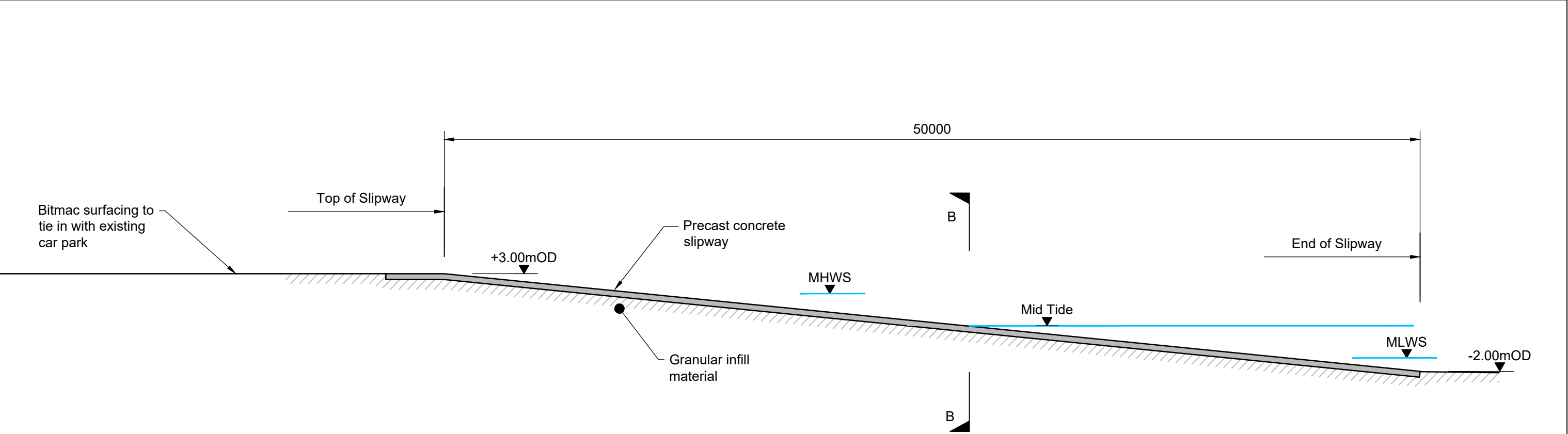
- Notes:**
- Topographic survey levels to Ordnance Datum
  - Bathymetric survey levels to Chart Datum
  - At Tarbert Chart Datum is 1.62m below Ordnance Datum
- Key:**
- Existing Structures & car parking / dry berths
  - Proposed Additions
  - Ownership Boundaries
  - Application Boundary
  - Removals
  - LC/SP Lighting Column / Shore Power Pillar



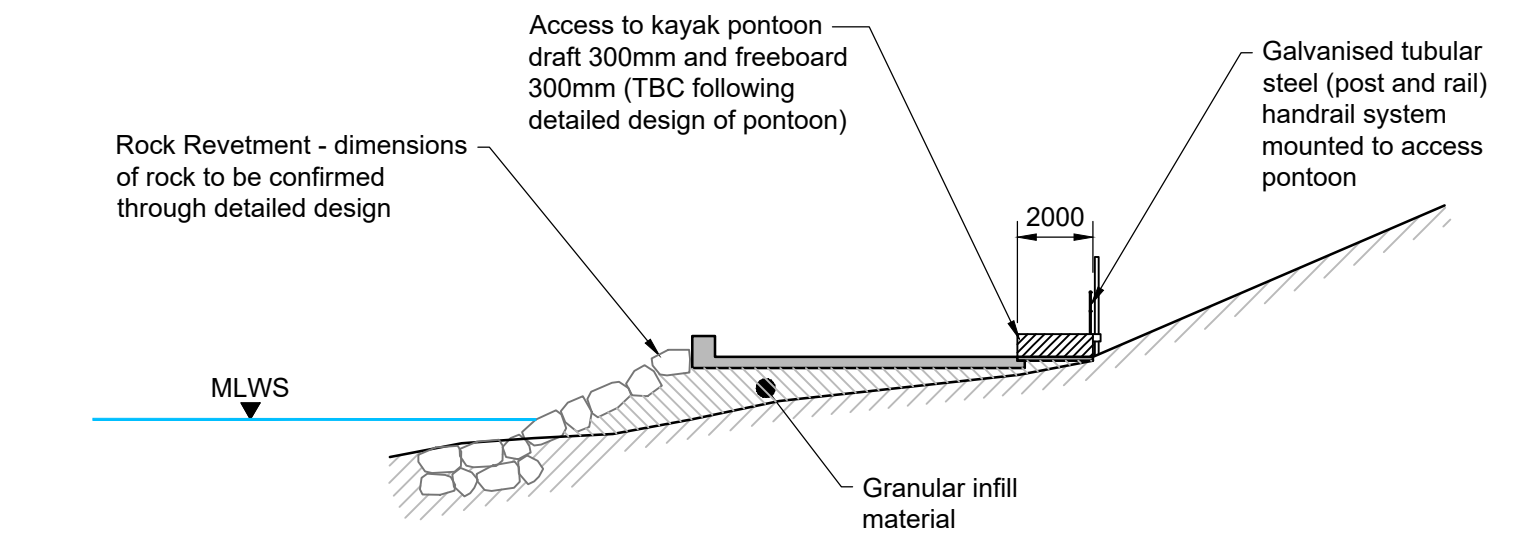




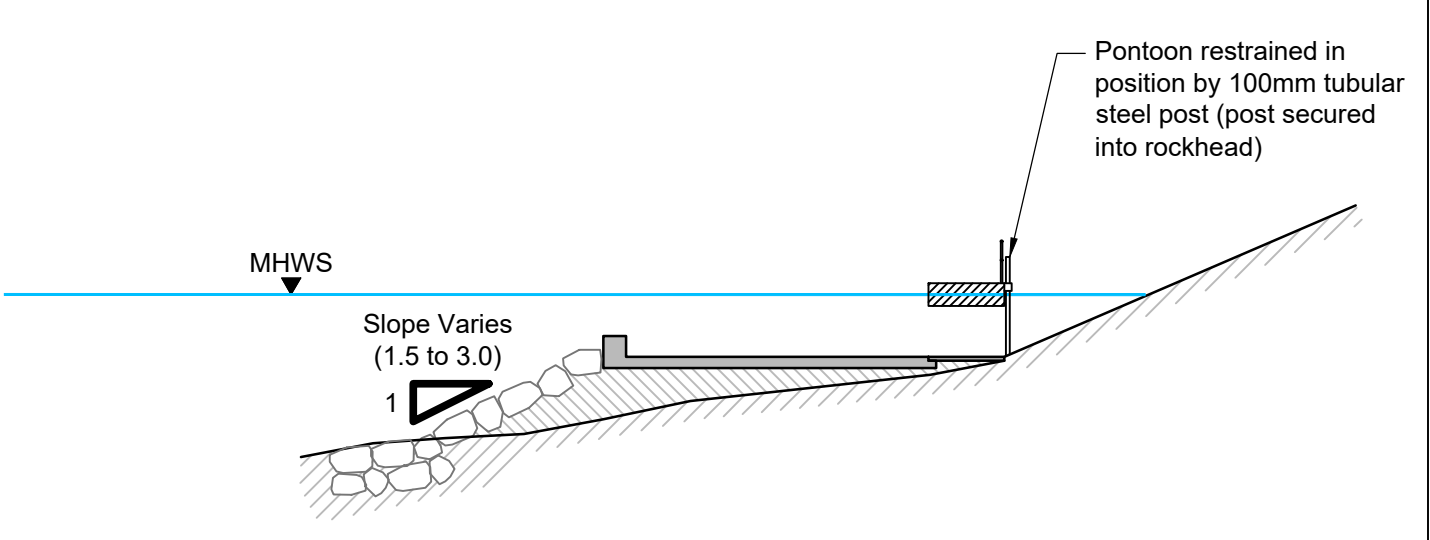




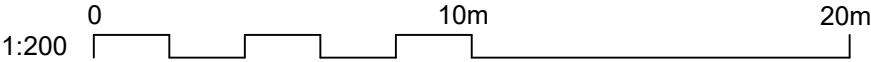
Section A-A Through Slipway  
Scale 1:200

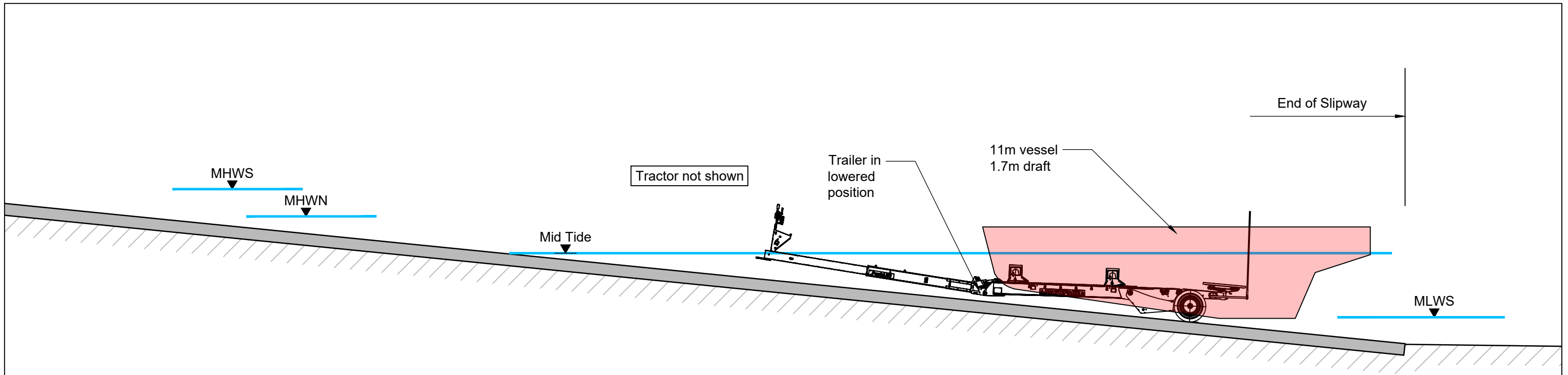


Section B-B Through Slipway (At MLWS)  
Scale 1:200



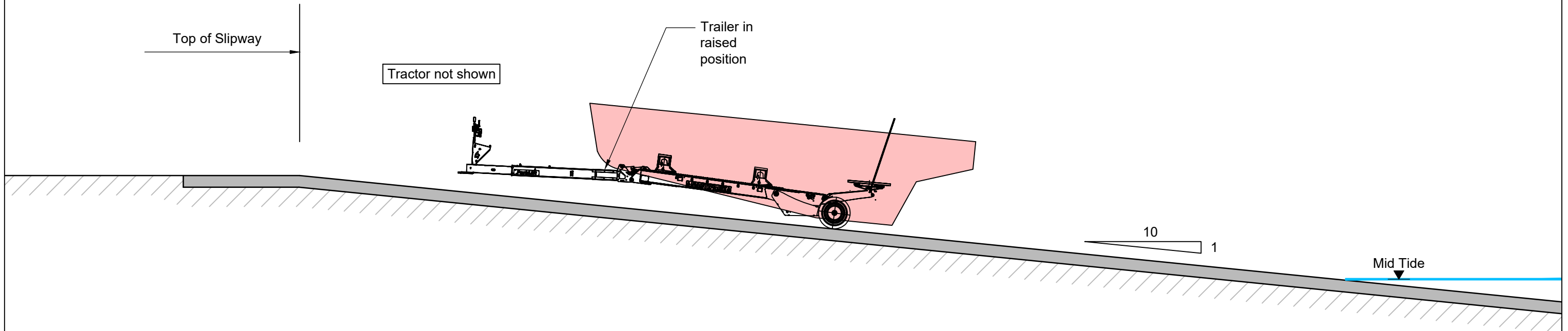
Section B-B Through Slipway (At MHWS)  
Scale 1:200





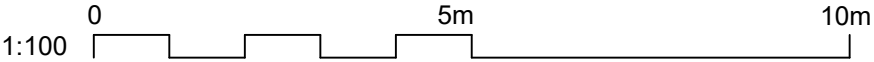
Boat Recovery Trailer at Mean Sea Level (Lowest 'Design' Boat Removal Level)

Scale 1:100

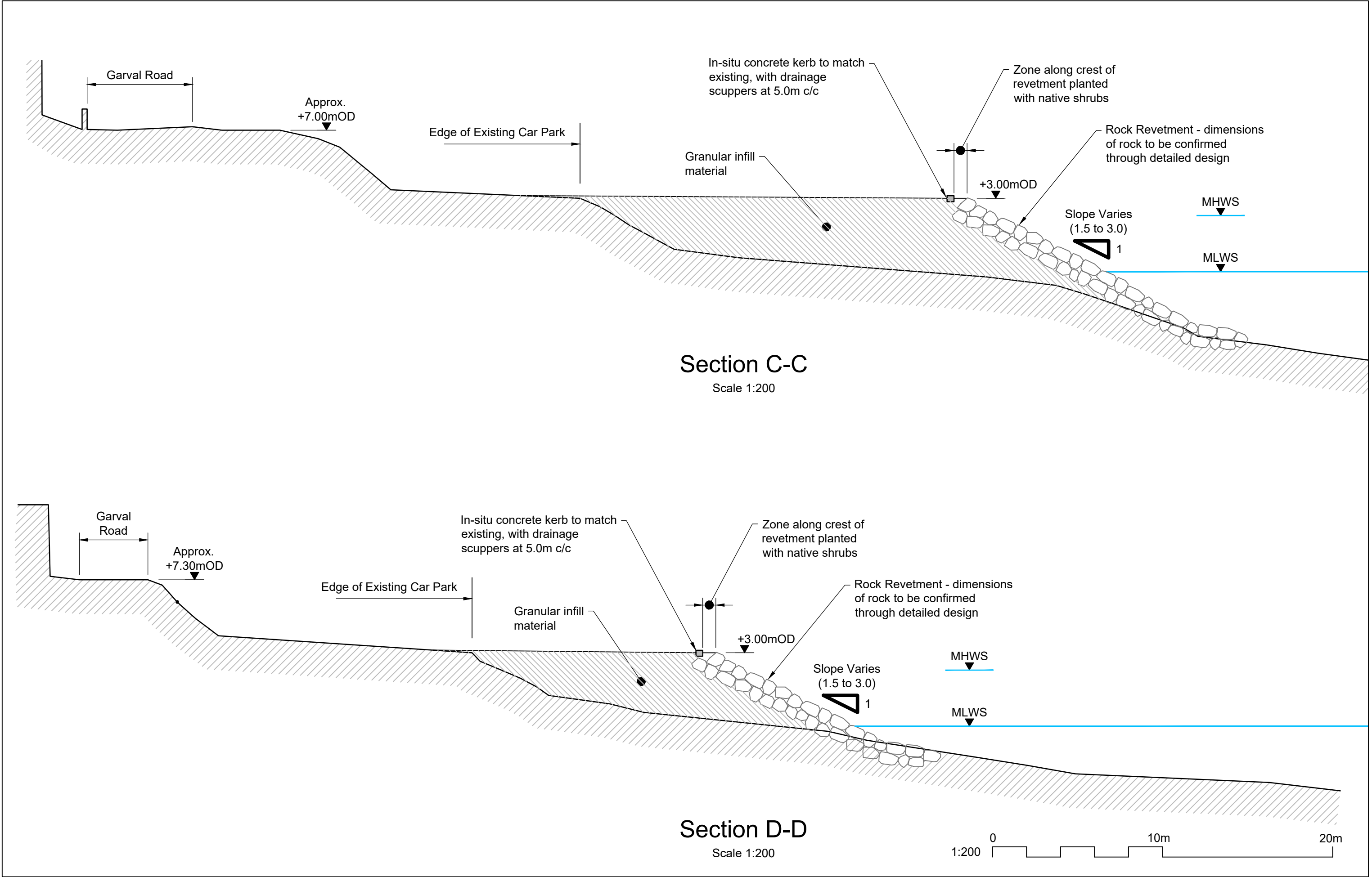


Boat Recovery Trailer in Raised Position

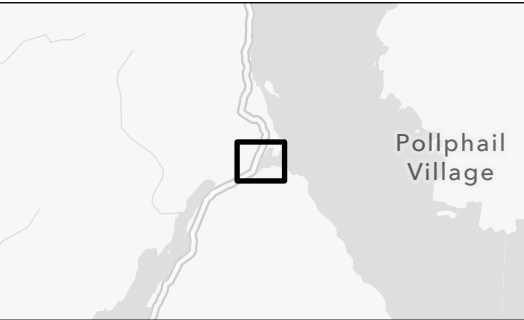
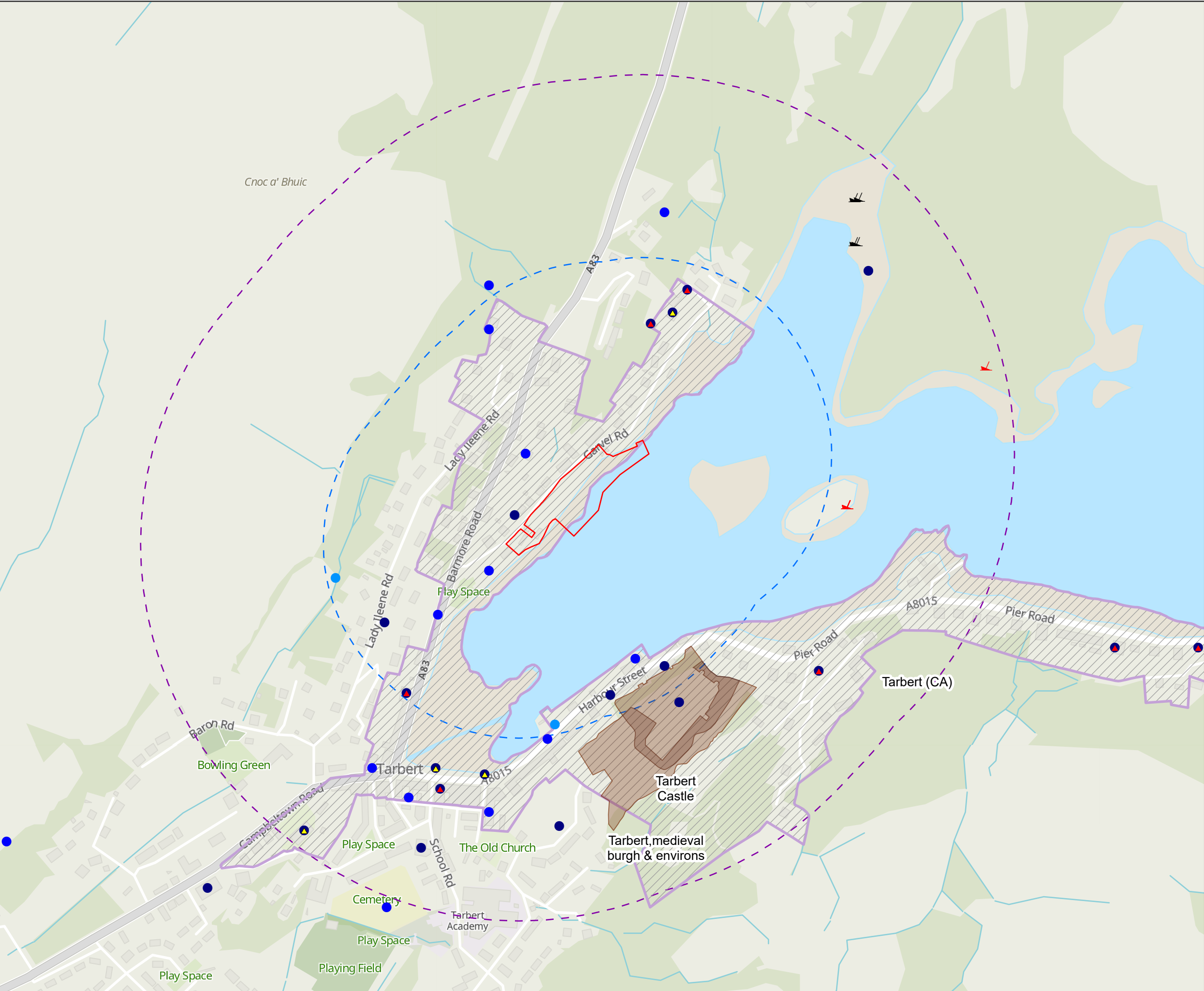
Scale 1:100







# C. Environmental Constraints Map



- Application boundary
- Application boundary - 250m buffer
- Application boundary - 500m buffer
- Listed building - Category B
- Listed building - Category C
- Conservation area
- Scheduled monument
- Non-designated heritage asset**
  - 1m Precision
  - 10m Precision
  - 100m Precision
  - Wreck
  - Casualty

Coordinate system: British National Grid; Datum: OSGB 1936

Data sources: Contains OS data © Crown Copyright and database right 2025  
Contains data from OS Zoomstack, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community.  
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**Tarbert (LF) Marine Consultancy Services**  
**Screening Decision Report**  
**Environmental Constraints**

Drawn JB	GIS Checked WJG	Checked GC	Approved JC
Scale at A3 1:5,000	Status INF	Revision 01	Security STD



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