

ENVIRONMENTAL IMPACT ASSESSMENT SCREENING for 5m. EXTENSION to BREAKWATER AND MAINTENANCE BERTH , CRINAN BOATYARD, CRINAN, PA31 8SW

11-9-24



As existing ^

✓ As proposed



EIA Screening for Crinan Boatyard 5m Breakwater/Maintenance Berth Extension

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1. INTRODUCTION

Mr G.J.W. Dunlop (Crinan Boatyard Ltd) requests a formal screening opinion from the Marine Scotland Licensing Operations Team (MS-LOT) to determine whether the proposed 5m extension to a breakwater and maintenance berth granted consent by the Scottish Government under the Coast Protection Act 1949 (Section 34) General Marine Works on 3rd March 2009 (Scottish Government reference 2SPC/1/5/108) is an Environmental Impact Assessment (EIA) development. This EIA Screening Report sets out the initial assessment so as to arrive at such determination.

The proposal was given planning permission by Argyll and Bute Council on 7th June 2024 (23/02082/PP), it being considered, subject to conditions, "to be consistent with the relevant provisions of the Development Plan, and there are no other material considerations of sufficient significance to indicate that it would be appropriate to withhold planning permission having regard to S25 of the Act". However, it was noted that the said permission "does not carry with it any necessary consent or approval for the proposed development under other statutory enactments", such as the Marine Scotland Act 2010 which requires this EIA screening.

Our view is that an EIA is not needed, it not having been required either under the original 1949 Act consent nor the current 1997 Act planning consent (nor, indeed, its predecessor) and our assessment bears this out.

2. BACKGROUND AND DESCRIPTION OF THE PROPOSED DEVELOPMENT

A man-made adjunct to the natural coastline was made post 2009 in the form of some 20m. of broken stone sourced on site, the outer 10m. or so of it encased in a timber framework, topped with concrete, to provide maintenance berthing on its NE and SE faces.

This adjunct is now proposed to be extended by a further 5m. in identical fashion to provide more maintenance berthing space and, incidentally, further shelter for the slipways SE of the structure (Fig 1 and cover illustrations) thereby enhancing Crinan Boatyard's service to lifeboat, fishing boat, ferry and yacht maintenance, as well as its contribution to local employment and the economy.

3.SCREENING ASSESSMENT

Screening Assessment in relation to Town and Country Planning EIA Regulations is not necessary as planning permission has already been granted (23/02082/PP) without one being considered necessary.

Our Screening Assessment in relation to Marine Works EIA Regulations, relevant here, is as follows:

Schedule 1 The proposal is not listed as a Schedule 1 development

Schedule 2 Class 10 identifies matters which may require an EIA as “ 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 purpose of our proposal is not “ to combat erosion “ but, rather, to make a de minimis extension of a breakwater and maintenance mooring space, partially for the shelter and partially for the mooring of vessels. It would only incidentally constitute a sea defence, but not (to repeat) for the purposes of combating erosion. Were it no more than a matter of maintenance or reconstruction, the work would definitely not be classed as EIA development under Schedule 2.

The proposal is also not “capable of altering the coast” since it would be separate from the coast itself, being merely a minor extension of a recently approved man-made adjunct to it (Fig 1 again)

In any event, any alteration arising would be de minimis both in visual and physical terms (cover illustrations again) in our assessment.

Schedule 3 focuses, first, on CHARACTERISTICS OF THE WORKS, each subsection of which we quote and then comment upon:

a) The SIZE and DESIGN of the works

The proposal would only extend to some 75 sq. m.

Only three timber piles would be added to those existing; the design would be no different-a timber frame with a broken stone core topped with concrete- and the visual change would be scarcely discernible (Fig 2 and 3)-as well as Fig 1 and cover photographs again.

b) CUMULATION with other EXISTING and/or APPROVED DEVELOPMENT

The addition of some 75 sq. m. to the some 108 sq. m. of the maintenance berth approved by all concerned, local and national, and absorbed into its surroundings without objection for more than twenty years now, in our opinion represents no cumulative threat in terms of environmental impact.

c) the USE of NATURAL RESOURCES, in particular land, soil, water and biodiversity.

No significant effects are anticipated, related to the use of natural resources, other than positive, including use of broken stone already stored on site and timber recycled from nearby canal renewal works.

d) the PRODUCTION of WASTE

There would in effect be no waste, all material being put to good use within the construction, or retained within the yard for future use if, as and when required.

e) POLLUTION and NUISANCES

The proposed works would not be located within a Noise Management Area (NMA) or an Air Quality Management Area (AQMA)

The nearest part-residential receptor is a hotel and restaurant 81m SE of the site.

The nearest fully residential receptors are a single independent property 220m. , and client/staff accommodation 180m. SW of the site, both with substantial sheds intervening.

Dust and noise in course of construction would be negligible, temporary and responsive to control- amounting to no more than the tipping of already rain-washed stone from an existing storage heap only some 25m away (Fig 1 again)

While piling works (just three piles -see A,B and C on Figs 2 and 3) " will be undertaken in accordance with the best practice set out under Section 2 of the Joint Nature Conservation Committee's publication Statutory Nature Conservation Agency Protocol for Minimising the Risk of Injury to Marine Mammals from Piling Noise, August 2010 " as required by Condition 2 of our planning permission (23/02082/PP), in practice it would be all-but silent and without vibration. As before, it will simply be a matter of parking a digger on the edge of the existing structure and extending the bucket to press each pile in turn into the mud which naturally overlays the natural rock base to a depth of some 2.2m . The rock itself would not be penetrated. This is all tried and tested, being the method of construction used before (penetration of the rock is not needed badequate strength derives from the timber framework as a whole, the broken stone core and its concrete cap)

f) the RISK of major ACCIDENTS and/or DISASTERS which are relevant to the project concerned, including those caused by climate change ,in accordance with scientific knowledge.

It is not anticipated that the proposal would increase flood risk. As the operation of the maintenance berth would be much the same as at present, it is not anticipated that there would be additional risk of major accidents or disasters. Indeed, such risk would be reduced as the result of greater shelter and operational space.

g) the RISKS to HUMAN HEALTH (for example due to water contamination or air pollution)

None appreciable. No contamination of water, other than accidental spillage from vessels using the berth ;in any event not appreciably greater than at present. No air pollution other than caused by dust ,very briefly, if at all, in depositing stone during construction. Nothing unacceptably detrimental to human health.

Schedule 3 ,next focuses on the LOCATION of the WORKS. We likewise quote each sub-section, followed by our comment upon it:

a) the EXISTING and APPROVED LAND USE

Maintenance and repair of vessels- including lifeboats, ferries, fishing boats and yachts . No change.

b) the relative ABUNDANCE , AVAILABILITY, QUALITY and REGENERATION CAPACITY of NATURAL RESOURCES (including soil, land, water and biodiversity) in the area and underground.

No part of the proposed works falls within, or is adjacent to, a site designated for its ecological or geological value

c) the ABSORBTION CAPACITY of the NATURAL ENVIRONMENT, paying particular attention to the following areas

i) WETLANDS ,riparian areas, river mouths

None directly involved, though at some distance in the vicinity

ii) COASTAL ZONES and marine environments

On the edge of Loch Crinan. Waters can include porpoise, dolphin and shark. Potential disturbance to them during the construction stage would be minimal since sighting of individuals in the vicinity would be easy, allowing for cessation of work while still present

iii) MOUNTAIN and FOREST areas

None directly involved, though at some distance in the vicinity..

iv) NATURE RESERVES and parks

None directly involved, though at some distance in the vicinity

v) EUROPEAN SITES and other areas classified or protected under national legislation

Within the Knapdale National Scenic Area; 68m. N of the Crinan Canal Conservation Area and 1km. SW of a listed building (Dunluce Castle), but none of these adversely affected , indicative of which is the recent grant of planning permission (23/0202/PP)

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.

No such failure either confirmed or considered

vii) DENSELY POPULATED areas

Crinan only lightly populated, the area in general very sparsely so, so not relevant.

viii) LANDSCAPES and sites of historic, cultural or archaeological significance.

Within the Knapdale Scenic Area ;68m. N of the Crinan Canal Conservation Area and 1km. SW of a listed building (Dunluce Castle) but, as just stated, none of these adversely affected, indicative of which is the recent grant of planning permission (23/0202/PP).

Schedule 3 Concludes with matters concerning CHARACTERISTICS of the POTENTIAL IMPACT

We quote these un-numbered and un-lettered sections, giving, again, our responses in turn:

THE MAGNITUDE and spatial extent of the impact (for example geographical area and size of the population likely to be affected)

Potential impact so minimal in terms of size, extent and number of people concerned as to be negligible.

THE NATURE of the impact

Benign, insofar as there would be any discernible impact in any case

THE TRANSBOUNDARY NATURE of the impact

No boundaries would be crossed.

THE INTENSITY and complexity of the impact

Insofar as there would be any discernible impact, it would be neither intense nor complex.

THE PROBABILITY of the impact

Improbable that, once completed, any one uninvolved would notice the change, while users would notice greater space in which to operate than hitherto

THE EXPECTED ONSET, duration, frequency and reversibility of the impact.

No discernible impact, so no discernible onset; reversibility would not be sought nor reduction of frequency of use sought.

THE CUMULATION of the impact with the impact of other existing and/or approved development

Not so much cumulation of impact, but a blending of welcome periodic activity in a working marine landscape.

THE POSSIBILITY of effectively reducing the impact.

No discernible impact to be reduced-had such been anticipated it could have been controlled by condition attached to the planning permission (22/02082/PP)-for example by restricting hours of activity- but it was not.

4.CONCLUSION

Having gone stage by stage through the relevant parts of the Marine Works EIA Regulations, we conclude that a full EIA is not required for a Marine Licence for the proposal, any more than it was for such work some fourteen years ago, or for the planning permission recently received for the same work. In any event, such work would be of such a minimal nature as to have no discernible impact on the environment and respectfully request the Marine Scotland Licensing Operations Team to agree that, accordingly, a full Environmental Impact Assessment is indeed not required. We respectfully request that our opinion be endorsed, so that this important, if minor, 5m. extension can proceed, thereby enhancing Crinan Boatyard's vital service to life boat, fishing boat, ferry and yacht maintenance, together with its contribution to local employment and the economy

Robin Bryer BA(Hons) Dunelm, MRTPI, Chartered Town Planner
for Crinan Boatyard Ltd

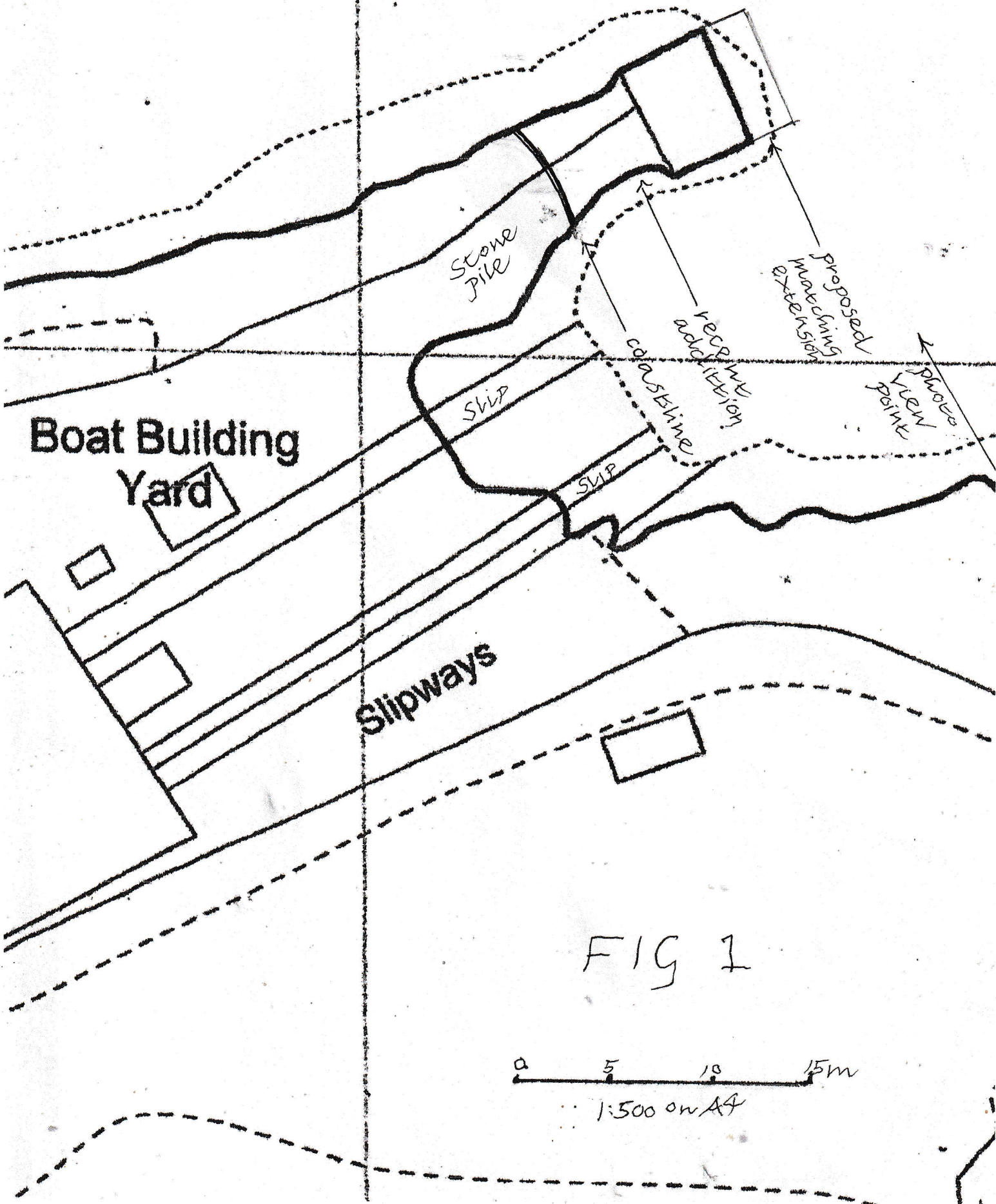
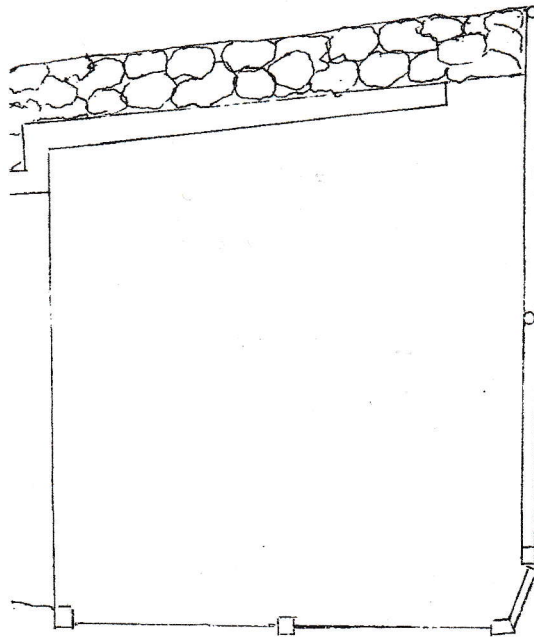


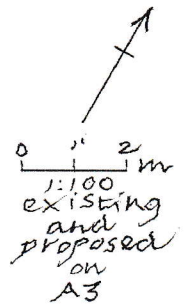
FIG 1

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1:500 on A4

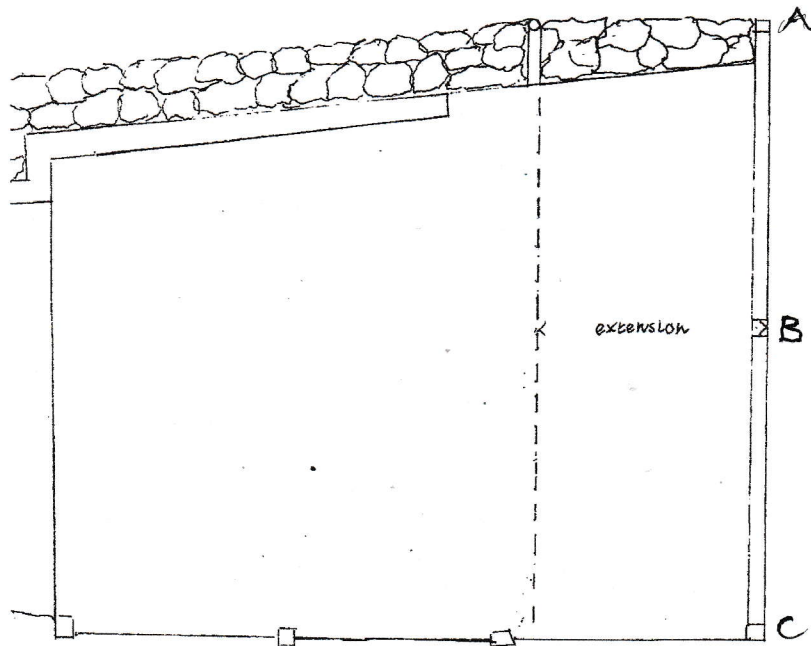
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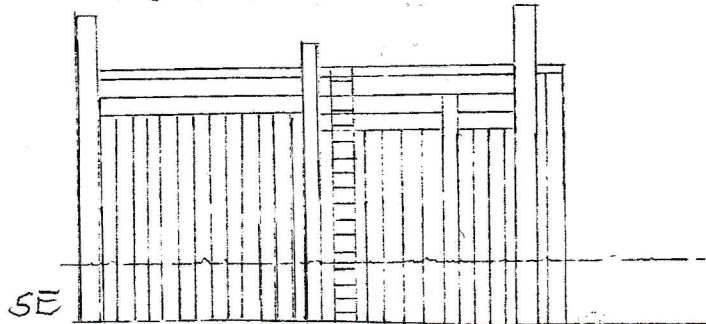
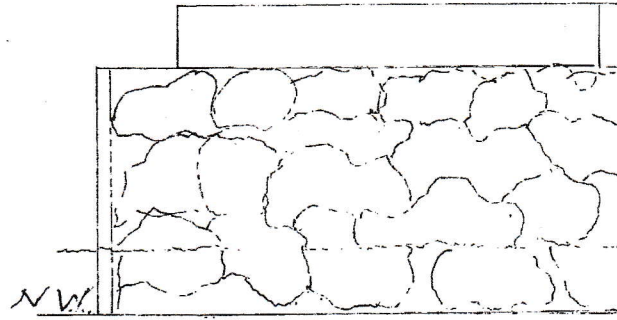
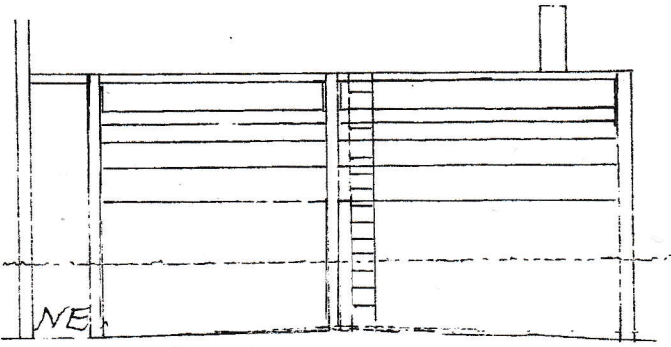
as existing



as proposed



Elevations



0 1 2 m
1:100
existing
and
proposed
on
A3

AS EXISTING

AS PROPOSED

