Kennacraig Ferry Terminal

Environmental Screening Request

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June 2021

Caledonian Maritime Assets Limited

Kennacraig Ferry Terminal

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Contents

1. Introduction

1.1 Project Background

Caledonian Maritime Assets Limited (CMAL) (hereafter referred to as 'the Applicant') are in the process of procuring a new vessel for the existing ferry route between Kennacraig and Islay.

Kennacraig to Islay is currently a two vessel service which operates approximately five journeys a day when in full service. While MV Finlaggan entered service in 2011, the second vessel on the route is beyond its design life and due for replacement. The design of the new vessel is also intended to better accommodate the freight traffic on the route, which is a sizeable component of the traffic carried on the service.

This new vessel will have an increased depth into the water column compared to existing vessels on the route. The anticipated approximate dimensions of the new vessel are:

- Beam; 18.7m (an increase of approximately 2.4m compared to the existing vessel, MV Finlaggan)
- Length; 95m (an increase of approximately 5m compared to the existing vessel, MV Finlaggan)
- Draught; 3.8m (an increase of approximately 0.4m compared to the existing vessel, MV Finlaggan).

The new vessel will use less fuel for the same length of journey (improving efficiency), thereby improving environmental and economic performance. To accommodate the safe passage of the new vessel into the port and to provide a deeper berth, dredging and other associated enabling works, such as new retaining walls along the perimeter of the quayside, are required to be undertaken around the existing terminal pier at Kennacraig, Scotland (hereafter referred to as 'the Proposed Development'). Construction of two new piled strongpoints within the footprint of the existing pier and replacement of the existing fenders with parallel motion fenders is also required as the displacement of the new vessel is larger than the current vessels.

The Applicant is writing to request a formal Screening Opinion under Regulation 10(1) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (hereafter referred to as 'the EIA Regulations'). The Proposed Development is located within the existing Kennacraig Ferry Terminal as shown on Figure 1.

Jacobs UK Limited (hereafter referred to as Jacobs) has been appointed by the Applicant to assist with the consenting process for the Proposed Development.

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 Development does not constitute an EIA project as defined by the EIA Regulations.

This Screening Request provides a description of the Proposed Development 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 Development 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 Development, or proposed measures, envisaged to avoid or prevent significant adverse effects on the environment.

1.3 Report Structure

This EIA Screening Request comprises the following sections:

- Description of the Proposed Development - summary of the Proposed Development 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 Development
- Screening Conclusions and Further Environmental Assessment– conclusion that Proposed Development is not an EIA Development in accordance with the EIA Regulations; and
- Appendices – accompanying figures and assessment against EIA Regulations.

This EIA Screening Request 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 Scheme. Typically, the effects are short term and managed through the implementation of a Construction Environmental Management Plan (CEMP).
- Operation: Impacts that may result from the operation of the Proposed Scheme. Typically, the effects are long term for the operational life of the project.

Whilst the new vessel will be slightly larger compared to the existing vessel, the appearance of it is not considered to be materially different to that of the existing vessel, and as it will not be a permanent addition to the harbour, no significant landscape or visual impacts during operation are anticipated. The operation of the new vessel itself is not considered within the scope of the Proposed Development and there are no other anticipated changes to operations following construction of the Proposed Development.. Therefore, operational impacts are not considered to be significant and are not considered further in this EIA Screening Request. The EIA Screening Request therefore focuses on construction impacts only.

2. Description of Proposed Development

2.1 Site Location and Context

The Proposed Development is located on a small island off the coast of West Loch Tarbert, at the existing Kennacraig Terminal (at National Grid Reference NR 818 625), as shown on Figure 1. The site in context to the wider location, as well as the full red-line boundary is shown in Appendix A.

Kennacraig Ferry Terminal has an associated marshalling area to the south of the main building with an access road leading on to the A83 which runs perpendicular to the terminal. The nearest residential properties are located within Kennacraig, approximately 600m south-east of the Proposed Development. The A83 users have a view of the ferry terminal (facing westwards) which is backdropped against mountains in the distance and rock armour embankments either side of the terminal's access road. Trees shroud any views of the terminal to the east beyond the A83. The terminal and access road are flat, and at the point where the A83 and access road intersect, the topography increases eastwards.

2.2 Summary of Proposed Development Elements

The works primarily consist of the following:

- Dredging of the areas indicated in the drawings (see Appendix A), from -4.6m Chart Datum (CD) to -5.5m CD. It is estimated approximately 10,500m^2 (19,530 tonnes) of material will be dredged, including side slopes;
- Construction of a new anchored combi wall along the length of the landward structures. A combi wall consists of tubular steel king piles with sheet piles acting as an infill between the king piles;
- Replacement of the existing MV Fender units with Parallel Motion Fenders attached directly to the existing dolphin structures;
- Construction of two strongpoints formed of a reinforced concrete cap supported on tubular steel piles; and
- Installation of fender piles along the length of the infill pier between the inner and middle berthing dolphin.

2.3 The Proposed Development – Construction

The Proposed Development works would need to take cognisance of the continued operation of the port, where Calmac Ferries Ltd. operate a daily ferry service from Kennacraig to Islay, and a reduced service from Kennacraig to Colonsay.

2.3.1 Dredging

The dredging elements of the works, demarcated in Appendix A will be carried out by barge and it is assumed that the dredged soil and rock material would be disposed of at sea, although this would need a Best Practicable Environmental Option Assessment (BPEO) to confirm the disposal method. It is anticipated that plough dredging is to be undertaken rather than disposal of all material at a specified location. 9,150m^3 of soft (soil) and 150m^3 of hard (rock) material is estimated to be plough dredged. To better quantify the exact volume of rock material requiring dredging, a geophysical survey will be recommended to assess the rock profile.

The dredging elements of the works, demarcated in Figure 1 in Appendix A will be carried out by marine-based plant and it is envisaged that the soft material will be plough dredged. It is assumed that the rock which is dredged will be disposed of offsite either at a sea disposal site or landfill although this would need a Best Practicable Environmental Option Assessment (BPEO) to confirm the disposal method. The choice of dredging method will be left to the contractor with the disposal option as identified in the BPEO. It is estimated that

9,150m^3 of soft (soil) and 150m^3 of hard (rock) material would be dredged. To better quantify the exact volume of rock material requiring dredging, a geophysical survey will be recommended to assess the rock profile.

The rock may need to be pre-fractured by drilling and splitting using Cardox. Explosives would only be used as a last resort. The use of explosives will only occur if the Contractor has reasonably demonstrated that other methods such as Cardox and predrilling are not suitable, and all necessary precautions are in place to protect property, people and wildlife. If explosives are required, a noise and vibration impact assessment will be undertaken to assess and mitigate the potential impacts of blasting, as well as having an appropriate Method Statement/Risk Assessment in place.

2.3.2 Wall Construction

Construction of the combi wall will involve the installation of a temporary piling gate and a temporary casing at each tubular steel king pile location. A socket will then be drilled through the temporary casing into the rock and filled with concrete before the tubular steel king pile is placed in the socket.

Once the concrete has reached sufficient strength the casing can be removed. Steel sheet piles will then be driven between the tubular king piles. The space between the new and existing walls will be filled with an imported granular fill up to anchor level. Once the fill reaches this level inclined rock anchors will be installed at each king pile location.

When the anchors have reached sufficient strength, the remaining backfill is added. A concrete cope will be cast at the top of the steel wall.

Piling works may be undertaken by a combination of land-based plant and marine based plant.

2.3.3 Fendering Works

The fender work will involve the removal of existing MV fender units from the concrete dolphins and the removal of 4 No. steel fender piles on the infill pier between the Inner and Middle Dolphins.

The fenders on the dolphins will be replaced by Parallel Motion Fenders which compromise a rubber fender unit, steel facing panel and miscellaneous steelwork. The fender piles will be replaced by 6 No. fender piles at new positions along the length of the infill pier. The fender piles will be driven to rock.

To support the new fender piles, two strongpoints formed of a reinforced concrete cap supported on tubular steel piles, are required within the footprint of the infill pier. This will involve the removal of sections of the existing concrete deck to create an opening in the pier to allow the construction of the strongpoints. It is envisaged that a cut would be formed at the end of each section of deck which would allow it to be lifted out in one or two pieces.

The concrete cap for the strongpoint will be supported on tubular steel piles which will be driven to bedrock, this will require the installation of a temporary piling gate to support and guide the piles during driving. Once installed a precast concrete shell will be positioned on top of the piles and the shell filled with concrete. Following this rock anchors will be installed through the piles by drilling into the rock. The anchors would be lifted into position and then grouted into the rock. The remainder of the concrete is poured for the concrete cap.

All the fender works will be undertaken by a marine plant, most likely a crane barge.

2.3.4 Programme

It is envisaged the construction programme will last approximately 36 weeks, with the anticipated programme of works consisting of;

- Dredging – 7 weeks
- Installing piles – 22 weeks
- Installing anchors – 11 weeks
- Backfilling new wall – 14 weeks
- Concrete for wall cope (including curing time) – 14 weeks
- Installation of Parallel Motion Fenders – 8 weeks
- Strongpoint Piles – 4 weeks
- Strongpoint Rock Anchor – 4 weeks
- Strongpoint Concrete Works – 5 weeks
- Fender Piles – 6 weeks

2.4 The Proposed Development – Operation

The Proposed Development will allow free passage of the new vessel between Kennacraig and Port Ellen. All associated works to allow this are construction based. As described in Section 1.3, the operation of the new vessel itself is not considered within the scope of the Proposed Development and operational impacts of the Proposed Development are not considered to be significant. Therefore, operational impacts are not considered further as part of this EIA Screening Request.

3. EIA Regulations

This request for a Screening Opinion is made to Marine Scotland under Regulation 10(1) of 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 Regulation with regards to the Proposed Development. Appendix B provides full assessment details of the Proposed Development against Schedules 1, 2 and 3 of the EIA Regulations.

3.1 Schedule 1

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.

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 Development is partly located within a 'sensitive area' as defined in Regulation 2(1) of the EIA Regulations. The red line boundary of the Proposed Development crosses into the Sound of Gigha Special Protection Area (SPA)[1], as shown on Figure 2 in Appendix A.

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

- 1 (e) Reclamation of land from the sea; and
- 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.
- 1 (e) will apply to new tubular wall, built out into the water. 10 (m) applies to the dredging works.

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.

3.3 Schedule 3

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

[1] https://sitelink.nature.scot/site/10486

determining the potential for likely significant impacts 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 Development need to be considered. The following section provides an overview of those environmental aspects considered relevant to the Proposed Development site and considered when determining whether the Proposed Development constitutes an EIA Development.

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 Development.

Key environmental constraints are shown on Figure 2 of Appendix A.

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	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. 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 and navigation. These appended management plans are likely to include: • Ecological Management Plan • Pollution Control and Response Plan; • Oil Spill Contingency Plan; • Dust Management Plan; • Construction Traffic Management Plan; • Marine Safety Management System; • Archaeological Finds Protocol; • Piling Protocol; and • Biosecurity Management Plan (BMP).	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 / Argyll and Bute Council
GP-02	Pre-construction	Prior to construction a suitably qualified Environmental and/or 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/or 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.	MS-LOT
GP-03	Pre-construction, Construction and Operation	Adherence to Pollution Prevention Guidelines (PPGs), and, where available, the new Guidance for Pollution Prevention (GPPs) (NetRegs, 2018).	To protect the water environment and marine ecology.	None required
GP-04	Construction & Operation	Vessels associated with the development will comply with International Maritime Organisation (IMO)/Maritime Coastguard Agency (MCA) codes for prevention of	To protect the water environment and marine ecology.	None required

Mitigation Item	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
		oil pollution. Vessels over 400 gross tonnes having onboard Ship Oil Pollution Emergency Plans (SOPEPs). All vessels will carry oil and chemical spill mop up kits.		
GP-05	Construction and Operation	All vessels using ballast water must comply with the Exchange standards contained in the IMO Ballast Water Management Convention and carry a Ballast Water Management Plan and a Certificate of Compliance.	To protect the water environment and marine ecology from pathogens and invasive species.	None required
GP-06	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-07	Pre-construction & Construction	All plant, vehicles and vessels will meet good industry standards and will be powered off when not in use to minimise 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.	To reduce potential dust from material storage, vehicle movements and public roads.	None required
GP-08	Pre-construction & construction	The normal working hours within the Site will be between 07.00 and 22.00 hours, 7 days a week. Exceptionally, consent for work outside these hours, including nightshift, may be given after necessary consultation by the Contractor with Argyll and Bute Council, the Project Manager and the Ferry Operator. 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. Measures to be adopted during piling works will include: • A scheme of noise monitoring will be agreed with the Environmental Health Officer of Argyll & Bute Council, and noise limits will be contained within the Construction Environmental Management Plan. The contractor will be required to develop and implement a Noise Management Plan to meet these requirements. • Providing notification to the nearest residents of the likely commencement of the piling at this location at least one week in advance.	To reduce short-term noise impacts during construction including from piling activity on noise sensitive receptors.	Argyll & Bute Council

Mitigation Item	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
		• No percussive piling overnight (between 18:00 and 07:00) unless there is an urgent commercial need and agreement with Argyll and Bute Council. • Switching off plant and equipment when not in use and safe to do so.		
GP-09	Construction & Operation	Adherence to industry standard risk controls (e.g. International COLREGS 1972 (as amended); Standards of Training, Certification and Watchkeeping for Seafarers (STCW); Notices to Marines (NtM); and vessel Standard Operating Procedures (SOPs)) and implementation of an updated Marine Safety Management System (MSMS).	To safely facilitate the berthing and manoeuvring of vessels.	None required
GP-10	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.	MS-LOT
GP-11	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

4.1.1 Baseline

The site is currently an operational ferry terminal which is anticipated itself to be the greatest contributor to the prevailing baseline sound climate within study area (200m from the edge of the red-lie boundary). The existing pier is bound by water to the north, south and west. To the east lies buildings associated with the ferry terminal works and a car park, and the A83.

There are no noise sensitive receptors within the study area, the nearest sensitive receptor is Kennacraig Farm, which lies approximately 600m south-west of the Proposed Development. The topography slopes upwards away from the terminal after the access road intersects the A83.

4.1.2 Potential Impacts, Mitigation and Residual Impacts

As set out in Table 4.1, a Construction Environmental Management Plan (CEMP) will be in place throughout the works which will outline best practices to ensure noisy works are minimised as far as practicable.

During the construction phase there is the potential for noise and vibration impacts during the piling and dredging works., however as the closest receptor is approximately 600m away and as these works are temporary and will not be continuous throughout the full construction programme, no significant impacts are anticipated.

- A scheme of noise monitoring will be agreed with the Environmental Health Officer of Argyll and Bute Council, and noise limits will be contained within the Construction Environmental Management Plan. The contractor will be required to develop and implement a Noise Management Plan to meet these requirements.

- Providing notification to the nearest residents of the likely commencement of the piling at this location at least one week in advance.

- The normal hours of working are anticipated to be between 07:00 hours and 22:00 hours Monday to Sunday. Exceptionally, consent for work outside these hours, including nightshift, may be given after necessary consultation by the Contractor with Argyll and Bute Council, the Project Manager and the Ferry Operator. 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. There will be no percussive piling operations between 18:00 and 07:00 unless otherwise agreed through consultation with Argyll and Bute Council.

- Switching off plant and equipment when not in use and safe to do so.

With the above measures in place 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, 1km background air quality concentration maps were obtained from the Scottish Air Quality[2] and DEFRA[3] websites. The 2020 measured annual average concentrations of NO_2, PM_{10} and $PM_{2.5}$ are 3.65µg/m^3, 6.43µg/m^3 and 4.08µg/m^3 respectively for background square (181500, 662500). This indicates the good air quality within the area of the site with the concentrations well below the relevant National Air Quality Objectives of 40µg/m^3, 18µg/m^3 and 10µg/m^3 respectively.

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

4.2.2 Potential Impacts, Mitigation and Residual Impacts

There is the potential for an increase in traffic associated with the construction works. This in turn has the potential to increase the NO_2, $PM_{2.5}$ and PM_{10} 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.

As identified in Table 4.1, the CEMP will outline best practice methodology to mitigate potential impacts on air quality during construction. All plant, vehicles and vessels will meet good industry standards and will be powered off when not in use to minimise 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. Acknowledging the good practice and management measures to reduce dust and emissions during construction there is no potential for a significant effect on Air Quality.

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

4.3 Ecology and Biodiversity

4.3.1 Baseline

4.3.1.1 Designated Sites

Designated sites for nature conservation interest within 10km of the Proposed Development were identified using NatureScot's Sitelink tool[4] and are presented in Table 4.2.

[2] http://www.scottishairquality.scot/data/mapping?view=data
[3] https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2017
[4] https://sitelink.nature.scot/map

Table 4.2: Statutory Designated Sites within 10km of the Proposed Development.

Designation Title	Type of Designation	Distance from Proposed Development	Designated features or qualifying interests
Sound of Gigha	Special Protection Area (SPA)	0m	Non-breeding birds: eider (*Somateria mollissima*), great northern diver (*Gavia immer*), red-breasted merganser (*Mergus serrator*) and Slavonian grebe (*Podiceps auritus*).
Tarbert Woods	Special Area of Conservation (SAC)	Closest sections 2.5km north east and 2.5km south west	Stands of sessile oak woods with *Ilex* and *Blechnum*, an Annex I habitat type, important for oceanic bryophyte communities.
Ardpatrick and Dunmore Woods	Site of Special Scientific Interest (SSSI)	Closest section 2.5km south west	Upland oak woodland.
Glen Ralloch to Baravalla Woods	SSSI	Closest section 2.8km north east	Bryophyte assemblage, lichen assemblage and upland oak woodland.
Tarbert to Skipness Coast	SSSI	7.1km east	Bryophyte assemblage and upland oak woodland.
Knapdale Lochs	SPA	8.0km north	Black-throated diver (*Gavia arctica)*.
Inner Hebrides and the Minches	SAC	8.9km south west	Harbour porpoise (*Phocoena phocoena*).

Sites listed on the Ancient Woodland Inventory are widespread along both sides of West Loch Tarbert. The closest is located approximately 350m east of the Proposed Development, adjacent to the A83.

4.3.1.2 Protected Species

A data search on National Biodiversity Network (NBN) Gateway[5] has identified the following protected species within 2km of the Proposed Development's extents:

- barn owl (*Tyto alba*);
- black guillemot (*Cepphus grylle*);
- black-headed gull (Chroicocephalus ridibundus);
- carrion/hooded crow hybrid (*Corvus cornix* sp.);
- common guillemot (*Uria aalge*);
- common gull (*Larus canus*);
- common tern (*Sterna hirundo*);

[5] NBN Atlas accessed May 2021. Records permitted for commercial use only, 2011-2021.

- curlew (*Numenius arquata)*;
- Eurasian red squirrel (*Sciurus vulgaris*);
- goldeneye (Bucephala clangula);
- great black-backed gull (*Larus marinus*);
- grey heron (*Ardea cinerea*);
- herring gull (*Larus argentatus*);
- lapwing (Vanellus vanellus);
- mallard (Anas platyrhynchos);
- mute swan (*Cygnus olor*);
- oystercatcher (*Haematopus ostralegus*);
- red-breasted merganser;
- redshank (Tringa tetanus);
- shag (*Phalacrocorax aristotelis)*; and
- shelduck (Tadorna tadorna).
- Japanese knotweed (R*eynoutria japonica*) was also identified within 2km but not on Eilean Ceann na Creige, the rocky islet on which the ferry terminal is located.
- Whilst no records are available, otter are widespread across Scotland and are likely to be present in the West Loch Tarbert area. Breeding birds may be present on or around the terminal buildings and adjacent trees. The terminal buildings and adjacent trees may also provide roosting habitat for bats.

4.3.1.3 Priority Marine Features

The following priority marine features have been recorded within 2km of the Proposed Development[6]:

- kelp and seaweed communities on sublittoral sediment; and
- native oyster (*Ostrea edulis*).
- Although the Inner Hebrides and the Minches SAC, designated for harbour porpoise, borders the mouth of West Loch Tarbert, marine mammal (seals and cetaceans) usage of West Loch Tarbet is low, with the closest designated seal haul-out site (Craighouse Small Isles & Lowlandman's Bay) more than 25km away and few recorded sightings of cetaceans[6,7].

4.3.2 Potential Impacts, Mitigation and Residual Impacts

4.3.2.1 Designated Sites

The Proposed Development is located partially within the Sound of Gigha SPA, which is designated for non-breeding birds. The total area of dredging and side slopes is 1.05ha, of which 0.6ha is within the SPA, and comprises 0.002% of the SPA. Approximately 0.4ha of the proposed dredging area was dredged in 2011. However, given the period of time lapsed, it is likely that benthic habitats in this area have undergone some recovery. Dredging within and adjacent to the SPA will alter the benthic habitats and is considered short-term temporary habitat loss. Due to

[6] Marine Scotland Maps. National Marine Plan Interactive (2021) https://marinescotland.atkinsgeospatial.com/nmpi/?region=SW
[7] Hebridean Whale and Dolphin Trust (2018). Hebridean Marine Mammal Atlas. Part 1: Silurian, 15 years of marine mammal monitoring in the Hebrides. A Hebridean Whale and Dolphin Trust Report (HWDT), Scotland, UK, 60pp.

historic dredging and the presence of a busy operational harbour, the habitat is likely to be of low quality relative to the wider SPA.

A Habitats Regulations Appraisal has been prepared which details assessment of potential effects on European sites.

There is no potential for impacts on habitats listed on the Ancient Woodland Inventory.

4.3.2.2 Protected Species

Otters are European Protected Species and their resting/breeding sites are protected by law under the Conservation (Natural Habitats &c.) Regulations 1994 (as amended in Scotland). Otters are curious by nature and resting places are sometimes found in close proximity to busy, operational harbours. A survey to identify evidence of otter would be required to inform mitigation and licencing requirements.

- Wild birds are protected under the Wildlife and Countryside Act (WCA) 1981 (as amended) and the Nature Conservation (Scotland) Act 2004. Further protection is provided by various schedules of the WCA 1981 to some rarer species or those vulnerable to disturbance and/or persecution, notably including Schedule 1 birds.
- Should works take place during the breeding bird season (March – August inclusive), two nesting bird checks are recommended to be undertaken prior to works commencing, one two weeks prior to the commencement of works, and one within 24 hours prior. Any nest identified should be left in situ and undisturbed until the young birds have fledged. Any nests found are to be marked out by the contractor with a buffer zone appropriate to the species.

All bat species in the UK are European Protected Species protected by law under the Conservation (Natural Habitats &c.) Regulations 1994 (as amended in Scotland). Due to the requirement for piling over an extended period, a walkover survey to identify habitat suitable for roosting bats will be undertaken to inform any further mitigation and licensing requirements. This will be combined with the otter survey.

Red squirrels and their dreys are fully protected under Schedules 5 and 6 of the Wildlife and Countryside Act 1981 (as amended). Based on the distance from works to suitable habitat, and the busy nature of the terminal, there are no predicted impacts on red squirrel.

Underwater noise producing activities such as impact piling, blasting and/or dredging have the potential to cause injury and disturbance to marine mammals. However, given the low density of marine mammals in the vicinity of the Proposed Development the works are unlikely to result in a significant effect. As a precautionary measure, due to the long distances over which underwater noise can travel, soft-start protocols will be employed during piling activities to avoid sudden and unexpected disturbance. If blasting is required a further assessment will be made of the potential effects on wildlife.

Dredging works have the potential to impact benthic habitats and species such as shellfish through direct contact with the dredging apparatus and smothering of the seabed. Fish and mammal species may also be impacted through increased sedimentation within the water column resulting from the movement of materials during dredging (making it more difficult for these species to navigate/find food). Depending on seasonality, algal blooms may potentially arise from the increased nutrients in the water column, which may have a detrimental effect on the levels of oxygen available in the water. However, given the limited volume of soft material to be dredged effects are anticipated to be localised and there are unlikely to be any significant impacts.

There is also the potential for disturbance associated with vessel movement during the construction period associated with the movement of materials during dredging and piling. However, Kennacraig is an operational terminal and it is anticipated that species within the local environment are naturalised to vessel movements. Consequently, subject to the findings of the walkover survey and any associated mitigation and licensing

requirements, it is not anticipated that the Proposed Development, during construction and operation, will have any significant impacts on biodiversity. A tool-box talk detailing species which could be encountered, mitigation, and action required if an animal is identified, will be prepared and delivered to site personnel prior to works.

Any land-based works (during piling) will implement appropriate mitigation as identified in Table 4.1, to reduce the potential for pollution to the water. A CEMP will be required during construction and will outline best practice, as outlined in Table 4.1. 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.

As part of the CEMP, an Ecological Management Plan will be developed and implemented, this will include measures to minimise the dispersal of seabed sediments into the water column. Best practice guidelines will be followed at all times during construction.

Taking into account the mitigation measures identified, and subject to the findings of the walkover survey and any associated mitigation and licensing requirements, residual effects during construction are not anticipated to be significant.

4.4 Water Environment

4.4.1 Baseline

The Proposed Development is located within the West Loch Tarbert (Kintyre) coastal water body (ID: 200307), in the Scotland river basin district. It is 17.6 square kilometres in area and classified as Good overall status (2018). There are no designated sites (SSSIs, SPAs or SACs) protected for water environment interests, Marine Conservation Areas or Marine Protection Areas within the vicinity of the Proposed Development.

There are no Bathing Waters in the vicinity of Kennacraig as designated under The Bathing Waters (Scotland) Amendment Regulations 2012.

A review of Marine Scotland's Mapping Portal[8] does not have sea bed geology data within the Proposed Development. The sediment is described as 'Mud and Sandy Mud'.

The Proposed Development falls within the Loch Tarbert Shellfish Water Protected Area[9], under The Water Environment (Shellfish Water Protected Areas: Designation) (Scotland) Order 2013. However, no active aquaculture sites, including shellfish sites, are present within the vicinity of the Proposed Development.

A review of SEPA Flood Maps indicate the Proposed Development is located within the 10% AEP (10-year) coastal flood extents.

4.4.2 Potential Impacts, Mitigation and Residual Impacts

The proposed dredging area makes up approximately less than 0.06% of the West Loch Tarbert (Kintyre) WFD water body (ID: 200307), therefore any effects are anticipated to be highly localised in nature.

It is not anticipated there will be any increased flood risk as a result the Proposed Development, given the nature of the works being undertaken.

[8] https://marinescotland.atkinsgeospatial.com/nmpi/
[9] https://www.gov.scot/binaries/content/documents/govscot/publications/map/2016/09/shellfish-water-protected-areas-maps/documents/loch-tarbert-shellfish-water-protected-area-map-pdf/loch-tarbert-shellfish-water-protected-area-map-pdf/govscot%3Adocument/Loch%2BTarbert%2B-%2Bshellfish%2Bwater%2Bprotected%2Barea%2Bmap.pdf

Sediment disturbance during the placement of each new pile and removal of existing piles will be highly localised with remobilised sediment dispersing quickly during mid-tide and resettlement occurring in adjacent areas on the slack tides. The localised disturbance of sediment is not anticipated to result in any significant change to the topography or substrata. During piling activities, overburden and drilled material will be airlifted through the pile casing, discharged subsurface and side-cast adjacent to each of the piles.

Given that the contractor will adhere to good practice and management measures that will reduce the risk and likelihood of releasing materials and pollutants in the marine environment, and control any released sediment through operation of a silt boom, any effect on water or sediment quality is not anticipated to be significant. Any increases in dissolved pollutants above background levels would be highly localised, temporary and minimal and taking into account the scale of the receiving waters. There is potential for temporary effects on the Loch Tarbert Shellfish Water Protected Area, however as no active aquaculture sites are present within the vicinity of the Proposed Development, these effects will likely be minor in nature.

It is not anticipated that there will be any alteration to the tidal currents and waves as a result of this Proposed Development, however the implementation on the combi wall may have localised effects on erosion and deposition processes. The scheme is centred around dredging the sea floor to a level of -5.5m CD, from -4.6m CD, to accommodate the new vessel. Dredging works have happened periodically at this location, with the most recent dredging operations taking place in 2011. Additionally, while sediment movement is anticipated, given the physical characteristics of the seabed at the Proposed Development, this is envisaged to be of minor impact and temporary in nature while dredging activities occur.

Consultation with Marine Scotland should be undertaken prior to any works to determine licencing requirements. A WFD Assessment may be required in order to further assess the effects of the Proposed Development on the West Loch Tarbert (Kintyre) water body and the Loch Tarbert Shellfish Water Protected Area.

Taking into account the implementation of general mitigation measures, presented in Table 4.1, in addition to the mitigation measures outlined in Section 4.3.2: Ecology and Biodiversity, no significant residual effects are anticipated.

4.5 Cultural Heritage

4.5.1 Baseline

Within 200m of the Proposed Development extents, including the dredging area, the below marine-based heritage assets are found;

Table 4.3: Heritage Assets within 200m of the red line boundary of the Proposed Development

Description	HES/HER Reference	National Grid Reference
Unknown, Barge (Canmore Maritime)*	324524	NR 81790 62502
West Loch Tarbert, Kennacraig, Pier (Historic Environment Record)	43846	NR 81807 62704

* whilst listed on Canmore, it is understood that this sunken barge adjacent to the existing linkspan was removed during previous works in around 2010/11.

4.5.2 Potential Impacts, Mitigation and Residual Impacts

While non-designated marine-based heritage assets have been noted within the red line boundary, this area has previously been dredged (in 2011) to accommodate the existing ferry route. As the works aim to lower the sea bed from -4.6m CD to -5.5m CD, is it not anticipated that these works will impact on the heritage assets identified to a greater extent than has already occurred.

No mitigation is required for the heritage assets mentioned in during construction or operation.

4.6 Landscape and Visual

4.6.1 Baseline

The area surrounding the existing Kennacraig terminal is mostly water (West Loch Tarbert), with land bound to the east of the site. The topography is flat towards the A83 along the access road. Where the access road intersects the A83, the land starts sloping uphill. Viewers from the access road and A83 have clear views of the ferry terminal and pier. The ferry car park to the north of the terminal building is surrounding by trees along its periphery.

The Coastal Character Assessment (CCA) Guidance Note[10] of Argyll and Bute shows the Proposed Development is within an area described as Sounds, Narrows and Islands. This is described in the Scottish Natural Heritage Commissioned Report No. 103[11] (ROAME No. F03AA06) as;

'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, 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.'

The Proposed Development does not lie within any designated landscape areas; the closest National Scenic Area is Knapdale National Scenic Area, located approximately 10km north of the Proposed Development.

There are no visually sensitive receptors nearby – the closest properties at Kennacraig Farm do not have a clear view of the ferry terminal; they are intercepted by trees, the A83 and the topography of the land.

Transient receptors will be able to observe both the areas being dredged as well as any works associated with the new combi walls.

4.6.2 Potential Impacts, Mitigation and Residual Impacts

There are no visual receptors of the Proposed Development. The only viewpoint of the existing ferry terminal is from the A83 and the access road. Viewers across the water may have limited visibility of the existing ferry terminal – views from the B8024, when facing out towards the water are obstructed by trees, which may have small gaps throughout the winter period. Additionally, transient users of the ferry will have clear, unobstructed views during construction. Any water users (such as fishing boats) will be able to observe any barges undertaking the dredging works, as well as unobstructed views of works on the pier.

[10] https://www.nature.scot/sites/default/files/2018-02/Guidance%20Note%20-%20Coastal%20Character%20Assessment.pdf
[11] 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

On successful completion of the Proposed Development, the new vessel is anticipated to be larger, and therefore will be visible to same receptors at present, particularly when docked at the terminal during operation. While the vessel will be more perceptible, it is not anticipated that there will be any additional viewpoints generated and any visual impacts are likely to be non-significant.

No landscape impacts are anticipated as a result of the Proposed Development.

No mitigation is anticipated for the Proposed Development both during construction and operation.

4.7 Material Assets

Material Assets are defined as buildings, infrastructure and utilities. The Proposed Development will include piling works and dredging works. No demolitions are to be undertaken as part of the Proposed Development. No significant impacts on Material Assets are predicted.

4.8 Major Accidents and Hazards

The Proposed Development 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 Development on the environment which could result from the vulnerability of the Proposed Development to risks from major accidents and disasters.

4.9 Cumulative Impacts

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

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

4.9.1 Type 1 Cumulative Impacts

During construction, transient users of the ferry terminal may be subject to temporary disturbance through changes to air quality (dust) and noise. However, applying best practices outlined within the CEMP, and the temporary nature of the works, no significant cumulative impacts are anticipated.

Marine mammals and birds may also be subject to temporary disturbance during construction, through piling works and increased vessel movements (moving material and dredging). However, water traffic should not significantly increase as a result of this Proposed. Therefore, cumulative disturbance to ecology is not significant.

No cumulative impacts are anticipated during operation of the Proposed Development.

4.9.2 Type 2 Cumulative Impacts

A review of Argyll and Bute's Planning Portal[12] showed there are no reasonably foreseeable projects within the Proposed Development extents. Additionally, a review of current Marine Licence Applications[13] on Marine Scotland's website show there are no licences granted or pending consent within the scheme extents.

Electrical upgrade works at the terminal are in discussion. These would consist of the installation of a new shore power bollard for the vessel to plug into, upgrade of incoming electrical supply, upgrade of electrical switchgear (possibly requiring new concrete plinths and kiosks) and potentially some new buried duct work.

These works are all land based and are anticipated to constitute Permitted Development under the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended). These works are deemed low impact in terms of any environmental impacts on the basis that best practice guidelines would be followed and a Construction Environment Management Plan is implemented throughout.

Therefore, it is not anticipated there will be any significant Type 2 cumulative impacts with this Proposed Development.

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 4.4 below.

Mitigation Item	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
PS-01	Pre-Construction	Providing notification to the nearest residents of the likely commencement of the piling at this location at least one week in advance.	To provide residents with information on piling activities.	
PS-02	Pre-Construction / Construction	Consultation with Marine Scotland should be undertaken prior to any works to determine licencing requirements. A WFD Assessment may be required in order to further assess the effects of the Proposed Development on the South East Islay water body.	To determine the licencing requirements and need for any WFD Assessment.	MS-LOT

[12] https://publicaccess.argyll-bute.gov.uk/online-applications/search.do?action=simple&searchType=Application
[13] http://marine.gov.scot/marine-licence-applications

5. Screening Conclusions

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

Whilst it is acknowledged that the Proposed Development falls under Schedule 2 1(e) and 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 described in Regulation 2(1), the Proposed Development is located partly within the Sound of Gigha SPA, with the qualifying feature being non-breeding birds. The next closest sensitive area is Tarbert Woods SAC approximately 2.5km north east of the site. Given the localised nature of the works and given the habitat of the SPA within the proposed development area is likely to be of low quality relative to the wider SPA, there is not anticipated to be a significant impact on any sensitive areas.
- The Proposed Development encompasses required works for the delivery of a new vessel which is more economical and more environmentally friendly (with the lowered fuel consumption). Materials are reused on site wherever possible (rock armouring) and any dredged material is expected to be disposed of at sea, with agreement of a BPEO in advance of any works.
- During construction, a CEMP will be used which will outline best practice measures to avoid significant air quality, noise, water environment, human health and ecological impacts. This will be in place for the duration of construction works.

It is therefore not considered that the Proposed Development is an 'EIA Project' under the EIA Regulations set out in Section 3 of this report (and Part 1 of the EIA Regulations), and it therefore concluded that an EIA would not be required. Confirmation of this screening opinion is therefore sought.

6. References

Air Quality in Scotland <http://www.scottishairquality.scot/data/mapping?view=data> [Accessed April 2020]

Argyll & Bute Planning Portal <https://publicaccess.argyll-bute.gov.uk/online-applications/search.do?action=simple&searchType=Application> [Accessed April 2020]

Department for Environment Food & Rural Affairs (DEFRA) <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2017> [Accessed April 2020]

Halcrow Group Ltd. "Port Ellen – Ferry Terminal Upgrade Environmental Supporting Information", 2009.

Joint Nature Conservation Committee (JNCC) "Statutory Nature Conservation Agency Protocol for Minimising the Risk of Injury to Marine Mammals from Piling Noise", (2010) <http://jncc.defra.gov.uk/pdf/JNCC_Guidelines_Piling%20protocol_August%202010.pdf>

Marine Scotland "Guidance for Scottish Inshore Waters on the Protection of Marine European Protected Species from Injury and Disturbance", (2014) https://www2.gov.scot/Topics/marine/marine-environment/species/19887/20813/epsguidance

Marine Scotland Applications for Licences <http://marine.gov.scot/marine-licence-applications> [Accessed April 2020]

Marine Scotland Maps Available at <https://marinescotland.atkinsgeospatial.com/nmpi/> [Accessed April/May 2020]

NBN Atlas (2020) National Biodiversity Network. <http://www.nbnatlas.org> [Accessed April 2020]

Pastmap Mapping Application <https://pastmap.org.uk/map>> [Accessed April 2020]

Scottish Government (2012). The Bathing Waters (Scotland) Amendment Regulations 2012.

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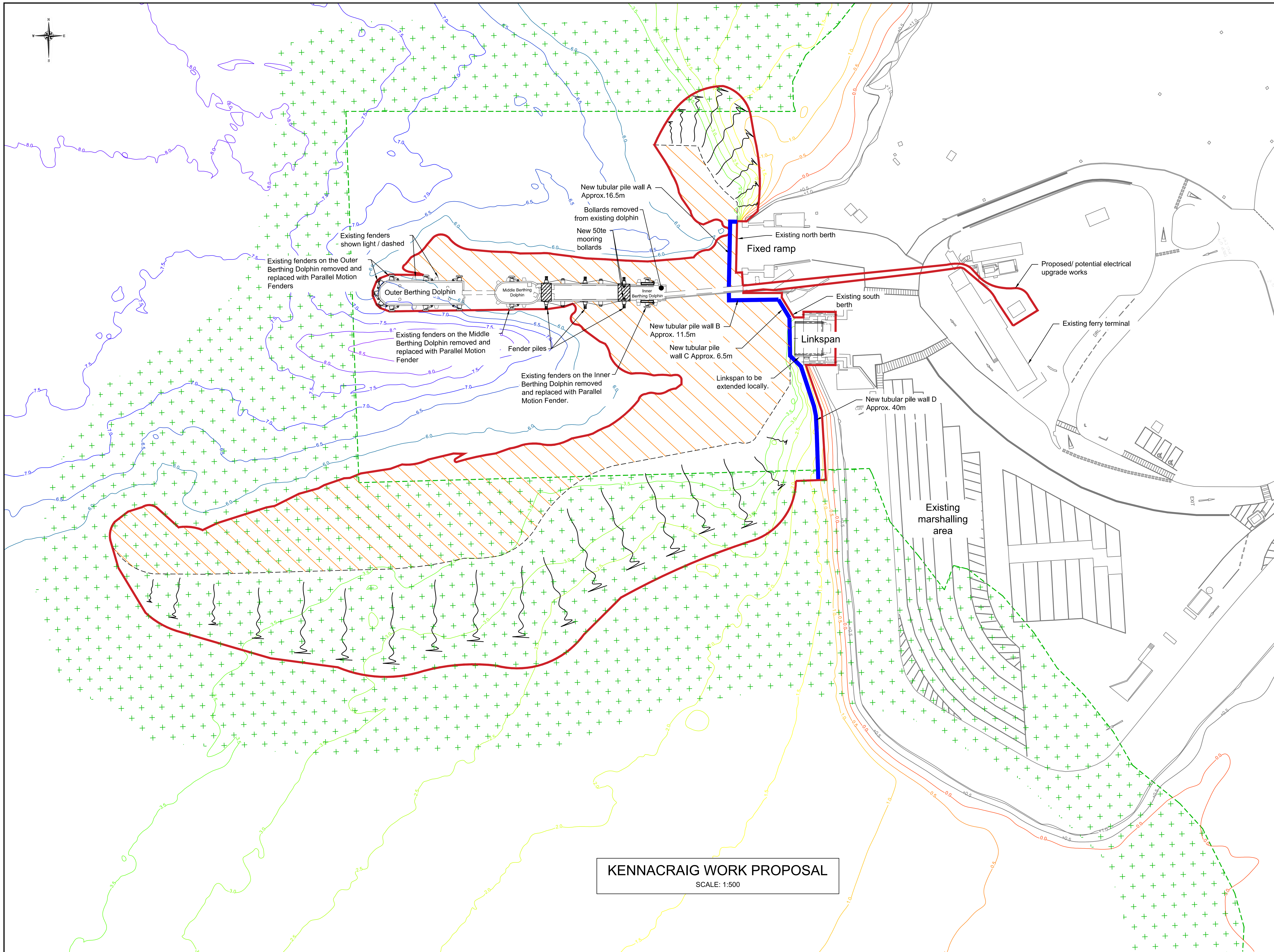
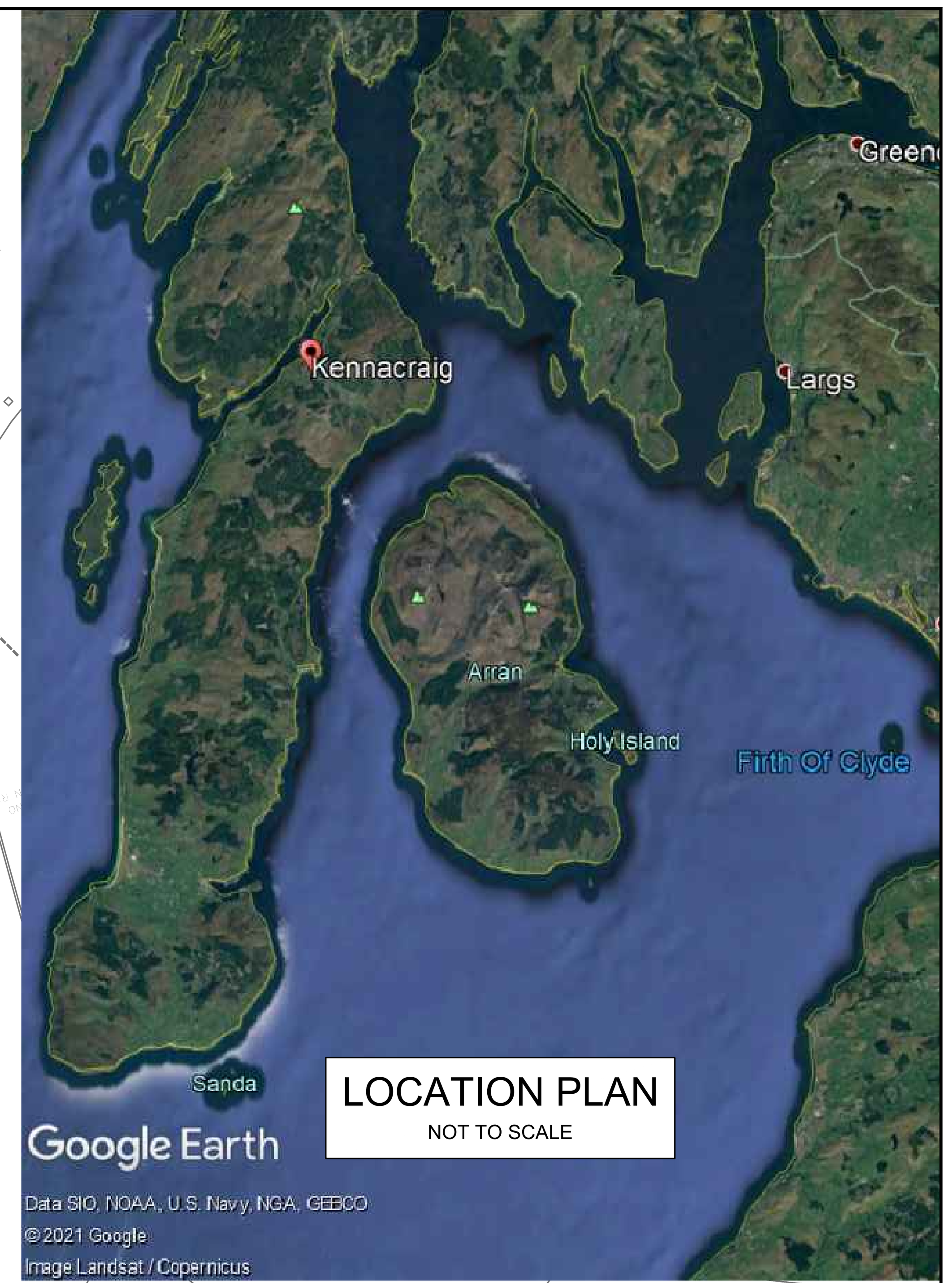
Scottish Natural Heritage "Description of Coastal Character Types", (2005). <https://www.nature.scot/sites/default/files/2017-07/A736223%20-%20Description%20of%20Coastal%20character%20types%20-%20%28including%20Caithness%29%20-%20July%202012.pdf>

SEPA Flood Maps [Accessed Online May 2021]

SEPA Water Classification Hub [Accessed Online May 2021]

Appendix A. Figures





M:\Projects\B2383700 Port Ellen & Kennacraig Outline Design Study\1100 Design & Engineering\1102 Drawings\01 Preliminary\B2383700-KE-Fig 1 Rev 0 - Kennacraig - Sound of Gigha SPA.dwg - 03/06/2021 11:36:46 - Paper - GM024629

Notes:

1. Do not scale from this drawing.
2. All levels to chart datum.
3. All measurements are in mm unless noted otherwise.

Key:

- -5.5m CD proposed dredge area
- Sound of Gigha Special Protection Area (SPA)
- Dredge side slopes
- Proposed works boundary
- Proposed retaining wall

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
0	03/06/2021	First issue	CT1	EC1	SC1	PM

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Client: CMAL Caledonian Maritime Assets Ltd / Stòras Mara Cailleannach Eta

Project: PORT ELLEN & KENNACRAIG OUTLINE DESIGN STUDY

Drawing title: KENNACRAIG PROPOSED WORKS GENERAL ARRANGEMENT

Drawing status: FOR INFORMATION

Scale	1:500 @ A1	DO NOT SCALE
Jacobs No.	B2383700	Rev 0
Client no.		

Drawing number: B2383700-KE-Fig 1

Knapdale Lochs SPA

Shonefield Castle Hotel GDL

Tarbert Conservation Area

Glen Ralloch to Baravalla Woods SSSI
Tarbert Woods SAC

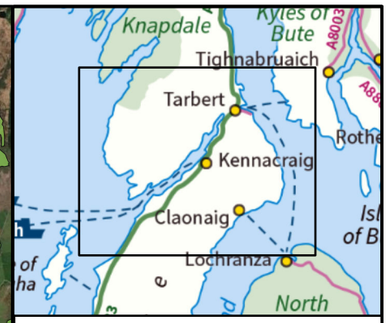
Tarbert to Skipness Coast SSSI
Tarbert Woods SAC

Tarbert Woods SAC
Ardpatrick and Dunmore Woods SSSI

Sound of Gigha SPA

Inner Hebrides and the Minches SAC

N



Legend

- Project Boundary
- 200m Study Area
- 10km Study Area
- Proposed Retaining Wall
- Dredge Side Slopes
- Dredge Area

Listed Buildings

- B
- C
- Scheduled Monuments

Environmental Constraints

- Special Protection Areas (SPA)
- Special Areas of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- Ancient Woodland Inventory (AWI)
- Conservation Areas
- Gardens and Designated Landscapes (GDL)

Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
0	APR 21	For Information	GIS1	EC1	EC2	PM

Jacobs

Client

CMAL

Project

Kennacraig Ferry Terminal

Drawing Title

Environmental Baseline Constraints

Sheet 1 of 1

Drawing Status	DRAFT	
Scale @A3	1:85,000	**DO NOT SCALE**
Jacobs No.	B2395000	
BIM No.		

Drawing Number

Figure 2

0 1.5 3 6 9 12 Kilometres

Appendix B. Assessment Against the EIA Regulations

With regards to (a), the Proposed Development is located within a 'sensitive area' as defined in Regulation 2(1) of the EIA Regulations – the Proposed Development falls within the Sound of Gigha SPA, with the qualifying feature being non-breeding birds.

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

- 1 (e) Reclamation of land from the sea; and
- 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.
- 1 (e) would apply to new tubular wall, built out into the water, while 10 (m) would apply to the dredging works.

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.

Table B.1: Assessment against EIA Regulations

Schedule	Class	Applicable to Proposed Development	Justification
Schedule 2	1. (e) Reclamation of land from the sea. The applicable threshold is all works.	Yes	The works would be classed as a Schedule 2 development as there will an element of reclamation of land from the sea; the combi wall is expected to encroach on the water and be backfilled to support upgrading works to the pier.
	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,		The works would be classed as a Schedule 2 development as dredging works may have the potential to alter the coastal processes around the terminal.

	excluding the maintenance and reconstruction of such works. The applicable threshold is all works.		
Schedule 3 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 land based works are localised around upgrading the existing structures to support the new vessel. Dredging works are required to support the new vessel, lowering the sea bed from -4.6m to -5.5m CD, and will only be dredged where required.
	(b) cumulation with other existing development and/or approved development;	No	There are no reasonably foreseeable permitted developments within the extents of the Proposed Development which have the potential to produce cumulative effects.
	(c) the use of natural resources, in particular land, soil, water and biodiversity;	No	No use of natural resources is anticipated to arise during either construction or operation of the Proposed Development.
	(d) the production of waste;	No	During construction minimal waste is anticipated and will be managed in accordance with a Construction Management Plan and best practice measures. A BPEO will be produced to look at options regarding dredged soft and rock material. It is anticipated that this will be disposed of at sea. Any materials which can reasonably be reused during construction will be. No significant impacts anticipated during operation.
	(e) pollution and nuisances	No	During construction, potential noise and air quality impacts will be mitigated through a Construction Management Plan.

			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 caused by climate change, in accordance with scientific knowledge	No	The Proposed Development site is not located within a geographical region that is subject to natural disasters.
	(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 a Construction Management Plan.
Schedule 3 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 Development is aiming to replace an existing ferry which operates on the route with a larger vessel. No other changes are anticipated.
	(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 considered that natural resources will not be affected by the scale of the Proposed Development.
	(c) the absorption capacity of the natural environment, paying particular attention to the following areas – (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas;	No	In regards to the sub- criteria: (i) Not applicable to the Proposed Development. (ii) The Proposed Development is located within a marine area, which is developed currently (as a ferry terminal). No significant changes are anticipated. (iii) Not applicable to the Proposed Development . (iv) Not applicable to the Proposed Development.

	(iv) nature reserves and parks; (v) European sites and other areas classified or protected under national legislation; (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; (vii) densely populated areas; (viii) landscapes and sites of historical, cultural or archaeological significance.		(v) The Proposed Development is located partly within the Sound of Gigha SPA, with the qualifying feature being non-breeding birds. The next closest sensitive area is Tarbert Woods SAC approximately 2.5km north east of the site. Given the localised nature of the works and given the habitat of the SPA within the proposed development area is likely to be of low quality relative to the wider SPA, there is not anticipated to be a significant impact on any sensitive areas. No significant impacts on these designated sites are anticipated during construction or operation. (vi) Not applicable to the Proposed Development. (vii) The Proposed Development is not located in close proximity to densely populated areas. (viii) The Proposed Development is not located in landscapes or sites of historical, cultural or archaeological significance.
Schedule 3 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 -	the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected); the nature of the impact; the transboundary nature of the impact; the intensity and complexity of the impact; the probability of the impact; the expected onset, duration, frequency and reversibility of the impact; the cumulation of the impact with the impact of other existing and/or approved development;	No	On the basis of the characteristics and location of the Proposed Development, and with regards to the criteria for characterising the likely significant effects of the Proposed Development 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.

	the possibility of effectively reducing the impact.		