



# **Redevelopment of Gourock Ferry Terminal**

Environmental Impact Assessment Screening  
Report

April 2022



Mott MacDonald  
St Vincent Plaza  
319 St Vincent Street  
Glasgow G2 5LD  
United Kingdom

T +44 (0)141 222 4500  
mottmac.com

Caledonian Maritime Assets  
Ltd  
Municipal Buildings  
Fore St  
Port Glasgow  
PA14 5EQ



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# 1 Introduction

## 1.1 Project Background

### 1.1.1 Overview

Mott MacDonald has been commissioned by Caledonian Maritime Assets Ltd (CMAL) to undertake an Environmental Impact Assessment (EIA) Screening Request for the proposed redevelopment of Gourock Ferry Terminal, hereafter referred to as the **“Proposed Redevelopment”**.

The ferry terminal is within the Port Authority Area of the Port of Gourock and the Local Development Plan land allocation known as Town Centre. The location of the proposed redevelopment is shown in the drawings contained within Appendix A. The current ferry terminal lies within the statutory limits of Gourock Harbour, CMAL will apply for a Harbour Revision Order (HRO) to consent the proposed construction and amend the Harbour Limits to encapsulate the proposed piers.

This EIA Screening Report is submitted as a formal request for Transport Scotland (TS) to adopt a Screening Opinion.

## 1.2 The Need for EIA for Schedule 2 Development

### 1.2.1 Overview

The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017<sup>1</sup>, (hereafter referred to as the EIA Regulations), transpose the Environmental Impact Assessment or 'EIA' Directive<sup>2</sup> into the Scottish planning system.

The list below outlines projects that require EIA:

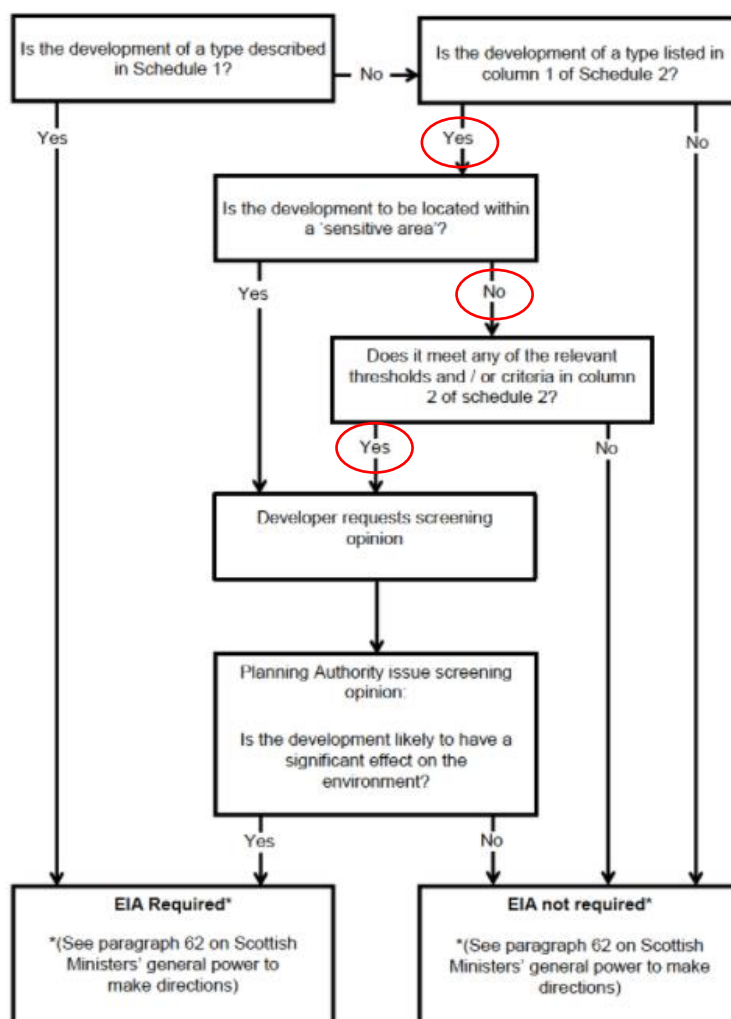
- Schedule 1 development; Development of a type listed in Schedule 1 always requires EIA.
- Schedule 2 development; Development of a type listed in Schedule 2 requires EIA if it is likely to have significant effects on the environment by virtue of factors such as its nature, size or location.
- Changes or extensions to Schedule 1 or Schedule 2 developments; developments which may have significant effects on the environment also fall within the Regulations.

Figure 1.1 sets out the process for determining whether a proposed development requires EIA.

<sup>1</sup> [The Marine Works \(Environmental Impact Assessment\) \(Scotland\) Regulations 2017 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukdsi/2017/01/054001_1/1)

<sup>2</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32011L0092&from=EN>

**Figure 1-1: EIA Determination**



### 1.2.2 Assessment of the Proposed Redevelopment

An assessment of the scale and nature of the Proposed Redevelopment, using the developments listed in Schedule 1 of the EIA Regulations concludes that **it is not a Schedule 1 development** as Schedule 1, Category 8 (2) excludes ferry piers.

The primary function of Gourock Ferry Terminal is to support lifeline ferry services and the proposed redevelopment is being carried out by CMAL who own the ferries, ports/harbours and infrastructure associated with the lifeline ferry services serving the west coast of Scotland. In turn CMAL are owned and funded by Scottish Government with the primary function of providing the vessels and infrastructure necessary for lifeline ferry services. Thus, the primary function of Gourock Ferry Terminal is to support lifeline ferry services, as a ferry terminal, with a statutory obligation<sup>3</sup> to accommodate use by other vessels, including those in excess of 1,350 tonnes.

**The Proposed Redevelopment falls under Schedule 2, Category 10 (g) Construction of harbours and port installations, including fishing harbours.**

<sup>3</sup> Sec 33, Harbour, Docks and Piers Clauses Act, 1847



Minor elements of the Proposed Redevelopment also fall under:

- Schedule 2, Category 1 (e) Reclamation of land from the sea (noting that the purpose of the development is not agriculture and aquaculture related but does require some reclamation of land from the sea), and
- Schedule 2, Category 10 (m) Coastal work to combat erosion and maritime works capable of altering the coast through the construction of quay walls (noting that the purpose of the development is not to combat coastal erosion).

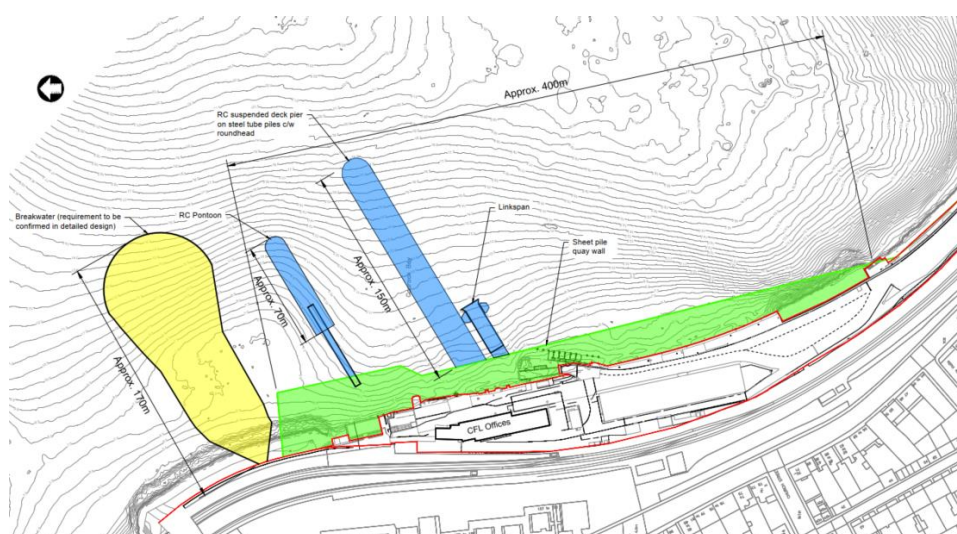
Table 1.1 shows the screening thresholds.

**Table 1.1: Summary of applicable Schedule 2 Screening Thresholds**

Descriptions of Projects	Applicable Thresholds and Criteria
1. Agriculture and aquaculture (e) Reclamation of land from the sea.	All works.
10. Infrastructure projects (g) Construction of harbours and port installations, including fishing harbours (unless included in schedule 1);	The area of the works exceeds 1 hectare.
10. Infrastructure projects (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;	All works.

**As the detailed design of the works has not yet been completed, this screening opinion is based on the maximum (worst case) potential footprint of the Proposed Development.**

The maximum development area is approximately **4.1 ha** (including the existing ferry terminal area) and therefore will need to be screened for EIA under Schedule 2, Category 10 (g). The maximum development area includes the areas shown in yellow (optional breakwater), green (land reclamation) and blue (open-piled pier and floating pontoon) in the drawing extract below. The existing ferry terminal infrastructure boundary is indicated by the red line. The full drawing is included in Appendix A.



**Figure 1-2 Maximum footprint of the Proposed Redevelopment**

### 1.2.3 Screening of Schedule 2 Developments

The characteristics and potential effects of the Proposed Redevelopment have been assessed using the criteria in Schedule 3 within the EIA Regulations. The results are presented within Section 3 of this EIA Screening Report.

In accordance with Part 2, Regulation 10(2) of the EIA Regulations, this EIA Screening Assessment report contains the following information:

1. An applicant may request the Scottish Ministers to adopt a screening opinion.
2. A request for a screening opinion under paragraph (1) must include:
  - 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 (**see Section 2.2 of this report**);
  - b. a description of the proposed works (**see Section 2.3 of this report**), 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 (**see Section 4.2 and 4.3 of this report**); and
  - d. a description of any likely significant effects (**see Table 4.1 within Section 4 of this report**), 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.
3. A request for a screening opinion may, in addition to the information required in accordance with paragraph (2), also be accompanied by a description of any features of the proposed works or proposed measures envisaged to avoid or prevent significant adverse effects on the environment.

4. The information referred to in paragraph (2) is to be compiled taking into account, where relevant—
  - a. the selection criteria set out in schedule 3; and
  - b. the available results of any relevant assessment.
5. The Scottish Ministers, on receiving a request for a screening opinion under paragraph (1), may consult such of the consultation bodies as the Scottish Ministers consider appropriate, as to the views of the consultation body or bodies on whether the proposed works are an EIA project unless the applicant has already conveyed the views of the body or bodies to the Scottish Ministers.
6. Where a consultation body is consulted by the Scottish Ministers under paragraph (5) it must give its views to the Scottish Ministers within—
  - a. a period of 3 weeks beginning on the date on which it was so consulted; or
  - b. such longer period as the Scottish Ministers may determine.
7. The Scottish Ministers, on receiving a request for a screening opinion under paragraph (1), must, if they consider that they have not been provided with sufficient information to adopt a screening opinion notify the applicant, in writing, of the points on which they require further information.

#### 1.2.4 General Considerations

The EIA Regulations reflect the requirement in the EIA Directive to determine whether the Proposed Redevelopment is likely to have significant effects on the environment by virtue of factors such as "its nature, size or location".

In the majority of cases, it will however be necessary to consider the characteristics of the Proposed Redevelopment in combination with its proposed location in order to identify the potential for interactions between it and its environment and therefore to determine whether there are likely to be significant environmental effects. In determining whether a particular development is likely to have such effects, authorities must take account of the selection criteria in Schedule 3 to of the Regulations.

Three categories of criteria are listed:

- Characteristics of the development,
- Location of the development; and
- Characteristics of the potential impact.

#### 1.2.5 Development in Environmentally Sensitive Locations

The relationship between a Proposed Redevelopment and its location is a crucial consideration. For any given development proposal, the more environmentally sensitive the location, the more likely it is that the effects will be significant and will require EIA. Certain designated sites are defined in Regulation 2(1) as 'sensitive areas' and the thresholds/criteria in the second column of Schedule 2 do not apply there. All developments of a type listed in Schedule 2 to be located in such areas must be screened for the need for EIA. The 'sensitive areas' are:

- A site of special scientific interest,
- Land in respect of which an order has been made under section 23 of the Nature Conservation (Scotland) Act 2004(14),
- A European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994(15),

- A property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage(16),
- A scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979(17),
- A National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A(18) of the Town and Country Planning (Scotland) Act 1997,
- An area designated as a National Park, and
- A marine protected area.

For the purposes of reaching a screening determination, special considerations will apply to all of these sensitive areas, and regard should also be given to any connectivity where a proposal is located close to, but not in, a sensitive area. In certain cases, other statutory and non-statutory designations which are not included in the definition of 'sensitive areas,' but which are nonetheless environmentally sensitive, may also be relevant in determining whether EIA is required, such as local landscape or biodiversity designations.

**The Proposed Redevelopment is not considered to be within or in close proximity to a 'sensitive area'. More detail is provided in Section 2.3.2 of this report.**

#### 1.2.6 Reaching a Screening Opinion: Proposed Mitigation Measures

The EIA Regulations expressly provide that a developer may, when requesting a screening opinion, include a description of any features of the Proposed Redevelopment, or proposed measures, envisaged to avoid, or prevent significant adverse effects on the environment, and the planning authority must take this information into account in reaching a screening opinion. **This information can be found within Chapter 2 and Chapter 3.**

#### 1.2.7 Considering Cumulative Effects

Each application should be considered for EIA on its own merits. The development should be judged on the basis of what is proposed by the applicant.

In determining whether significant effects are likely, planning authorities should have regard to the cumulative effects of the project under consideration, together with any effects from existing or approved development.

Generally, it would not be feasible to consider the cumulative effects with other applications which have not yet been determined, since there can be no certainty that they will receive planning permission.

### 1.3 Structure of this report

The report is structured as follows:

- Chapter 1: Introduction,
- Chapter 2: Development Proposal,
- Chapter 3: EIA Screening Assessment, and
- Chapter 4: Conclusion.

## 2 Development Proposal

### 2.1 Introduction to Gourock Ferry Terminal

CMAL is the owner of the infrastructure and is the Statutory Harbour Authority for the Port of Gourock and Gourock Ferry Terminal, which currently serves three main functions:

1. Destination and overnight berth facilities for the passenger-only ferry services which operate from Gourock to Dunoon and Kilcreggan,
2. Alternative Mainland Port for RoRo services which operate on the Ardrossan-Brodick/Campbeltown and Wemyss Bay-Rothesay routes, and
3. The Headquarters for CalMac Ferries Ltd are based within the footprint of the terminal.

Several elements of the existing infrastructure at Gourock Ferry Terminal are approaching the end of their serviceable life and are now beyond economic repair and will be replaced as part of the Proposed Redevelopment.

In summary, the **Proposed Redevelopment** at Gourock Ferry Terminal will upgrade the existing infrastructure to support current and future CMAL vessels, support continuation of the scheduled passenger-only ferry services to Dunoon and Kilcreggan and will maintain Gourock's capability as the Alternative Mainland Port for the Bute and Arran RoRo ferry services. The Proposed Redevelopment will support introduction of CMAL's proposed new hybrid/electric ferries.

### 2.2 Description of the Location of the Proposed Works

The **Proposed Redevelopment** is within the Port Authority Area of the Port of Gourock and within the Local Development Plan land allocation known as Town Centre. Adjacent to the terminal is Gourock Train Station where services regularly operate to Glasgow.

The current ferry terminal lies within the statutory limits of Gourock Harbour<sup>4</sup>, The location and indicative outline of the Proposed Redevelopment is shown in Figure 2-1 below (this drawing is provided in more detail in the drawing in Appendix A).



**Figure 2-1 Location of the Proposed Redevelopment**

<sup>4</sup> Grid Reference NS 24416 77718 and Admiralty Chart 1994



A layout plan of the current infrastructure at Gourock Ferry Terminal is shown in Figure 2-2 below.



**Figure 2-2 Current Infrastructure at Gourock Ferry Terminal**

### 2.2.1 Application of Schedule 3 Location Sensitivity Screening Criteria

Schedule 3 to the EIA Regulations screening criteria relates to the environmental sensitivity of the geographical area likely to be affected by a proposed development. The site and the surrounding area have been considered against these criteria in Table 2.1 below.

**Table 2.1: Assessment of Locational Sensitivity**

Screening Criteria	Assessment
<b>Existing and approved land use</b>	<p>Land use at the site consists of the CFL office building, warehouse building, existing quay side, linkspan and support structures, boat steps, approach road and car parking. The land use is not considered to be sensitive in this respect as the reclamation works will be offset from the existing quay wall, construction of a new finger pier, and possible construction of a new breakwater should this be required to ensue shelter at the berth. The breakwater has been included in the assessment, to envelope the 'worst-case' scenario.</p> <p>The current and proposed land use is as an operational ferry terminal. The proposed development is therefore compatible with existing and approved land uses on site. The land use is therefore not considered sensitive in this respect.</p>
<b>The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity)</b>	<p>The proposed development will use imported stone and other materials, such that it will not be a major user of natural resources within the site area itself and it is not considered likely to affect their relative abundance or availability.</p> <p>The precise location of a material store will have due regard to soil, sea bed, land and water resources in order to minimise potential adverse environmental effects where possible, including in relation to soil degradation and pollution prevention. Appropriate construction and operational phase drainage arrangements with regard to water quality, environmental impact and flood risk mitigation measures will be embedded within the design of the proposed development from the outset such that no residual likely significant adverse effects on water resources would arise. A Construction Environmental Management Plan will be prepared.</p> <p>The site contains part of the National Cycle Route 75. This recreational route will be maintained in the redevelopment designs from the outset such that the route will have unhindered access throughout construction.</p> <p>There are no other recreational assets or tourist routes within the site however it is of note that in functioning as a harbour it allows ferry users (including tourists) access to/from Gourock via Dunoon and Kilcreggan Ferry Terminals.</p>
<b>The absorption capacity of the natural environment, paying particular attention to the following area:</b> <ul style="list-style-type: none"> <li><b>Coastal zones and the marine environment</b></li> </ul>	<p>With regards to absorption capacity within the surrounding area, it is acknowledged that protected species may be susceptible to adverse effects from potential construction and operational phase impacts (in particular disturbance effects). Key mitigation parameters identified in Section 4 will be deployed to minimise potential ecological impacts during the construction of the proposed development and an EPS license may be required depending on the appointed Contractor's methodology. The requirement for an EPS license would be confirmed on completion of detailed design.</p>

## 2.3 Description of the Proposed Works

The Proposed Redevelopment comprises the following elements listed below (see drawings in Appendix A for more detail).

**Facilities to support passenger-only services to Dunoon and Kilcreggan** (vessel specification is to be confirmed and detailed design of the infrastructure is yet to be completed):

- Installation of floating pontoon **OR** construction of finger pier with passenger gangways, in east/west orientation (to provide operational and lay-by berths for passenger-only ferries),
- Construction of breakwater to north of site (requirement for breakwater to be confirmed at detailed design on completion of further wave modelling), and
- Lay-by berth for passenger-only vessels on the proposed new quay wall which runs north/south, as illustrated in Figure 1-2 and Appendix A.

**Facilities to support the Alternative Mainland Port (AMP) function:**

- Construction of a new open-piled finger pier with reinforced concrete deck and associated pier furniture, in east/west orientation, approx. 150m in length, 20m in width and a deck level of 6.3m above Chart Datum, with roundhead structure to support vessel manoeuvring,
- Construction of a new linkspan and supporting structures adjacent to the finger pier, and
- Construction of a quay wall (approximately 530m in length) and land reclamation, infilled with a suitable imported granular material (approximately 100,000 m<sup>3</sup>) with concrete capping and geotextile to prevent loss of fines, to facilitate formation of a marshalling area and provide a lay-by berth for vessels.

**Shoreside Facilities (Above MHWS):**

- Provision of increased marshalling area,
- Rerouting of existing access roads through the terminal,
- Construction of a new building to the north of the site to accommodate the passenger waiting facilities and CFL operational facilities,
- Provision of new bike shelter and E-bike hub to the north of the site,
- Reallocation of car parking facilities across the site for CFL staff and customers,
- Provision of new sub-station to facilitate charging of electric and hybrid vessels,
- Improved services and water provision across the site, and
- Enhanced definition of National Cycle Route 75.

It is intended that the works will be let as one contract, however it is anticipated that phasing of construction works will be required in order to minimise disruption to the ferry services that are operated at Gourrock.

The anticipated construction activities included in each phase and the expected duration of each phase is listed below.

**Phase 1 (Approximately 12 months duration):**

- Construct combi/sheet pile quay wall offset from the existing quay wall (approx. 130m in length) to form the reclaimed area at the north of the terminal to facilitate access to the new passenger-only service berth and associated landside infrastructure (new passenger waiting room and CFL operational facilities (plan area of new building is approx. 800m<sup>2</sup>), car parking, bike marshalling and E-hub),



- Construct new breakwater to the far north terminal to provide shelter for the new passenger-only service berths (noting the requirement for this breakwater is to be confirmed on completion of further numerical wave modelling and detailed design). For the purposes of this report, a worst-case scenario is being considered i.e. provision of a rubble mound breakwater,
- Installation of new passenger-only service pontoon and access gangway (constructed off-site and floated in) OR construction of a finger pier and passenger access systems to provide operational berths for passenger-only services,
- Demolish existing CFL warehouse if not completed in advance (plan area is approx. 2000m<sup>2</sup>), and
- Commence alterations to road configuration from the south of the terminal.

**Phase 2 (Approximately 12 months duration):**

- Demolish the existing linkspan, existing passenger boat steps and disused boat steps,
- Construct new open-piled finger pier (approx. 150m in length), concrete deck and adjacent concrete linkspan support structures,
- Construct new combi/sheet pile quay wall (approx. 450m) and land reclamation to the south of the terminal to accommodate extended marshalling area,
- Install all associated landside infrastructure required for AMP berth on finger pier, and
- Complete road reconfiguration (including roundabouts, pedestrian footways and national cycle route) and CFL car parking to the north of the terminal.

**Phase 3 (Approximately 3 months duration):**

- Complete remainder of landside infrastructure required across the terminal (including car parking and services).

### 2.3.1 Route to Consent

CMAL are the Statutory Harbour Authority for the terminal and will apply for a Harbour Revision Order (HRO) to consent the proposed construction and amend the Harbour Limits to encapsulate the proposed structures.

The HRO guidance outlines that Transport Scotland, acting as consenting authority, will work with the other consenting bodies and where practical agree a joint approach to environmental assessment and issue a single screening response to cover all aspects of a project.

### 2.3.2 Environmental Setting of Location

Certain designated sites are defined in Regulation 2(1) as 'sensitive areas' and the thresholds/criteria in the second column of Schedule 2 do not apply within these areas. All developments of a type listed in Schedule 2, to be located in such areas must be screened for the need for EIA. The 'sensitive areas' are as follows:

- a) Sites of Special Scientific Interest,
- b) Land subject to Nature Conservation Orders,
- c) European Sites,
- d) National Scenic Areas,
- e) World Heritage Sites,
- f) Scheduled Monuments,
- g) National Parks, and

#### h) Marine Protected Areas.

A variety of online mapping resources (including SNHi's SiteLink SEPA Flood Map, Pastmap), were reviewed to assess proximity to environmentally sensitive areas in the surrounding area of the proposed redevelopment site. A summary of the environmental constraints is included below:

Environmental Topic	Description
Air Quality	<ul style="list-style-type: none"> <li>Not in Air Quality Management Area (AQMA)</li> <li>Commercial &amp; Residential properties are located within 500m</li> </ul>
Noise	<ul style="list-style-type: none"> <li>Commercial &amp; Residential properties are located within 500m</li> </ul>
Biodiversity	<ul style="list-style-type: none"> <li>No Statutory and/or Non-Statutory Designated sites of conservation interest within the site boundary.</li> <li>Nearest site is approx. &gt;1km south and is a Local Nature Reserve.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>Situated within Landscape Character Type (LCT) Urban.</li> </ul>
Cultural Heritage	<ul style="list-style-type: none"> <li>No designated sites or Canmore points within the site.</li> <li>There is one Canmore point, Kempock Point Gourock Station and Pier, within 50m of the site.</li> </ul>
Geo-Environmental	<ul style="list-style-type: none"> <li>1:50 000 scale bedrock geology description: Kinnesswood Sandstone Formation - Sandstone. Sedimentary Bedrock formed approximately 383 to 393 million years ago in the Devonian Period.</li> <li>Classified as Made Ground (undivided) Artificial Deposit.</li> </ul>
Hydrology & Flood Risk	<ul style="list-style-type: none"> <li>The site is located on the Firth of Clyde.</li> <li>Site is partially at high risk of coastal flooding following a review of SEPA flood maps.</li> </ul>

Based on the review of the site, it was shown that **the Proposed Redevelopment is not within a 'sensitive area' as defined by the EIA Regulations**, as none of the designations are in close proximity.

#### 2.3.3 List of all Surrounding Works within the Marine Environment

The following works will be undertaken within the marine environment as part of the Proposed Redevelopment:

- Installation of floating pontoon (constructed off-site) **OR** construction of finger pier with passenger gangways, in east/west orientation (to provide operational and lay-by berths for passenger-only ferries),
- Construction of breakwater to north of site (requirement for breakwater to be confirmed at detailed design on completion of further wave modelling),
- Construction of a new open-piled finger pier with reinforced concrete deck and associated pier furniture, in east/west orientation, approx. 150m in length, with roundhead,
- Construction of a new linkspan, bank seat and lifting dolphins adjacent to the open-piled finger pier described above, and
- Construction of a quay wall (approximately 530m in length) and land reclamation, infilled with an imported granular material (approximately 100,000 m<sup>3</sup>) with concrete capping and geotextile to prevent loss of fines, to facilitate formation of a marshalling area and provide a lay-by berth for vessels.

No existing or future developments are known or anticipated in the area surrounding Gourock Ferry Terminal.

However, the project team are aware of potential future works proposed at Dunoon Ferry Terminal (approximately 7.2km distant) and Kilcreggan Ferry Terminal (approximately 2.5km distant) to accommodate the new passenger-only vessels at the other ends of the ferry routes. The extent and timing of these works is not yet determined and therefore is not considered further in relation to this Proposed Redevelopment at this stage.

#### 2.3.4 List of Regulated Activities

Under Part 1 of Marine Scotland's Guidance for Marine Licence Applications, Version 2 – June 2015, the following list of activities required for the redevelopment of Gourock Ferry Terminal are considered licensable:

- *Marine Construction Works (including piers, slipways, land reclamation, bridge repair and construction and coast protection):*
  - This relates to the construction of the open-piled finger pier and associated linkspan,
  - The land reclamation works for the new quay wall, and
  - Construction of a breakwater (if required to provide shelter at the terminal).
- *Installation of marine farm equipment, moorings, buoys, pontoons, marine renewable devices:*
  - This relates to the installation of the pontoon for the passenger-only service.
- *Removal of substances/objects from the seabed using a vessel or similar:*
  - Potential dredging of seabed materials prior to infilling (if existing seabed material is deemed unsuitable),
  - Removal of metal wires and other objects from the seabed adjacent to the current quay wall may be required prior to infilling in this area.

#### 2.4 Embedded Mitigation Measures

In accordance with Regulation 8(3) of the EIA Regulations, a framework of design principles and environmental mitigation measures is being applied to guide the detailed design and construction of the proposed development in order to avoid or prevent any likely significant environmental effects. The design principles adopted for the proposed development are:

- **Avoidance** of the loss of sensitive environmental features and assets, however in this instance, there are no sensitive environmental features identified and the Proposed Redevelopment extends the existing ferry terminal facilities (location of the development cannot change),
- **Minimisation** through siting and design of likely direct and indirect adverse environmental effects where these cannot be avoided. In this instance, the Working Group (comprising Transport Scotland, CMAL and CFL), has developed the outline design of the infrastructure improvements, minimising infrastructure works whilst suiting operational requirements going forward,
- **Mitigation** through the incorporation of appropriate measures into the construction and operation of the Proposed Development to address likely direct and indirect adverse environmental effects where these cannot be reduced to an acceptable level through siting or design, and
- Effectiveness in satisfying the requirements to provide and **manage the extent of the works** (which will be confirmed during detailed design).

The implementation of all embedded mitigation measures requires to be confirmed through the content of the planning application and marine license and any subsequent permissions granted for the proposed development.

Standard environmental mitigation measures could include:

- Soft start for piling / underwater works,
- Use of Marine Mammal Observer with agreed timings for last sighting before works can commence,
- Use of biodegradable fuel / oil for plant and equipment,
- Use of silt curtains,
- Provision of spill kits and training on how to use,
- Limits on working hours,
- Dampening down any stockpiled materials,
- Refuelling over bunded areas,
- Wheel washing,
- Hooded lighting,
- Well maintained and serviced plant and equipment,
- Designated waste management procedures / segregation of waste, and
- Adherence with relevant SEPA GPPs (Guidance for Pollution Prevention).

Following detailed design, a Construction Environmental Management Plan will be prepared and agreed with Marine Scotland and CMAL prior to any construction works commencing.

In accordance with Regulation 8(3) of the 2017 EIA Regulations, any measures proposed at this stage to avoid or prevent significant adverse effects on the environment must be taken account of when determining this EIA screening request.

## 3 EIA Screening Assessment

### 3.1 EIA Screening Assessment

In this section, an EIA Screening Assessment for the Proposed Redevelopment site is provided in the Checklist in Table 3.1. The EIA Screening Checklist includes the criteria set out in Schedule 3 ((1) Characteristics of works & (2) Location of Works) of the EIA Regulations for considering whether the proposed redevelopment is likely to have a significant effect on the environment.

**Table 3.1: EIA Screening Checklist**

EIA Checklist including Schedule 3 Criteria	Conclusion	Description	Is the effect likely to be Significant?
<b>1. Characteristic of development</b>			
<b>a. <u>the size and design of the whole development</u></b>			
Will the development be out of scale with the existing environment?	No	The proposed redevelopment of Gourrock Ferry Terminal will remain on the same site.	No. The size of the proposed redevelopment increases the size of the ferry terminal when compared with the existing infrastructure (2.2 ha to 4.1 ha, including the potential breakwater). The ferry terminal is remaining in the same location as existing and is bounded by the train line to the west.
Will it lead to further consequential development or works (e.g., new roads, extraction of aggregate, provision of new water supply, generation or transmission of power, increased housing and sewage disposal)?	No	The only potential development out with the site is likely to be upgrading the electrical supply to the site.	No. If required, upgrades to the existing power and water supplies will be completed as part of the construction works and will be contained within the existing footprint.
<b>b. <u>the cumulation with other existing development and/or approved development</u></b>			
Are there potential cumulative impacts with other existing development or development not yet begun but for which planning permission exists?	No	Not applicable, a review of development approved within 1km undertaken, no cumulative impacts anticipated.	No. No existing or future developments are known or anticipated.
Should the application for this development be regarded as an integral part of a more substantial project? If so, can related developments which	No	N/A	No. This in an independent project.

EIA Checklist including Schedule 3 Criteria	Conclusion	Description	Is the effect likely to be Significant?
are subject to separate applications proceed independently?			
<b>c. <u>the use of natural resources, in particular land, soil, water and biodiversity</u></b>			
<b>Will construction or operation of the development use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?</b>			
• land (especially undeveloped or agricultural land)?	Yes	Redevelopment of existing ferry terminal will use existing land and require an area of land reclamation.	No. The area of land reclamation is minor and does not restrict the marine environment within the bay.
• water?	No	Water will be required during the construction of the proposed redevelopment.	No. Water will be required; however, is not anticipated to be in short supply.
• minerals?	No	N/A	N/A
• aggregates?	Yes	Materials will be required during the construction of the proposed redevelopment.	No. Construction materials will be required; however, these are not anticipated to be in short supply.
• forests and timber?	No	N/A	N/A
• energy including electricity and fuels?	Yes	Energy will be required during the construction and operation of the proposed development.	No. Energy will be required during construction and operation of the ferry terminal; however, use during construction will be shore-term and the site will continue to operate as a ferry terminal on completion of construction.
• any other resources?	No	N/A	N/A
<b>d. <u>Production of waste</u></b>			
<b>Will the development produce wastes during construction or operation or decommissioning?</b>			
• spoil, overburden or mine wastes?	No	N/A	N/A
• municipal waste (household and/or commercial)?	No	N/A	N/A
• hazardous or toxic wastes (including radioactive)?	No	N/A	N/A
• other industrial process wastes?	No	N/A	N/A
• surplus product?	No	N/A	N/A
• sewage sludge or other sludges from effluent treatment?	No	N/A	N/A
• construction or demolition wastes?	Yes	Construction and demolition waste will be produced, waste anticipated to be	No. Any construction or demolition waste will be disposed of accordingly and not exposed to

EIA Checklist including Schedule 3 Criteria	Conclusion	Description	Is the effect likely to be Significant?
		typical of this type of infrastructure project.	the local environment. Best practice waste management procedures will be followed.
• redundant machinery or equipment?	No	N/A	N/A
• contaminated soils or other material?	No	N/A	N/A
• agricultural wastes?	No	N/A	N/A
• any other solid wastes?	No	N/A	N/A
• liquid or solid wastes in suspension?	No	N/A	N/A
<b>e. <u>Pollution and nuisances</u></b>			
<b>Will the development release pollutants or any hazardous, toxic or noxious substances to air?</b>			
<b>Emissions from: -</b>			
• combustion of fossil fuels from stationary or mobile sources?	Yes	Short-term combustion of fossil fuels during construction and potentially during operation (noting maintenance of current operations will continue once terminal has been redeveloped).	No. Fossil fuels will likely be used to power construction plant; however, this is short-term and is therefore not significant.
• production processes?	No	N/A	N/A
• materials handling including storage or transport?	Yes	It is anticipated that materials will be transported to site during construction.	No. Transportation of materials to site will be required during construction; however, best practice mitigation measures will be in place to minimise release pollutants into the air. This will be confirmed in the CEMP.
• construction activities including plant & equipment?	Yes	Anticipated short-term increase in emissions as above during construction works.	No. Construction activities will be short-term and the effect is considered not significant.
• dust or odours from handling of materials including construction materials, sewage & waste?	Yes	Potential dust emissions during construction.	No. Dust emissions are likely during construction; however, best practice mitigation measures will be in place to minimise release pollutants into the air. This will be confirmed in the CEMP.
• incineration of waste?	No	N/A	N/A
• burning of waste in open air (e.g. slash material, construction debris)?	No	N/A	N/A

EIA Checklist including Schedule 3 Criteria	Conclusion	Description	Is the effect likely to be Significant?
• any other sources	No	N/A	N/A
Is there a potential risk from:		Preparation for ground investigation works is underway.	No. Ground investigation works are commencing and will allow for a greater understanding of the ground conditions. Mitigations will be implemented to reduce likelihood of any identified contamination of the environment during construction works.
• leachates?	No		
• Escape of wastes or other products/by products that may constitute a contaminant in the environment?	No		
Will the development cause noise and vibration or release of light, heat energy or electromagnetic radiation?			
• from operation of equipment e.g. engines, ventilation plant, crushers?	Yes	Short-term increase in noise and the release of light are likely to be generated during construction/operation.	No. Construction noise and light will be emitted during the construction of the ferry terminal redevelopment; however, operational noise and light is currently produced by the ferry terminal and so the cumulative effects are not anticipated to be significant and will be short-term.
• from industrial or similar processes?	No	N/A	N/A
• from blasting or piling?	Yes	Piling is expected during construction.	No. Noise/vibration will be encountered during piling works; however, the magnitude of the noise will depend on the detailed design of the infrastructure and method used by the contractor. Impacts can be managed using best practice, i.e., use of MMO, soft-start procedures, working hours limits, etc.
• from construction or operational traffic?	Yes	Construction noise will be encountered during construction but is already a feature of the existing port operations.	No. As above.
• from lighting or cooling systems?	Yes	Release of light will be encountered during construction but is already a feature of the existing port operations.	No. As above.
• from sources of electromagnetic radiation (effects on nearby sensitive equipment as well as people)?	No	N/A	N/A



EIA Checklist including Schedule 3 Criteria	Conclusion	Description	Is the effect likely to be Significant?
• from any other sources?	No	N/A	N/A
f. the risk of major accidents and/or disasters which are relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge			
Will there be a risk of accidents during construction or operation of the development which could have effects on people or the environment?			
• from explosions, spillages, fires etc. from storage, handling, use or production of hazardous or toxic substances?	Yes	There is a risk of accidents occurring during the construction.	No. There are risks of accidents during construction; however, mitigation measures will be in place to reduce the likelihood and severity of these risks.
• from events beyond the limits of normal environmental protection e.g. failure of pollution control systems?	No	N/A	N/A
• from any other causes?	No	N/A	N/A
• could the development be affected by natural disasters causing environmental damage (e.g. floods, earthquakes, landslip, etc.)?	No	N/A	N/A
Will the development involve use, storage, transport, handling or production of substances or materials which could be harmful to people or the environment (flora, fauna, water supplies)?		During construction and operation, fuel and other potentially hazardous materials may be stored on site or transported through the site.	No. Best practice handling procedures will be employed to ensure hazardous materials are not exposed to the environment or people. Biodegradable fuels will be used where possible and waste management will be completed in accordance with best practice.
• use of hazardous or toxic substances?	Yes		
• potential changes in occurrence of disease or effect on disease carriers (e.g. insect or water borne diseases)?	No		
• effect on welfare of people (e.g. change of living conditions)	No		
• effects on vulnerable groups (e.g. the elderly)?	No		
Other characteristics: potential physical changes (topography, land use, changes in water bodies etc.) from construction, operation or decommissioning of the development:			
• permanent or temporary change in land use, land cover or topography including increases in intensity of land use?	Yes	Two new piers are proposed within the Firth of Clyde as part of the redevelopment. Land reclamation for increased vehicle marshalling provision to support next	No. Reclamation works will be required for the new quay wall (see drawing); however, these works will offset the existing quay wall by 10-20m only.

EIA Checklist including Schedule 3 Criteria	Conclusion	Description	Is the effect likely to be Significant?
		generation of CMAL vessels will be part of the development. A breakwater structure may also be required to improve shelter at the ferry berths.	
• clearance of existing land, vegetation & buildings?	Yes	An existing warehouse on site is to be demolished.	No. An existing warehouse will be demolished in order to reconfigure the layout of the site – this will not have a significant impact on the appearance of the site. The plan area of the existing warehouse is approximately 2000m <sup>2</sup> . The warehouse will not be rebuilt.
• Peat land disturbance and/ or degradation leading to; carbon release, damage to habitats, affecting land stability or hydrology?	No	N/A	N/A
• creation of new land uses?	No	N/A	N/A
• pre-construction investigations e.g. boreholes, soil testing?	Yes	GI works will include boreholes (terrestrial and marine) and soil testing.	No. Marine boreholes will be required as part of the ground investigations – previous boreholes have been investigated at the site. Nature Scot have confirmed the proposed ground investigation works raises no issues relating to protected nature conservation sites, or to protected species, or any other receptor in NatureScot's remit.
• construction or demolition works?	Yes	Works include demolition of existing warehouse and an area of land reclamation.	No. As above, land will be reclaimed, and an existing warehouse is to be demolished.
• temporary sites or housing for construction workers?	Yes	Temporary welfare facilities will be required due to duration of construction works.	No. A temporary site compound will be required during construction; however, this will be within the footprint of the existing ferry terminal site.
• above ground buildings, structures or earthworks including linear structures, cut & fill or excavations?	Yes	Construction of 1 new building on the ferry terminal footprint to provide improved passenger welfare facilities and operational staff facilities and storage.	No. The new structures will be within the footprint of the existing terminal.

<b>EIA Checklist including Schedule 3 Criteria</b>	<b>Conclusion</b>	<b>Description</b>	<b>Is the effect likely to be Significant?</b>
• underground works including mining or tunnelling?	No	N/A	N/A
• reclamation works?	Yes	An area of land will be reclaimed as shown in the drawing Appendix A.	No. The area of reclamation will offset the existing quay wall by 10-20m to provide additional quay side space to support the new vessels and increase the size of the marshalling area which is currently undersized.
• dredging?	No	Capital dredging for navigation is not anticipated, however local seabed clearance of silty materials may be required behind quay walls to prevent settlement (silt curtains will be utilised if dredging is required).	No. Seabed clearance would not result in a significant effect in the marine environment.
• coastal structures (seawalls, piers)?	Yes	A new quay wall and two new piers will be constructed. A breakwater structure may also be required to provide shelter at the ferry berths.	No. Land reclamation and construction of new piers is required (see drawing). Impacts to the marine environment will be minimised / eliminated through design and construction in accordance with best practice, including offsite fabrication where possible. Detailed design will confirm whether the breakwater structure is required.
• offshore structures?	No	N/A	N/A
• production and manufacturing processes?	No	N/A	N/A
• facilities for storage of goods or materials?	Yes	An area for storage of goods will be provided within the new CFL building to the north of the terminal. Materials are currently stored on site as part of the current operations at the terminal.	No. During construction, temporary storage of materials may be present on site; however, these will be managed in accordance with the CEMP.
• facilities for treatment or disposal of solid wastes or liquid effluents?	No	N/A	N/A
• facilities for long term housing of operational workers?	No	N/A	N/A
• new road, rail or sea traffic during construction or operation?	No	N/A	N/A
• new road, rail, air, waterborne or other transport infrastructure	No	N/A	N/A

<b>EIA Checklist including Schedule 3 Criteria</b>	<b>Conclusion</b>	<b>Description</b>	<b>Is the effect likely to be Significant?</b>
<b>including new or altered routes and stations, ports, airports etc?</b>			
• closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?	No	N/A	N/A
• new or diverted transmission lines or pipelines?	No	N/A	N/A
• impounding, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?	No	N/A	N/A
• stream crossings	No	N/A	N/A
• abstraction or transfers of water from ground or surface waters?	No	N/A	N/A
• changes in water bodies or the land surface affecting drainage or run-off?	Yes	Site-wide drainage will be designed to current standards, improving water quality, drainage and run-off across the site.	No. Surface water drainage across the development will be designed to current standards, improving water quality.
• transport of personnel or materials for construction, operation or decommissioning?	Yes	Short-term increase in transportation of materials to site is anticipated during construction.	No. Personnel and materials will be transported to site in order to undertake the construction works. The roads to the site are appropriate for such activities.
• long term dismantling or decommissioning or restoration works?	No	N/A	N/A
• ongoing activity during decommissioning which could have an impact on the environment?	No	N/A	N/A
• influx of people to an area either temporarily or permanently?	Yes	Temporary increase in workforce at the terminal anticipated during construction works.	No. Gourock is an operational ferry terminal with previous construction works completed at the site.
• introduction of alien species?	No	N/A	N/A
• loss of native species or genetic diversity?	No	N/A	N/A
• any other changes?	No	N/A	N/A
<b>g. The risks to human health</b>			

EIA Checklist including Schedule 3 Criteria	Conclusion	Description	Is the effect likely to be Significant?
Will the development pose any negative effects on population and human health?	No	It is envisaged that there will not be any effects on population or human health.	No. The facilities will provide infrastructure for the use of new (more efficient) CMAL vessels – thus improving the environmental impact of the ferry terminal.
4. Location of development			
a. Existing and approved land use			
Are there existing land uses on or around the location which could be affected by the development, e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, water catchments, functional floodplains, mining or quarrying?	Yes	Commercial and residential properties are located within 500m	No. The development will be contained within the existing ferry terminal and will not affect existing land uses.
Are there any areas on or around the location which is occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected?	Yes	There are community facilities within 50m west of the proposed redevelopment. However, the existing railway line separates the terminal from the community facilities.	No. The sensitive areas are beyond the railway line and will therefore not be significantly affected by the development.
Is the development located in a previously undeveloped area where there will be loss of greenfield land?	No	The development is on the site of the existing ferry terminal.	No. The development is on the site of the existing ferry terminal.
b. the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground			
Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the development?		There are no high quality or scarce resources, within the proposed redevelopment area.	N/A
• groundwater resources	No		
• surface waters	No		
• forestry	No		
• agriculture	No		
• fisheries	No		
• tourism	No		
• minerals	No		
c. the absorption capacity of the natural environment, paying particular attention to the following areas			

<b>EIA Checklist including Schedule 3 Criteria</b>	<b>Conclusion</b>	<b>Description</b>	<b>Is the effect likely to be Significant?</b>
<b>Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the development?</b>	No	The redevelopment is not in close proximity to designated sites.	No. There are no designated sites within or close to the ferry terminal.
<b>Are there any other areas on or around the location which are important or sensitive for reasons of their ecology:</b>			
• <b>wetlands, riparian areas, river mouths</b>	No	N/A	N/A
• <b>coastal zones and the marine environment</b>	Yes	The ferry terminal is not in an environmentally sensitive area.	No. The site is within a coastal/ marine environment; however, there are no restrictions or designations within or in close proximity to the area of the redevelopment.
• <b>mountain and forest areas</b>	No	N/A	N/A
• <b>nature reserves and parks</b>	No	N/A	N/A
• <b>European sites and other areas classified or protected under national legislation</b>	No	N/A	N/A
• <b>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</b>	No	N/A	N/A
• <b>densely populated areas</b>	No	N/A	N/A
• <b>landscapes and sites of historical, cultural or archaeological significance</b>	No	N/A	N/A
<b>Are there any areas on or around the location in which species and habitats of Local Biodiversity Action Plan importance are present?</b>	No	N/A	N/A
<b>Are there any areas on or around the location</b>	No	N/A	N/A

<b>EIA Checklist including Schedule 3 Criteria</b>	<b>Conclusion</b>	<b>Description</b>	<b>Is the effect likely to be Significant?</b>
<b>which are used by protected, important or sensitive species of fauna or flora/biodiversity e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected?</b>			
<b>Are there any inland, coastal, marine or underground waters on or around the location which could be affected?</b>	Yes	Firth of Clyde	No. The mitigation measures applied during construction works will be in accordance with best practice and appropriate for working in the marine environment in order to manage any impact on the Firth of Clyde.
<b>Are there any groundwater source protection zones or areas that contribute to the recharge of groundwater resources?</b>	No	There are no Ground Water Protection Zones in proximity of the redevelopment.	N/A
<b>Are there any areas or features of high landscape or scenic value on or around the location which could be affected?</b>	No	N/A	N/A
<b>Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected?</b>	No	N/A	N/A
<b>Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected?</b>	No	N/A	N/A
<b>Is the development in a location where it is likely to be highly visible to many people?</b>	Yes	It is close to Gourock Town Centre.	No. The site is currently used as a ferry terminal and the visual impact of the works from the shore is considered to be minimal.
<b>Are there any areas or features of historic or cultural importance on or around the location which could be affected?</b>	No	There are no features of historic or cultural importance on or around the location.	N/A

EIA Checklist including Schedule 3 Criteria	Conclusion	Description	Is the effect likely to be Significant?
Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected?	No	There are no areas on or around the location where existing legal environmental standards are exceeded.	N/A
Source: Developed in conjunction with <a href="https://www.gov.scot/publications/environmental-impact-assessment-screening-checklist/pages/1-1-introduction.aspx">Environmental Impact Assessment: screening checklist - gov.scot (www.gov.scot)</a> and <a href="https://ec.europa.eu/eia/guidance_en">Guidance on EIA Screening (europa.eu)</a> .			

### 3.2 Characteristics of the potential impact

This screening assessment has been undertaken using Schedule 3 of the EIA Regulations, assessing the characteristics and potential effects of the Proposed Redevelopment with regards to The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017.

As there are no likely significant environmental effects identified, by screening the proposed redevelopment using the criteria set out within Schedule 3 ((1) Characteristics of works & (2) Location of Works), Characterisation of the potential impacts Schedule 3 (3) is therefore not required.



## 4 Potential Significant Environmental Effects

### 4.1 Introduction

The over-riding issue in determining whether EIA is required is whether a development is likely to result in significant effects on the environment, taking account of any mitigation measures proposed at this stage. Section 3 above considered the potential for environmental impacts to occur as a result of the characteristics of the proposed development and concluded there are no likely significant effects identified. The following paragraphs expand on this.

To confirm the absence of likely significant environmental effects and thus confirm that the proposed development does or does not require a formal EIA, Table 4.1 below provides a high-level assessment of environmental effects anticipated to occur due to the interaction of the proposed development with identified environmental sensitivities of the site and surrounding area, taking account of all mitigation measures identified at this stage.

Sections 4.2 and 4.3 discuss ecological impacts on the environment in additional detail. This assessment is made with reference to the environmental factors prescribed in Regulation 4(3) of the EIA Regulations and identifies the proposed approach to appropriately managing potential environmental effects.

### 4.2 Marine Environment

The intertidal areas around to the north of the existing ferry terminal are dominated by rock armour overlaying seabed deposits. Large boulders (rock armour) are present along the north face of quay and to the north of the ferry terminal.

The footprint of the works will cover approximately 3.1 ha resulting in loss of seabed habitats where land reclamation is required. However, the construction of the open-piled finger pier (and breakwater if required, increasing footprint of the works to 4.1 ha) will provide suitable substrata for epibiont colonisation and shelter for juvenile inshore fish.

The changes in physical processes and water and sediment quality brought about by the new development are anticipated to be negligible and not of a scale that will result in any significant effects on marine ecology features, including benthic habitats and species, fish, marine mammals or birds. Any potential risks to the environment during construction will be managed through best practice pollution prevention guidelines.

Airborne noise and vibration effects from the piling and placement of rock armour are considered against the background baseline of regular ferry movements and temporary nature of the works. Birds that are likely to be present in this area will be habituated to intermittent loud noise. Therefore, no significant impacts from the proposal would result on seabirds. In each working day, piling activity would adopt a soft-start approach, slowly ramping up operations.

Rock armouring is present in the intertidal area to the north of the ferry terminal. The rocky nature of the intertidal area in the vicinity of the quayside to the north provides poor foraging habitat for seabirds. Operation of the ferries and the frequent movement of road and rail traffic, means birds present in this area are habituated to visual presence of humans, ferry movements, buses, trains and loud noise from ferry terminal operations. Therefore, no significant impacts from the proposal would result on seabirds.

As advised by NatureScot for the preliminary site investigation works, European protected species (EPS) may be present in the Firth of Clyde. As the construction works (marine piling) may temporarily disturb EPS, CMAL will provide further details for the works to NatureScot (once confirmed) and, if required, apply for an EPS license prior to works commencing.

As part of best practice management measures, marine and land-based plant will be thoroughly cleaned down to remove biofouling before being delivered to the site to commence the works and will again be thoroughly cleaned before leaving the site for their next location, in order to minimise the export of Invasive Non-Native Species (INNS) to the next location.

Installation of piles is likely to be through a combination of vibratory and impact hammers. The propagation of low frequency noise (piling) is reduced in shallow water. At high frequencies (>10 kHz), increasing absorption also prevents high frequency sound propagating over great distances in shallow water.

In line with good practice, the construction contractor will follow the JNCC “Statutory nature conservation agency protocol for minimising the risk of injury to marine mammals during piling” (JNCC, 2010) during piling.

Acknowledging the temporary nature of the piling works, the surrounding environment and the commitment to follow JNCC standard piling protocol (2010) including a gradual ‘ramping-up’ of piling activities, no significant adverse impacts are anticipated from underwater noise on marine mammals or fish.

### 4.3 Terrestrial Environment

The majority of the proposed works will be carried out within the marine environment or from the existing quayside. The plan area of the terminal will be increased through land reclamation, as shown in the attached drawing, in order to expand the area of the ferry terminal to accommodate an increased marshalling area, the new passenger waiting room and storage facilities.

It is anticipated that during construction lay down areas will be secured within the existing ferry terminal, likely within the marshalling area.

Given the nature of the works and the existing environment, no significant impacts are anticipated on terrestrial features.

**Table 4.1 Assessment of Potential Effects**

Environmental Aspects (Regulation 4(3))	Relevant Environmental Topic	Potential Construction and Operation Effect	Proposed Approach and Mitigation	Significance of Likely Effects
<b>Air and Climate</b>	Air Quality, Noise, Vibration and Climate Change	Noise from piling operations and plant activities. Operational noise is not expected to be an issue as it will be similar to existing noise levels.	An assessment of airborne noise from construction works at the proposed redevelopment will be undertaken. Strategies to minimise noise impacts on nearby receptors will be considered, including the phasing of works and delivery of materials to specific areas for the proposed redevelopment, and the working hours of the site.	Not significant with appropriate mitigation incorporated within CEMP
		Dust Emissions from construction works. There will be no additional dust emissions during operation.	During construction, dust from on-site activities and off-site trackout by construction vehicles has the potential to impact on sensitive human and ecological receptors within the study area; the main potential impacts are loss of amenity (as a result of dust soiling) and deterioration of human health (as a result of concentrations of PM10 (Particulate matter 10 micrometres or less in diameter)), however with appropriate dust mitigation measures in place and the fact that there are no receptors in close proximity to the site, the effects of construction dust will not be significant (IAQM 2014).	Not significant
<b>Biodiversity, flora, fauna, land and soil</b>	Ground Conditions, Land Use	Disturbance to ground conditions / land use during construction or operation.	There is no likelihood of significant effects arising in relation to land use, ground conditions and geology as a result of the works, as a CEMP will be prepared to provide construction mitigation measures during construction and operation phase of the project.	Not significant
	Ecology	Detailed within Section 4.2 and 4.3	As described in Section 4.2 and 4.3	Not significant
<b>Water</b>	Hydrology and Flood Risk	Additional flood risk as a result of the scheme or pollution to water quality	The design and construction methodology to be adopted for the proposed development will incorporate appropriate physical mitigation measures and procedures to protect against flood risk or pollution release into the sea.	Not Significant
<b>Population, human health and material assets</b>	Socioeconomics, Tourism and Recreation	<b>Employment:</b> The construction phase is likely to generate direct employment, and gross value added, however the scale of the employment and economic activity generated by the proposed development would be temporary and not	No mitigation or enhancement measures are considered to be necessary in relation to economic, employment or land use effects.  In relation to effects on tourism and recreation, an Access Mitigation Plan will be prepared to manage public access to affected recreational routes during the construction phase.	Not Significant

		<p>materially affect the wider likely socioeconomic effects.</p> <p><b>Land Use:</b> As the existing ferry terminal is being redeveloped and no other works proposed, the other land would remain unaffected, and this land change would not itself generate a likely significant socio-economic effect.</p> <p><b>Tourism and Recreation:</b> The works are unlikely to generate a likely significant effect in relation to tourism and recreation. Improvements to access arrangements may provide a minor benefit, however, the access arrangements will aim to benefit the timetabled sailing as a priority.</p>		
	Traffic, Transport and Material Assets	Restrictions will be placed on material storage on site and specific materials may be brought to an appropriate location by sea if required. Any land-based traffic impacts associated with construction are also expected to be negligible due to the existing use of the ferry terminal.	No mitigation measures are considered to be necessary in relation to traffic and transport.	Not Significant
	Human Health	Potential health effects are expected to be minimal in terms of noise effects arising from the construction of the works.	<p>As noted above, noise and ground conditions assessments will be carried out to identify assess and mitigate potential effects associated with construction activities. These assessments will identify any required mitigation to safeguard human health.</p> <p>Best practice methods will be used to control noise levels during construction, for example soft-start procedures, restrictions on activities with high noise levels during specific working hours, physical screening on site to reduce noise pollution, etc.</p>	Not Significant
<b>Cultural heritage and landscape</b>	Landscape and Visual	It is anticipated that the proposed redevelopment would not result in any significant landscape or visual effects during construction or operation. This conclusion is reached due to the context of the existing landscape and limited visual impact from the shore. Whilst the proposed redevelopment is permanent, this is located within a working ferry terminal in which the elements comprising the proposed redevelopment are present.	<p>The design and construction methodology to be adopted for the proposed development will incorporate appropriate mitigation measures to minimise landscape and visual impacts, such as maintaining an orderly, tidy site. No residual significant effects on landscape or visual amenity are considered likely to occur.</p> <p>Only the pier/breakwater would have an impact on landscape / seascape. Will be local only, works contained in the bay, which already contains existing structures.</p>	Not Significant

## 5 Conclusion

Having applied the screening assessment using the EIA Screening checklist, it is considered that significant environmental effects are unlikely as a result of implementing the Proposed Redevelopment, therefore it does not constitute EIA Development for the following reasons:

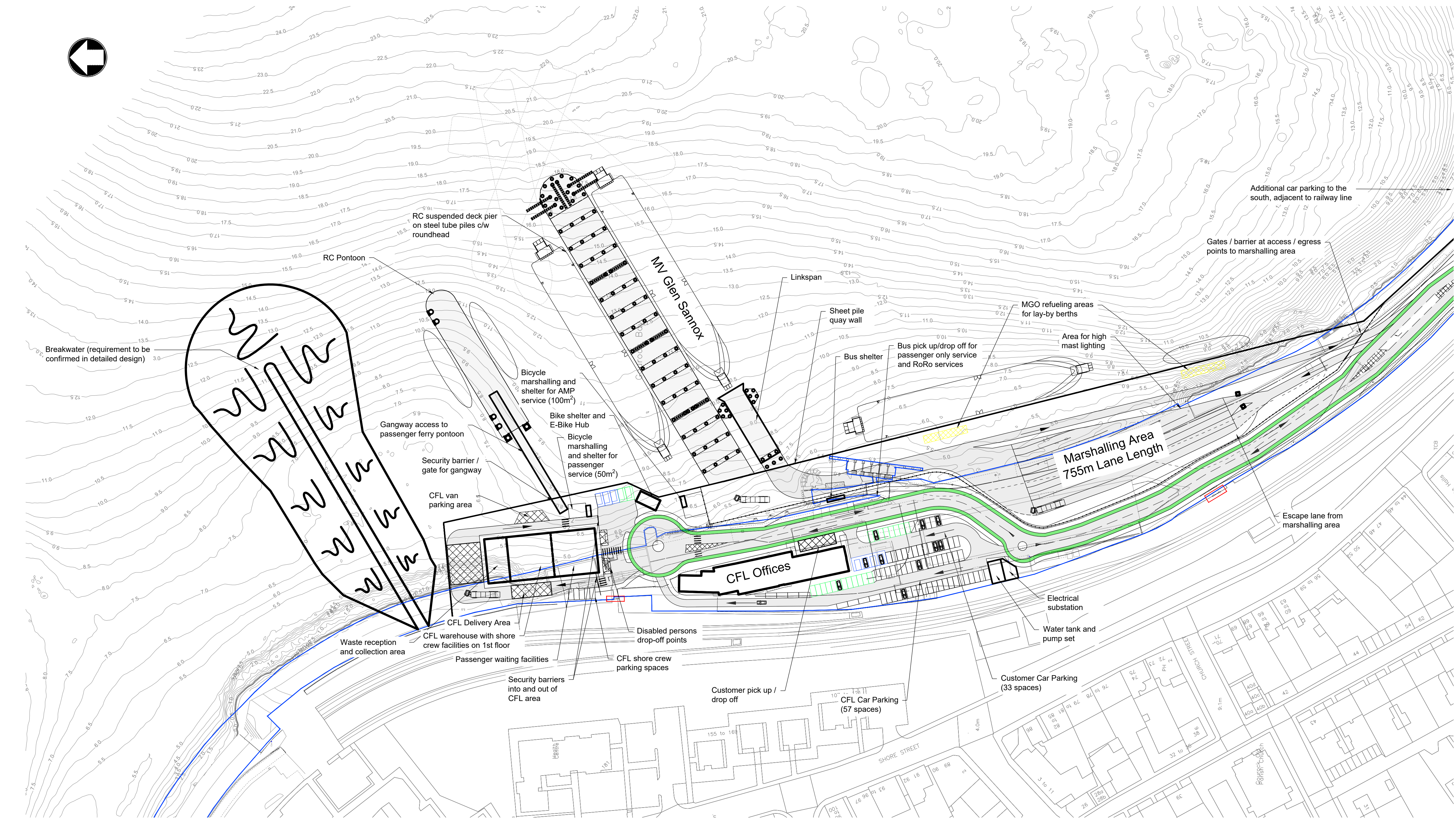
- The Proposed Redevelopment would be largely contained within the existing Gourock Ferry Terminal and Port Area and therefore would not be out of scale with the existing environment.
- The Proposed Redevelopment is not within a 'sensitive area' as defined by the EIA Regulations.

It is envisaged that the information provided, within this EIA Screening Report, will be sufficient to allow Transport Scotland to confirm an EIA is not required to accompany the application for the Harbour Revision Order for the Proposed Redevelopment site under The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and adopt this as the Screening Decision.

It is expected that Transport Scotland will work with the other consenting bodies and where practical agree a joint approach to environmental assessment and issue a single screening response to cover all aspects of the project.

## A. Drawings





- Notes
1. This drawing is indicative only and subject to design development.
  2. All dimensions are in millimetres.
  3. DO NOT SCALE. Follow written dimensions only.
  4. All levels are relative to Chart Datum (mCD).
  5. Water depth requirement of 5.5m at finger pier and northern end of lay-by berth. 4m of water depth required at southern end of lay-by berth.

Key to symbols

	Disabled parking spaces
	EV Charging / Car Club Spaces

Reference drawings

P1	25.01.22	RK	Preliminary Issue	MC	MR
Rev	Date	Drawn	Description	Ch'k'd	App'd

St Vincent Plaza  
319 St Vincent Street  
Glasgow, G2 5LD  
United Kingdom

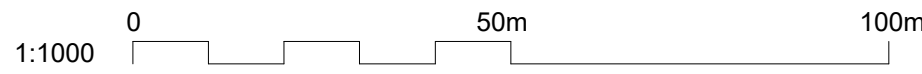
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F +44(0)141 221 2048  
W www.mottmac.com

Client  
**Caledonian Maritime Assets Ltd**  
**Municipal Buildings**  
**Fore Street**  
**Port Glasgow**  
**PA14 5EQ**

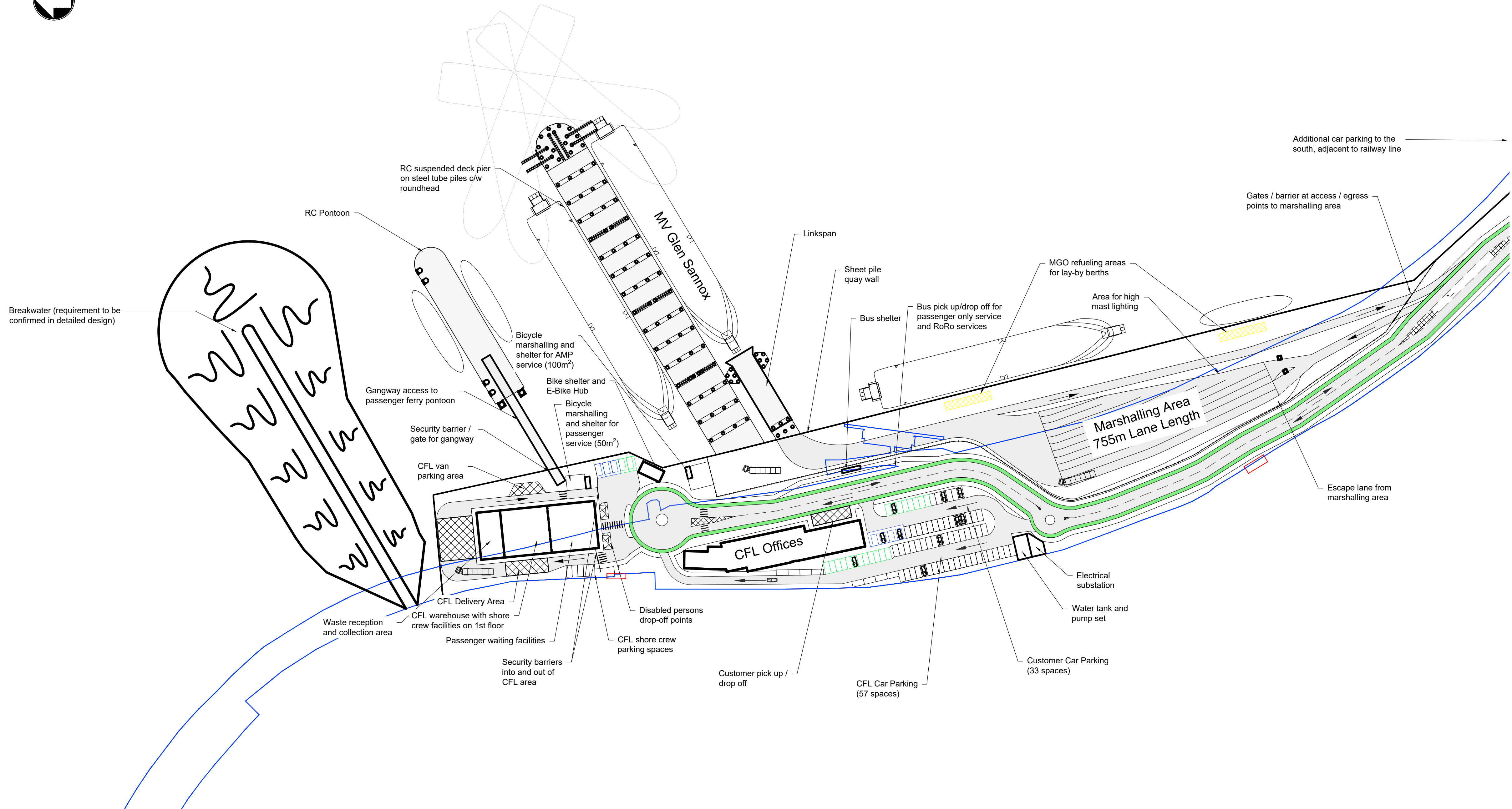
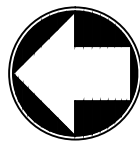
Title  
**Redevelopment of Gourock Ferry Terminal**  
**Outline Business Case**  
**Preferred Option**  
**General Arrangement**

Designed	C Humphreys	CH	Eng check	M Cairns	MC
Drawn	R Kilgour	RK	Coordination	M Cairns	MC
Dwg check	M Cairns	MC	Approved	M Ross	MR
Scale at A1	Status	Rev	Security		
As Shown	PRE	P1	STD		

Drawing Number  
**420011-MMD-00-XX-DR-C-XXXX**







- Notes
1. This drawing is indicative only and subject to design development.
  2. All dimensions are in millimetres.
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Key to symbols

	Disabled parking spaces
	EV Charging / Car Club Spaces

Reference drawings

P1	25.01.22	RK	Preliminary Issue	MC	MR
Rev	Date	Drawn	Description	Ch'k'd	App'd

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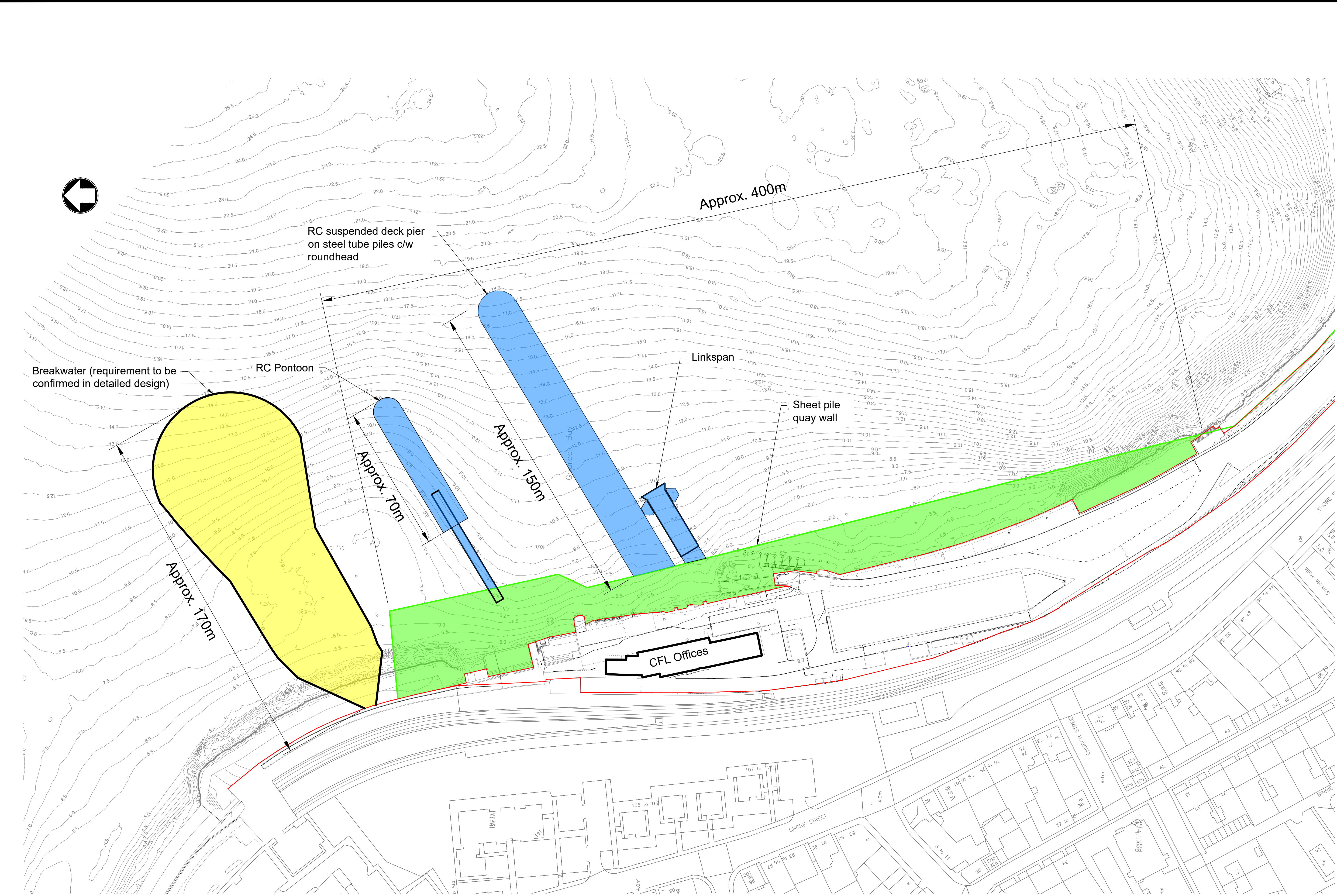
Client  
**Caledonian Maritime Assets Ltd**  
Municipal Buildings  
Fore Street  
Port Glasgow  
PA14 5EQ

Title  
**Redevelopment of Gourrock Ferry Terminal**  
Outline Business Case  
Preferred Option  
General Arrangement

Designed	C Humphreys	CH	Eng check	M Cairns	MC
Drawn	R Kilgour	RK	Coordination	M Cairns	MC
Dwg check	M Cairns	MC	Approved	M Ross	MR
Scale at A1	Status	Rev	Security		
As Shown	PRE	P1	STD		

Drawing Number  
**420011-MMD-00-XX-DR-C-XXXX**





- Notes
1. This drawing is indicative only and subject to design development.
  2. All dimensions are in metres.
  3. DO NOT SCALE. Follow written dimensions only.
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Key to symbols

- Existing Quay Wall
- Area of land reclamation
- Plan footprint of berthing structures (pontoon, finger pier and linkspan)
- Plan footprint of optional breakwater

Reference drawings

P1	18.01.22	RK	For Information	MC	MR
Rev	Date	Drawn	Description	Ch'k'd	App'd

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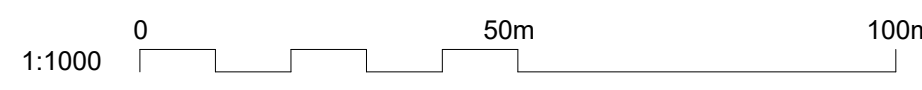
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United Kingdom  
  
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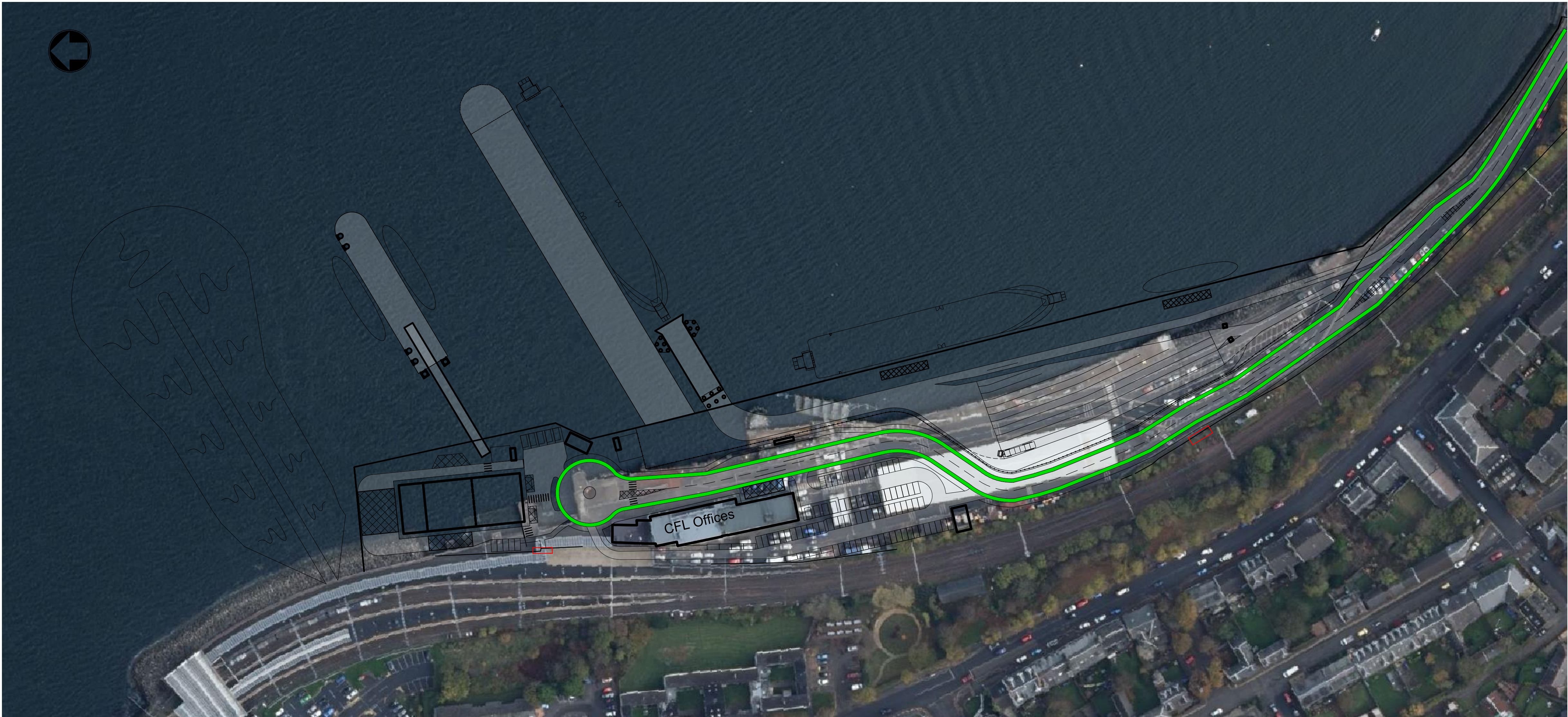
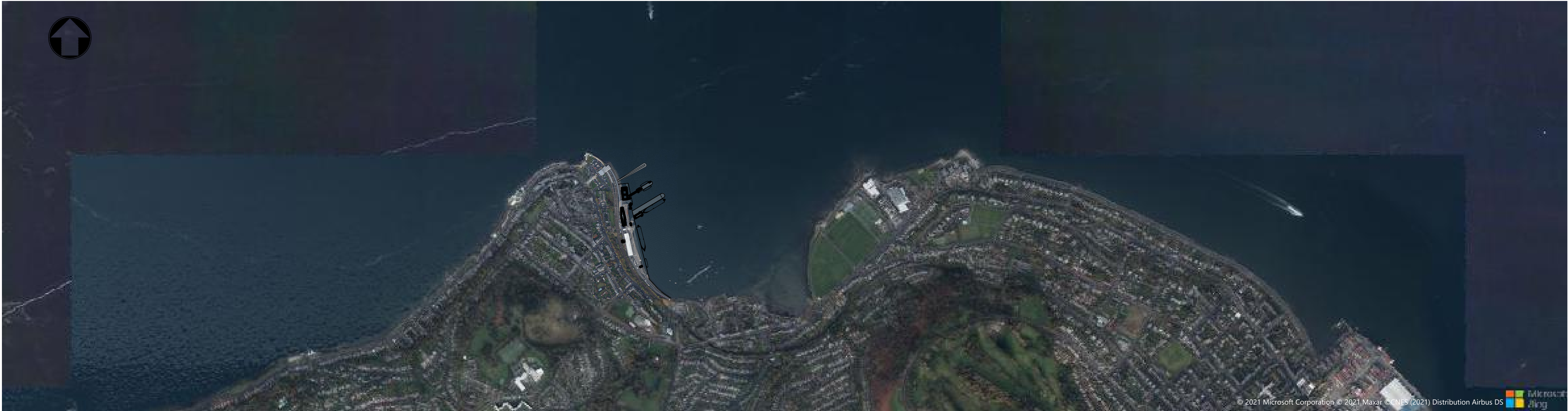
Title  
**Redevelopment of Gourrock Ferry Terminal**  
**Outline Business Case**  
**Preferred Option**  
**Proposed Marine Infrastructure Footprints**

Designed	C Humphreys	CH	Eng check	M Cairns	MC
Drawn	R Kilgour	RK	Coordination	M Cairns	MC
Dwg check	M Cairns	MC	Approved	M Ross	MR
Scale at A1	Status	Rev	Security		
As Shown	PRE	P1	STD		

Drawing Number  
**420011-MMD-00-XX-DR-C-XXXX**







- Notes
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4m of water depth required at southern end of lay-by berth.

Key to symbols

Reference drawings

P1	20.01.22	RK	For Information	MC	MR
Rev	Date	Drawn	Description	Ch'k'd	App'd

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St Vincent Plaza  
319 St Vincent Street  
Glasgow, G2 5LD  
United Kingdom


T +44(0)141 222 4500

F +44(0)141 221 2048

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Client

Caledonian Maritime Assets Ltd  
Municipal Buildings  
Fore Street  
Port Glasgow  
PA14 5EQ



CMAL  
Caledonian Maritime Assets Ltd  
3000 West Calder Road, B10

Title

Redevelopment of Gourock Ferry Terminal  
Outline Business Case  
Preferred Option  
General Arrangement

Designed	C Humphreys	CH	Eng check	M Cairns	MC
Drawn	R Kilgour	RK	Coordination	M Cairns	MC
Dwg check	M Cairns	MC	Approved	M Ross	MR

Scale at A1	Status	Rev	Security
As Shown	PRE	P1	STD

Drawing Number

420011-MMD-00-XX-DR-C-XXXX



