

MD-LOT by e-mail

**HASKONING UK LTD.**

74/2 Commercial Quay  
Leith  
Commercial Street  
Edinburgh  
EH6 6LX  
United Kingdom

Phone: [Redacted]

Email: [info@uk.haskoning.com](mailto:info@uk.haskoning.com)

Website: [haskoning.com](http://haskoning.com)

Our reference: PC5424-HAS-ZZ-KN-LT-EV-0001  
Your reference: n/a  
Date: 02 February 2026  
Contact name: Evonne Maxwell  
Telephone: [Redacted]  
Email: [Redacted]  
Classification: Project related  
Enclosures: PC5424-RHD-XX-KN-D-EV-1056, PC5424-HAS-ZZ-KN-D-Z-8051, PC5424-RHD-XX-KN-D-EV-1057

## CMAL SVRP EIA Screening Request - Kilchoan

### 1 Introduction

This letter is a request for an Environmental Impact Assessment (EIA) screening opinion from the Marine Directorate Licensing Operations Team (MD-LOT) with regards the proposed works required at Kilchoan, namely dredging and extension of the marshalling area (the Proposed Development), as part Caledonian Maritime Assets Ltd's (CMAL) Small Vessel Replacement Programme (SVRP).

To inform the EIA screening request, this report provides an outline description of the proposed works, identifies the key environmental issues and details the way in which CMAL propose to address them. A previous iteration of the Proposed Development was subject to EIA screening (SCR-0113), however as a result of a change to the design, the Proposed Development is being submitted for re-screening. The previous iteration of the Proposed Development was determined not to be an EIA project by the Highland Council under The Town and Country Planning (EIA) (Scotland) Regulations 2017 (25/02949/SCRE). It should be noted that all information is indicative given the early stage in the development of the proposal works; however, where required, worst case assumptions have been applied to ensure a robust and precautionary screening exercise has been undertaken.

This letter is accompanied by:

- A location plan (PC5424-RHD-XX-KN-D-EV-1056)
- A drawing of the works (PC5424-HAS-ZZ-KN-D-Z-8051)



Haskoning UK Ltd., a 'Royal' business as designated by the Royal House of the Netherlands in 1981.

Registered in England: 01336844. Registered office: Westpoint,  
Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ.

VAT registration number: 792428892



- An Environmental Constraints map (PC5424-RHD-XX-KN-D-EV-1057)

## **2 Relevant Legislation**

### **2.1 Marine Scotland Act 2010**

Part 4 of the Marine Scotland Act 2010 provides a framework for the marine licensing system for those 'licensable marine activities' undertaken within Scottish waters below Mean High Water Springs (MHWS). MD-LOT is the regulatory authority for marine licensing in Scottish inshore and offshore waters.

The proposed works are considered to constitute a marine licensable activity, being classified as construction, alteration or improvement of any works within the Scottish marine area in or over the sea, or on or under the seabed, as listed in Section 21 of the Marine Scotland Act 2010.

### **2.2 Marine EIA Regulations**

In Scotland, the legislation relevant to works within the marine area, up to 12nm, are The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017, hereafter the Marine EIA Regulations. The Marine EIA Regulations contain two Schedules that identify projects which are considered EIA development and whether an EIA is mandatory or whether this is dependent upon set thresholds and criteria, as follows:

- Schedule 1: development of this type requires that an EIA is undertaken; and,
- Schedule 2: development of this type may require that an EIA is undertaken depending on the scale of the development, its characteristics, and the sensitivity of the environment in which the development will take place.

The Proposed Development does not fit the description of any works in Schedule 1 nor we do not consider it to fit the description of any works in Schedule 2. We have however, provided information on the works and potential environmental impacts to allow MD-LOT to provide an informed screening opinion should they consider it to constitute Schedule 2 works.

## **3 Proposed Development**

The SVRP is part of the broader Vessel Replacement and Deployment Programme (VRDP) initiated by Transport Scotland. The VRDP identified eight smaller vessels that were either beyond or approaching 30 years in service and close to the end of their operational life. The main objective of the SVRP is to provide new all-electric vessels for operation by Caledonian MacBrayne Ferries Ltd (CalMac) on multiple routes. The SVRP is expected to deliver a substantial reduction in carbon emissions compared to the older vessels being replaced, indicating a commitment by CMAL to environmental sustainability.

This letter outlines the proposed works for Kilchoan ferry terminal, the Proposed Development includes the improvement of port infrastructure to accommodate the new electric vessels and the development of the marshalling area will benefit health and safety by reducing the likelihood of traffic queuing on the approach to the terminal. Modifications required to the existing Kilchoan ferry terminal comprise of:

- Dredging of the toe and approaches to the existing slipway.
- Extension of the marshalling area.

The previous iteration of the Proposed Development included (in addition to the above activities) the construction of a piled aligning structure alongside the existing slipway. This element of the Proposed Development has now been removed.

### 3.1 Dredging of the toe and approaches

It is proposed to dredge a small section of the toe the approach to the existing slipway to allow for under keel clearances without restrictions from tidal regimes. The proposed work includes the dredging of shallower areas on the approach slipway. The dredge levels are based on vessels being on the slipway at lowest astronomical tide and a design draught of 2.14m

Table 3-1 Proposed dredge levels

Location	Required Under Keel Clearance (m)	Maintained Dredge Level (mCD)	Design Dredge Level (mCD) (inc. tolerance)
Slipway	0.3	-2.44	-2.94
Slipway Approach	0.5	-2.64	-3.14

The approximate dredge area is 1,100m<sup>2</sup> with an estimated dredge volume of 820m<sup>3</sup> calculated based on the proposed dredge levels outlined in **Table 3-1**. The total required dredge area is shown in red in drawing PC5424-HAS-ZZ-KN-D-Z-8051. It is proposed to use a spud-leg barge, mounted with an excavator to carry out the dredging works. Results of the ground investigation works demonstrate the dredge material to be coarse sand, shell and rock.

Dredged material may be suitable for reuse and where possible, dredged arisings will be re-used on site, potentially as reclamation fill for the extended marshalling area. In the instance that dredged arisings are unsuitable for use in reclamation, there may be the requirement for the disposal of dredged material, this may be either onshore or offshore at licenced disposal sites. A Best Practicable Environmental Option (BPEO) will be provided alongside marine licence application.

### 3.2 Marshalling area

It is proposed to increase the capacity of the marshalling area to include 29 passenger car unit spaces, 25 at 4.8 x 2.9m and 4 at 4.8 x 3.9m. To create additional area without relocating the single-track access road, a strip of land to the east of the access road will be reclaimed. The reclamation would comprise a granular fill that is protected by an outer armour layer and will cover an area of approximately 750m<sup>2</sup> with around 300 m<sup>2</sup> being below MHWS and all of the marshalling area above MLWS. A raised footway will be located between the marshalling area and the new revetment wall spanning 92m, the length of the revetment wall. The works are shown in Drawing PC5424-HAS-ZZ-KN-D-Z-8051.

## 4 Site and Surrounding Area

### 4.1 Location

Kilchoan ferry terminal is in a quiet rural location on the Ardnamurchan peninsula, at the northern end of the Sound of Mull. In winter, up to four sailings per day travel between Kilchoan and Tobermory, while in summer this increases to seven sailings per day.

East of the slipway at Kilchoan is a large shallow bay with bedrock and mixed coarse sediment and a long pontoon utilised by small fish farm vessels. The closest fish farm is approximately 3km to the east, operated by Mowi Scotland Ltd. West of the slipway is a more exposed predominantly bedrock shore. The land surrounding the ferry terminal is rough pasture/moorland. The only buildings in

the surrounding area are the CalMac waiting room and a small toilet block and shelter (these can be seen outside the site boundary on Drawing PC5424-RHD-XX-KN-D-EV-1056).

EUSaMap data does not cover the Sound of Mull. However, British Geological Survey (BGS) data<sup>1</sup> classifies Kilchoan as mud and coarse sediment, while the intertidal area around Kilchoan is categorised as rock and sand and gravel.

## 5 Environmental Baseline

### 5.1 Environmental designations

The nature conservation designated sites within 5 km of Kilchoan are listed in **Table 5-1** and shown on drawing PC5424-RHD-XX-KN-D-EV-1057.

Table 5-1 The nature conservation designated sites with 5 km of proposed development

Designation	Site Name	Qualifying Features	Distance
SSSI	Ardnamurchan	Tertiary Igneous	0km
SAC	Inner Hebrides and the Minches	Harbour porpoise ( <i>Phocoena phocoena</i> )	0km
MPA	Loch Sunart to Sound of Jura	Flapper skate Quaternary of Scotland	0km
SSSI	Sunart	Bryophyte assemblage Chequered skipper butterfly Caledonian Igneous Dragonfly assemblage Eelgrass beds Egg wrack Lichen assemblage Moine Moths Otter Rocky shore Saltmarsh Tertiary Igneous Upland assemblage Upland oak woodland Vascular plant assemblage	2.3km

### 5.2 Notable habitats and species

A review of data available on the Scottish Government National Marine Plan interactive map reports the following Priority Marine Features (PMFs) within 5km of the port at Kilchoan<sup>2</sup>. PMF details are listed in **Table 5-2**.

<sup>1</sup> <https://marinescotland.atkinsgeospatial.com/NMPI/default.aspx?redirect=false> (accessed January 2026)

<sup>2</sup> <https://opendata.nature.scot/datasets/snh::gems-scottish-priority-marine> (Accessed January 2026)

Table 5-2 PMF within 5km of the proposed development

PMF	Year of record	Distance
Kelp beds	1994	3.4km
Kelp and seaweed communities on sublittoral sediment	1994	0.8km
Seagrass beds	1997	1.2km

The estimated at sea population is low for grey seals and relatively high for harbour seals in the area around Kilchoan (Carter *et al.*, 2022<sup>3</sup>). The Cairns of Coll designated haul out site for harbour seals is approximately 20km east of Kilchoan.

Harbour porpoise are regularly reported from the Sound of Mull, including the area around Kilchoan (Hebridean Whale and Dolphin Trust, 2026<sup>4</sup>). Other cetacean species commonly reported from the Sound of Mull include bottlenose dolphin (*Tursiops truncatus*), short-beaked common dolphin (*Delphinus delphis*) and minke whale (*Balaenoptera acutorostrata*) and with other species including basking shark (*Cetorhinus maximus*), recorded on occasion.

The Loch Sunart to Sound of Jura MPA qualifies for flapper skate and 'Quaternary of Scotland' geological features. Flapper skates preferentially use this MPA for its deep-water habitats, with particular preference for the glaciated channels and troughs. Acoustic studies have shown the skates using these deep zones with complex bathymetry likely for foraging and shelter although they are known to make use of all depths, with shallower waters used in winter months (Lavender *et al.*, 2021<sup>5</sup>). Flapper skate eggs are typically found in boulder and cobble substrate on seabed slope from depths of 25-50m, where crevices are likely used to protect eggs (Scottish Government, 2021<sup>6</sup>). However, Campbell Rock, Loch Melfort, approximately 60km from the proposed development site, has been identified as the only known egg-laying area within the MPA (NatureScot, 2025<sup>7</sup>).

The Quaternary of Scotland geological features identified within the MPA are deep glaciated channels and troughs, created through channelled flow of ice, mostly over bedrock. They are not considered sensitive to human activities, however activities involving the physical removal of sediments or sub-surface abrasion/penetration of the seabed could lead to a loss of structure in such features.

The field survey conducted for the Preliminary Ecological Appraisal for CMAL SVRP Enabling Works found no field signs of protected and notable terrestrial species. However, the following notable

<sup>3</sup> Carter, M. I. D., Boehme, L., Cronin, M. A., Duck, C. D., Grecian, W. J., Hastie, G. D., Jessopp, M., Matthiopoulos, J., McConnell, B. J., Miller, D. L., Morris, C. D., Moss, S. E. W., Thompson, D., Thompson, P. M., & Russell, D. J. F. (2022). Sympatric seals, satellite tracking and protected areas: habitat-based distribution estimates for conservation and management. *Frontiers in Marine Science*, 9, Article 875869. <https://doi.org/10.3389/fmars.2022.875869>

<sup>4</sup> <https://whaletrack.hwdt.org/sightings-map/> (accessed January 2026)

<sup>5</sup> Lavender E., Aleynik D., Dodd J., Illian J., James M., Wright P.J., Smout S., Thorburn J. (2021) Movement patterns of a Critically Endangered elasmobranch (*Dipturus intermedius*) in a Marine Protected Area. *Aquatic Conservation: Marine and Freshwater Ecosystems*. <https://doi.org/10.1002/aqc.3753> (Accessed January 2026)

<sup>6</sup> [NatureScot advice - Flapper Skate protection: NatureScot advice to the Scottish Government - gov.scot](https://www.naturescot.gov.scot/conservation/advice/flapper-skate-protection) (Accessed January 2026)

<sup>7</sup> [Loch Sunart to the Sound of Jura MPA - Conservation and Management Advice - Final](https://www.naturescot.gov.scot/conservation/advice/loch-sunart-to-the-sound-of-jura-mpa) (Accessed January 2026)

terrestrial species records were found from a review of data available on the National Biodiversity Network (NBN, 2024<sup>8,9</sup>) within 1km of the port in the last 20 years.

- European hedgehog (*Erinaceus europaeus*)

There are no records of Invasive Non-Native Species (INNS) in the vicinity of the ferry terminal.

### 5.3 Water quality

The ferry terminal is within the Sound of Mull coastal water body (ID: 200464). In 2022 (most recent classification), the waterbody had Good status overall.

There are no shellfish or bathing water protected areas in the vicinity of the ferry terminal although the Mowi Scotland Ltd finfish aquaculture site is approximately 3km west of the ferry terminal.

### 5.4 Flood risk

Scottish Environment Protection Agency (SEPA) flood mapping data indicates that the Proposed Scheme contains areas where there is no specific risk of surface water or river flooding and a high risk of coastal flooding. High likelihood means that each year this area has a 10% chance of flooding.

### 5.5 Noise

The Proposed Development is located within an operational ferry terminal and is subject to frequent noise associated with the operation. The closest residential property is approximately 370m north of the port.

### 5.6 Climate and air

There are five residential properties within 500m of the Proposed Development. The closest of these being over 370m away. No Air Quality Management Area information is currently available for Ardnamurchan.

### 5.7 Heritage

Within 500m of the ferry terminal there is one recorded scheduled monument, Mingary Pier fort 250m NW of (SM6175)<sup>7</sup>, located 200m from the Proposed Development. The monument consists of the remains of a fort located on an isolated rocky knoll. The monument is of national importance for its potential contribution to an understanding of prehistoric domestic life and defensive architecture.

There are no records of listed buildings within 500m of the Proposed Development.

There is a Historic Marine Protected Area (HMPA) with a boundary 1km from the Proposed Development. Mingary HMPA is a 17<sup>th</sup> century shipwreck, believed to be wrecked from a siege of Mingary Castle. The wreck consists of heavily abraded timber fragments and five cast iron guns of different sizes, small finds have been recovered and placed in National Museums of Scotland, Edinburgh. The HMPA survival status is unknown but is expected to be <20%. The importance of the wreck links to its potential to provide important information on the design and use of vessels in the 17<sup>th</sup> century.

---

<sup>8</sup> Only records available under OGL, CC-BY or CCO licence were reviewed.

<sup>9</sup> <https://scotland.nbnatlas.org/> (accessed January 2026)

## 5.8 Navigation

Kilchoan ferry terminal connects Kilchoan with Tobermory on the Isle of Mull. The port area is relatively small, primarily designed to handle passenger ferries. The port plays a role in the local transport infrastructure, providing a link for passengers, vehicles, and goods. The MOWI Scotland floating pontoon, approximately 50m from the works at its closest point, is a private pontoon used by small rigid hull inflatable boats (RIBS).

## 5.9 Waste

The closest dredge and disposal site to the Proposed Development is Armadale located in the West highlands 40km away. There are no demolition activities associated with the Proposed Development and therefore the generation of waste (with the exception of dredge arisings, if they cannot be reused) will be limited.

## 6 Potential Environmental Effects

The characteristics of the Proposed Development presented in this EIA screening request are considered to represent the worst case scenario. An assessment of the potential environmental impacts of the works, based on professional opinion and consultation responses to the EIA screening of a previous iteration of the works (SCR-0113), is presented in **Table 6-1**. It is assumed that any amendments to the design would be expected to fall within the envelope of the worst case scenario assessment and therefore a separate assessment would not be required.

Responses to EIA screening requests under both the Marine EIA Regulations (SCR-0113) and the Town and Country Planning (EIA) (Scotland) Regulations 2017 (25/02949/SCRE) indicate that the statutory consultees do not consider the Proposed Development (with the inclusion of the aligning structure) as likely to have significant environmental effects, with the exception of NatureScot who considered the production for underwater noise during construction to represent a potential likely significant effect harbour porpoise feature of the Inner Hebrides & the Minches SAC. With the removal of the aligning structure from the Proposed Development there is now no requirement for underwater piling and the potential for significant effects is reduced.

Table 6-1 Potential environmental effects and potential mitigation

Topic / Receptor	Potential Impacts	Potential Effects and Mitigation	Significance of Effects
Environmental designations	<p>Generation of underwater noise from dredging operations.</p> <p>Changes to water quality from dredging activity affecting prey availability</p>	<p>Studies have shown that noise generated by dredging activities are generally less than a powerful vessel (OSPAR 2009; Todd et al., 2015). Additionally, dredgers primarily produce low frequency, omni-directional sound with bandwidths typically 100-500Hz, although fluctuating as low as 20Hz and as high as 20kHz (CEDA, 2011; WODA, 2013). Harbour porpoise, the designated feature of the Inner Maches and the Hebrides SAC, is considered to be a 'very high frequency' cetacean, with hearing capabilities and vocalisations at much higher frequencies (Southall et al., 2019), unlikely to overlap with noise of dredging activity. Flapper skate, the designated species of the Loch Sunart to Sound of Jura MPA are anticipated to have hearing capabilities in the range of -20Hz – 1KHZ, which is likely to overlap with dredging activities. However, with skate's preference for deeper water and the location of the dredging activity in very close proximity to an active ferry slipway which regularly experiences vessel noise (up to 7 sailings per day in summer months), it is considered unlikely that flapper skate will experience significant disturbance as a result of underwater noise related to the works.</p> <p>Marshalling area extension works will be done in the dry with no potential for creation of underwater noise.</p> <p>The material to be dredged is coarse in nature and sampling did not highlight any contamination, therefore effects on water quality are not expected beyond the immediate dredge footprint. While flapper skate eggs are sensitive to sedimentation, the Proposed Development is 60km from the only known egg-laying area within the MPA. Surface water run-off and accidental spills and leakages are standard construction industry hazards and are commonly and routinely managed using current industry standard practices and procedures.</p>	Not significant



Haskoning UK Ltd., a 'Royal' business as designated by the Royal House of the Netherlands in 1981.

Registered in England: 01336844. Registered office: Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ.

VAT registration number: 792428892

Topic / Receptor	Potential Impacts	Potential Effects and Mitigation	Significance of Effects
		<p>With such a small dredge area, additional vessel movements will be limited and primarily in very close proximity to the ferry slipway, with minimal potential for effects on designated features.</p> <p>The quaternary of Scotland is in the deep glacial trenches which the Proposed Development has no overlap with. Therefore, no significant impacts are expected from the Proposed Development's activities.</p> <p>Dredging activity is anticipated to be short in duration and as there is no maintenance dredging expected for the Proposed Development, impacts will be limited to the duration of the capital dredge, with no subsequent effects anticipated.</p> <p>While dredging has the potential to result in disturbance of qualifying features of the designated sites, given the information presented above on anticipated levels of underwater noise, the short duration of the works and the location, any effects would not be significant. The assessment of effects will be presented in full within a Habitats Regulations Appraisal (HRA) submitted in support of a marine licence application.</p> <p>An EPS Licence application will be submitted as a precautionary approach, due to the presence of harbour porpoise. This will be accompanied by a full Marine Mammal Risk Assessment. Standard mitigation practices will be adhered to such as best practice from the Scottish Marine Wildlife Watching Code and consideration of the timing of the works in consultation with NatureScot.</p>	
Ecology	<p>Species mortality/injury.</p> <p>Permanent loss of habitats as a result of construction activities.</p> <p>Disruption of foraging and commuting activity as a result of construction activities.</p>	<p>Ecological features of designated sites are considered above.</p> <p>The PEA did not identify any additional notable or protected species or habitats that could be impacted by the works.</p> <p>Standard best practice mitigations measures will be applied, including a pre-construction protected species survey and Construction Environment Management Plan (CEMP).</p>	Not significant

Topic / Receptor	Potential Impacts	Potential Effects and Mitigation	Significance of Effects
		Opportunities for enhancement will be considered as part of the project development.	
Invasive Non Native Species	Spread of INNS.	Spread of INNS would be managed using standard mitigation measures in line with recommendations in the Scottish Government Code of Practice on Non-Native Species, a precautionary approach will be taken for materials/equipment used.	Not significant
Water quality	<p>Increases in suspended sediment concentrations and turbidity dredging and disposal.</p> <p>Re-suspension and dispersion of potentially contaminated sediment during dredging activities.</p> <p>Surface water run-off from construction activities.</p> <p>Accidental spills or leaks from construction or vessels.</p>	<p>The material to be dredged is coarse in nature and sampling did not highlight any contamination, therefore effects on water quality are not expected beyond the immediate dredge footprint.</p> <p>Surface water run-off and accidental spills and leakages are standard construction industry hazards and are commonly and routinely managed using current industry standard practices and procedures and a CEMP.</p>	Not significant
Flood risk	<p>Risk to construction compounds from coastal flooding.</p> <p>Flood risk during operation</p>	<p>The implementation of Best Practice Measures and CEMP will be adopted (including signing up to flood alerts) to avoid flood risk to construction workers during the construction phase.</p> <p>The Proposed Development, although within a flood risk area, is considered to be a water compatible use as defined by NPF4.</p>	Not significant
Noise	<p>Generation of noise during construction.</p> <p>Increased noise during operation</p>	<p>The implementation of Best Practice Measures and CEMP will manage potential noise impacts to human receptors.</p> <p>Impacts from increased vessel activity are not anticipated as the activity is in line with the current use of the port and with the introduction of electric vessels a reduction in operational noise is anticipated.</p>	Not significant
Climate and air	Dust emission from construction activities.	Application of the standard dust control and management techniques, as laid out in the Institute of Air Quality Management (IAQM) guidance	Not significant

Topic / Receptor	Potential Impacts	Potential Effects and Mitigation	Significance of Effects
	<p>Increased emissions due to increased vessel activity.</p> <p>Embodied carbon in construction materials.</p>	<p>document<sup>10</sup> and CEMP would ensure that no significant effects arise in respect of dust or fine particulate matter.</p> <p>The upgrading of port infrastructure to accommodate the new electric vessels will provide sustainable low carbon transportation for the area.</p> <p>Where possible materials will be re-used on site to reduce the need for additional construction materials.</p>	
Heritage	<p>Direct physical impacts</p> <p>Burial of HMPA features</p>	<p>There is one recorded scheduled monument Mingary Pier, fort 250m NW of (SM6175) located 200m from the Proposed Development. No direct impacts are predicted although consultation with Historic Environment Scotland and Highland and Island Council will be conducted to ensure proper protection to the Monument during construction activities.</p> <p>Mingary Historic Marine Protected Area (HMPA 2) is located 1km from the Proposed Development and there will be no direct impacts. The dredge volume is small (820m<sup>3</sup>) and preliminary results of the ground investigation works demonstrate the dredge material to be coarse sand, shell and rock; therefore, significant or lasting smother of the wreck is considered extremely unlikely.</p>	Not significant
Navigation	<p>Risk of collision due to the presence of construction vessels.</p> <p>Restriction or delay of port activities due to the presence of construction vessels.</p> <p>Reduced visibility of other nearby vessels at night due to construction lighting.</p>	<p>Standard best practice mitigations measures will be used. Construction and operation activities associated with the proposed development will be managed through the issuing of Notice to Mariners.</p>	Not significant
Waste	<p>Disposal of dredge material.</p> <p>Increased port related and vessel waste.</p>	<p>Material will be reused on site as much as possible, with landfill waste kept as low as possible. Where possible, dredged arisings will be used as reclamation fill. In the instance that dredged arisings are unsuitable for use in reclamation, there may be the requirement for the disposal of</p>	Not significant

<sup>10</sup> [construction-dust-2014.pdf \(iaqm.co.uk\)](#)

Topic / Receptor	Potential Impacts	Potential Effects and Mitigation	Significance of Effects
		<p>dredged material, this may be either onshore or offshore at licenced disposal sites.</p> <p>There will be no increase in waste generated during operation.</p>	

## 7 Conclusion

Based on the potential effects resulting from the Proposed Development at Kilchoan, and the position of the Highland Council in determining that the proposed development did not constitute EIA development under the Town and Country Planning EIA Regulations, we do not consider the proposed works to constitute an EIA development in accordance with the Marine EIA Regulations. It is acknowledged that through consultation with NatureScot it is clear they consider there to be potential impacts on designated sites as a result of the dredging activity. The full assessment of potential impacts on designated sites will be presented in a HRA and Marine Mammal Risk Assessment, however the information provided within this Screening Request letter indicates that any effects are unlikely to be significant.

We would be grateful if MD-LOT could provide a formal EIA screening opinion confirming that an EIA is not required for the proposed development.

Yours sincerely

[Redacted]

**Evonne Maxwell**

Principal Environmental Consultant  
Water & Maritime

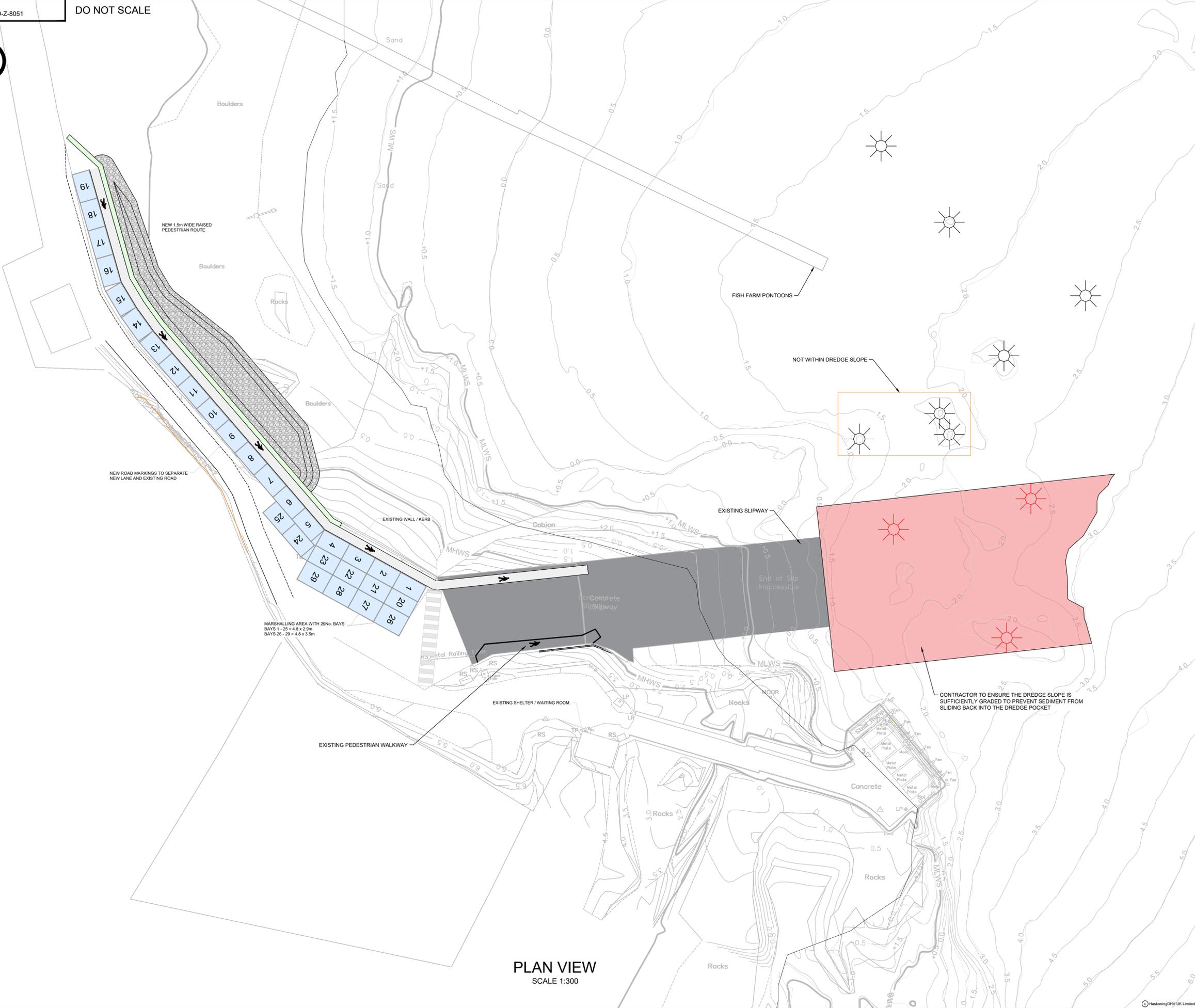


Haskoning UK Ltd., a 'Royal' business as designated by the Royal House of the Netherlands in 1981.

Registered in England: 01336844. Registered office: Westpoint,  
Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ.

VAT registration number: 792428892





PLAN VIEW  
SCALE 1:300

- NOTES**
- ALL DIMENSIONS ARE IN METRES, UNLESS NOTED OTHERWISE.
  - ALL LEVELS ARE IN METRES ABOVE CHART DATUM (MARKED ±0.00m CD). CHART DATUM IS 2.39m BELOW ORDINANCE DATUM.
  - SEA BED LEVELS BASED ON 2022 BATHYMETRIC SURVEY.

- HIGH SPOTS OUTSIDE DREDGE AREA
- HIGH SPOTS WITHIN DREDGE AREA

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	06/12/25	FIRST ISSUE	SJ	MN	AM

REVISIONS

CLIENT



PROJECT  
**SMALL VESSEL REPLACEMENT PROJECT**

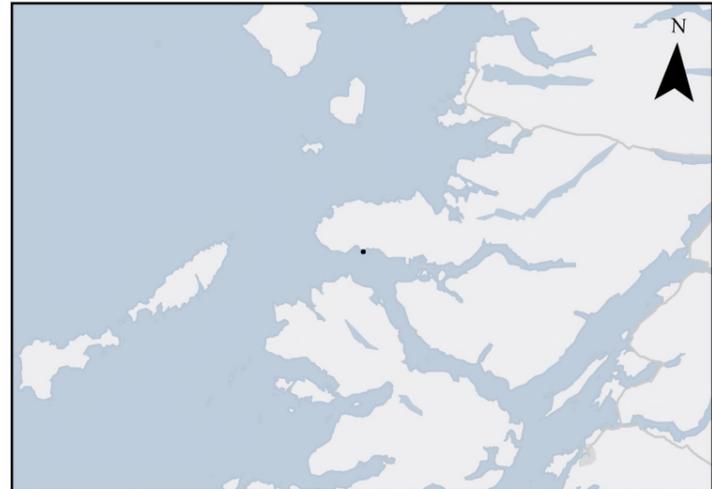
TITLE  
**GENERAL ARRANGEMENT PLAN**



DRAWN	CHECKED	APPROVED
SJ	MN	AM

DATE	SCALE	REF.
DEC' 2025	AT A1 AS INDICATED	PC5424-HAS-ZZ-KN-D-Z-8051.dwg

DRAWING No.	SUITABILITY	REVISION
PC5424-HAS-ZZ-KN-D-Z-8051	S5	P01



**Legend**

Site Boundary

© HaskoningDHV UK Ltd. GB Background: Contains OS data © Crown Copyright and database right 2025  
Contains data from OS Zoomstack, World Imagery: Maxar, Microsoft

Client:	Project:
Caledonian Maritime Assets Ltd.	CMAL SVRP Enabling Works

Title: **Figure 1 - Site Location**

Figure: PC5424-RHD-XX-KN-D-EV-1056

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
0	06/08/2025	JH	EM	A3	1:1,250

Co-ordinate system: British National Grid



762800  
762700  
762600

762800  
762700  
762600

149200

149300

149400

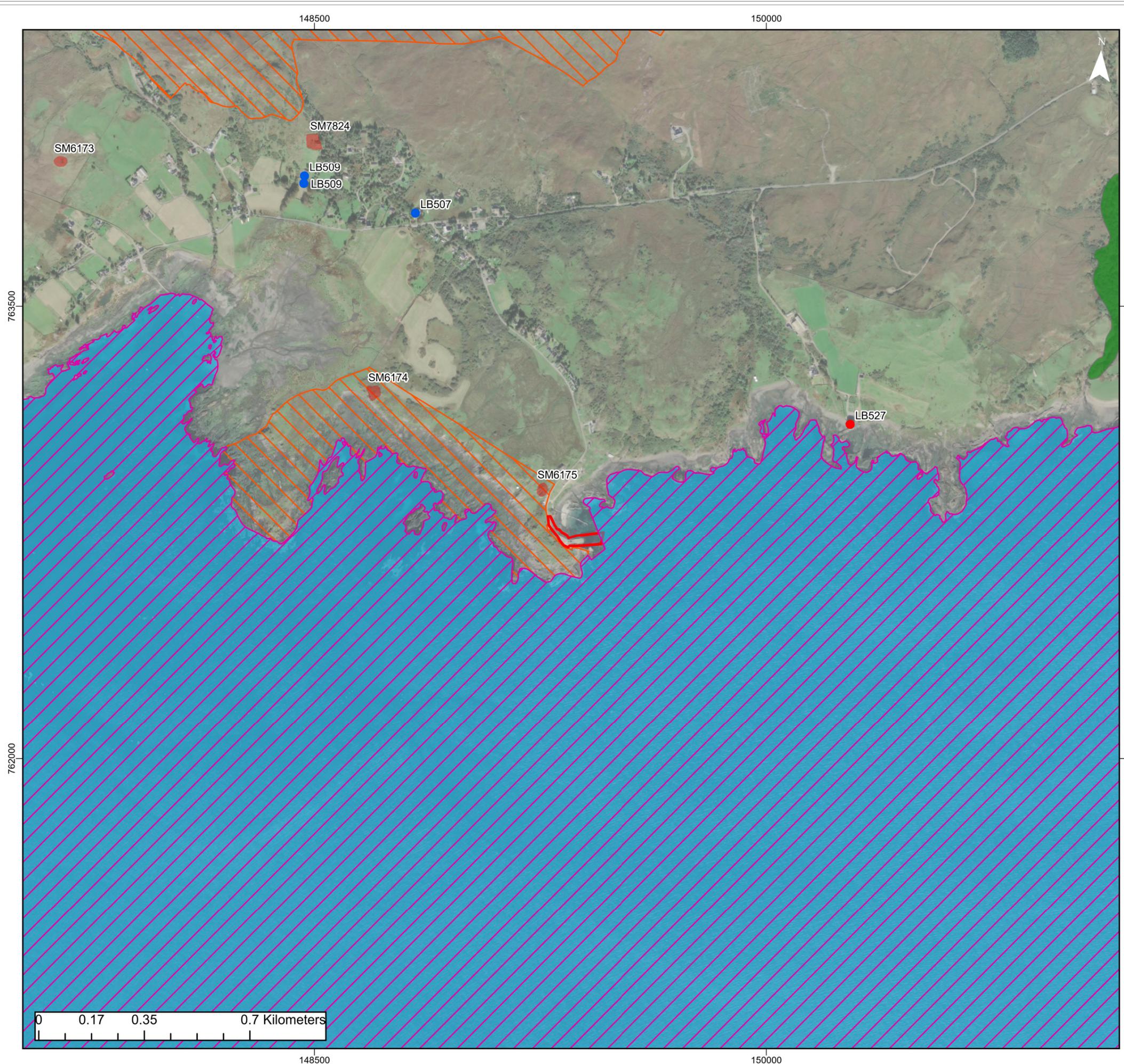
149500

149200

149300

149400

149500



**Legend**

- Site Boundary
- Loch Sunart to the Sound of Jura Marine Protected Area
- Ardnamurchan Site of Special Scientific Interest
- Inner Hebrides and the Minches Special Area of Conservation
- Ancient Woodland

**Listed Building**

- A
- B
- C

Scheduled Monuments

© Nature Scot, 2025; © HaskoningDHV UK Ltd. GB Background: Contains OS data © Crown Copyright and database right 2025  
Contains data from OS Zoomstack, World Imagery: Maxar, Microsoft

Client: Caledonian Maritime Assets Ltd.	Project: CMAL SVRP Enabling Works
--	--------------------------------------

Title:  
**Figure 2 - Designated sites and ancient woodland plan**

Figure: PC5424-RHD-XX-KN-D-EV-1057

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
0	25/07/2025	JH	EM	A3	1:12,500

Co-ordinate system: British National Grid

