Port Ellen Ferry Terminal

Environmental Screening Request

B2383700/Doc 002 Rev 3

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Caledonian Maritime Assets Limited

Port Ellen Ferry Terminal

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Contents

1. Introduction

1.1 Project Background

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

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

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

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

The new vessel will use less fuel for the same length of journey (improving efficiency), thereby improving environmental and economic performance. To accommodate the safe passage of the new vessel into the port and to provide a deeper berth, dredging and other associated enabling works, such as a new retaining wall along a section of quayside and the repositioning of the linkspan, are required to be undertaken around the existing terminal pier at Port Ellen, Isle of Islay, Scotland (hereafter referred to as 'the Proposed Development'). The enabling works are required as analysis has also shown that the existing retaining wall and support structure would be structurally unable to accommodate the increased dredge depths required, and therefore would require replacement as part of the Proposed Development. Additionally, replacement of the existing fenders with a new piled fender system is required as the displacement of the new vessel is larger than the current vessels.

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

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

1.2 Purpose of this Screening Request

The purpose of this request is to seek written confirmation from Marine Scotland, as the consenting authority, that the Proposed Development does not constitute an EIA project as defined by the EIA Regulations.

This Screening Request provides a description of the Proposed Development including its location, the physical characteristics and the relevant environmental sensitivities of the area. It also contains a description of likely significant effects, based on currently available information, of the Proposed Development on the environment resulting from the expected residues and emissions and the production of waste, where relevant; and the use of natural resources, in particular soil, land, water and biodiversity.

In addition to the information above, this screening request includes description of any features of the Proposed Development, or proposed measures, envisaged to avoid or prevent significant adverse effects on the environment.

1.3 Report Structure

This EIA Screening Request comprises the following sections:

- Description of the Proposed Development - summary of the Proposed Development including location and construction and operational activities;
- EIA Regulations - overview of the relevant EIA Regulations and EIA screening process;
- Environmental Considerations - overview of environmental aspects considered relevant to the Proposed Development;
- Screening Conclusions and Further Environmental Assessment – conclusion that the Proposed Development is not an EIA Development in accordance with the EIA Regulations; and
- Appendices – accompanying figures and assessment against EIA Regulations.

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

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

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

2. Description of Proposed Development

2.1 Site Location and Context

The Proposed Development is located on the south coast of the Isle of Islay, at the existing Port Ellen Terminal (National Grid Reference NR 363 450), as shown on Figure 1. The site in context to the wider location, as well as the full line boundary is shown in Appendix A.

The Proposed Development is accessible via a small access road that leads from Frederick Crescent to the north, past properties and business premises onto the existing pier. The pier is bound to Kilnaughton Bay to the east, west and south. There is also a small marina – Port Ellen Marina – to the north east of the Proposed Development, served by the same access road. Port Ellen is visible from across the bay to both the east and west as well as potential views from Carraig Fhada Lighthouse, across the bay south-west, though visibility will be weather dependent given the relative distance (approximately 1.5km). The topography of the land is relatively flat to the north following the access road, and slopes uphill towards the north west.

2.2 Summary of Proposed Development Elements

Works associated with the Proposed Development consist of the following:

- Dredging of the areas indicated in the drawings (see Appendix A), from -4.5m Chart Datum (CD) to -5.5m CD. It is estimated approximately 33,000m^3 (63,000 tonnes) of material will be dredged of which 3,000m^3 (8,100 tonnes) is the rock armour scour protection which will be reused once the pocket that it sits in has been dredged.
- Construction of a new sheet pile retaining wall in front of the existing linkspan and moving the linkspan 2.5m forward of its current location, at the south berth.
- Removal of the existing MV Fender Units which are attached directly to the sheet piled wall which forms the pier. The existing fenders will be replaced with new parallel motion fenders (PMFs) which will be supported on new tubular steel piles.

2.3 The Proposed Development – Construction

The Proposed Development will need to take cognisance of the continued operation of the port, where Calmac Ferries Ltd. operate a daily ferry service from Port Ellen to Kennacraig on the Kintyre peninsular, Argyll and Bute.

The total area of the works is estimated to be approximately 31,500m^2, as shown on Figure 1.

The dredging elements of the works, demarcated in Appendix A, are anticipated to involve the dredging and reuse of the existing rock armour scour protection, which is in place around the perimeter of the pier, dredging of soft soil material (approximately 29,850m^3), rock armour scour protection (approximately 3,000m^3)and potentially small amounts of bedrock (approximately 150m^3). To better quantify the exact volume of rock material requiring dredging, a geophysical survey will be recommended to assess the rock profile.

The dredging works would be carried out by barge and it is currently assumed that the dredged soil and bedrock material would be disposed of at sea, however this is subject to a Best Practicable Environmental Option Assessment (BPEO) to confirm the disposal method. It is anticipated that any disposal at sea would be undertaken at the nearest disposal site, approximately 0.6 nautical miles from the site. 30,000m^3 of soil and bedrock material is estimated to be dredged (excluding rock armour as this is envisaged to be reused on site). The bedrock may need to be pre-fractured by drilling and splitting using Cardox. Explosives would only be used as a last resort. The use of explosives will only occur if the Contractor has reasonably demonstrated that other methods such as Cardox

and predrilling are not suitable, and all necessary precautions are in place to protect property, people and wildlife. If explosives are required, a noise and vibration impact assessment will be undertaken to assess and mitigate the potential impacts of blasting, as well as having an appropriate Method Statement/Risk Assessment in place.

The dredged rock armour would be stored on a storage barge before it placed again at a deeper level.

The new sheet pile retaining walls in front the existing linkspan would have inclined rock anchors and would be backfilled with an imported granular material. This would involve the installation of a temporary piling gate and driving steel sheet piles to a defined level. The space between the new and existing walls would be filled with an imported granular fill up to anchor level. Once the fill reaches this level inclined rock anchors would be installed at a defined spacing along the length of the wall. When the anchors have reached sufficient strength, the remaining backfill is added. A concrete cope would be cast at the top of the steel wall.

The existing linkspan is supported on steel bearing piles and four new bearing piles would need to be installed to support the linkspan in its new location.

The existing linkspan is currently housed within a concrete recess. This would be broken out and a new concrete recess cast to house the repositioned linkspan.

The sheet pile walls would be the same height as the existing structures. The sheet piling works would either be carried out exclusively from the land or using a mixture of both barge and land-based plant.

The fendering works will involve the removal of the existing fenders and their replacement with new parallel motion fenders (PMFs). The PMFs are supported on new tubular steel pile which are driven into the seabed in front of the existing sheet piled wall which forms the pier. Installation of these piles would include the positioning of a temporary piling gate which could potentially be supported off the wall of the pier rather than from temporary piles.

Once the pile is in place a tubular steel sleeve is placed over the pile and the annulus between the pile and the sleeve filled with grout. The PMF units, consisting of rubber fender unit, steel facing panel and miscellaneous steelwork, are then attached to the tubular steel sleeve.

It is anticipated that the construction programme would last approximately 30 weeks, consisting of the following indicative tasks and durations:

- Installing sheet piles – 3 weeks
- Installing anchors to sheet pile wall – 6 weeks
- Backfilling new wall – 3 weeks
- Linkspan bearing piles – 1 week
- Pile head assembly – 1 week
- Concrete for linkspan recess (including curing time) – 4 weeks
- Linkspan lift in and commission – 1 week
- Dredging – 27 weeks.
- Installing PMF piles – 15 weeks (over a period of approx. 22 weeks)
- Installing Sleeves and PMF Units – 13 weeks (over a period of approx. 22 weeks)

2.4 The Proposed Development – Operation

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

3. EIA Regulations

This request for a Screening Opinion is made to Marine Scotland under Regulation 10(1) of the EIA Regulations. The EIA Regulations form the legislative framework for undertaking EIA for certain projects and define an 'EIA project' as either a '*Schedule 1 works; or Schedule 2 works likely to have significant effects on the environment by virtue of factors such as its nature, size or location*.'

This section outlines the application of the EIA Regulations with regards to the Proposed Development. Appendix B provides full assessment details of the Proposed Development against Schedules 1, 2 and 3 of the EIA Regulations.

3.1 Schedule 1

The Proposed Development does not meet any of the criteria listed within Schedule 1. As a result, it is not automatically classified as an EIA project and must be considered under Schedule 2.

3.2 Schedule 2

Schedule 2 developments are those development likely to have significant effects on the environment by virtue of factors such as its nature, size or location. As defined in Regulation 2(1), Schedule 2 developments are those development types described in Column 1 of the table within Schedule 2, and where:

(a) any part of that development is to be carried out in a sensitive area; or

(b) any applicable threshold or criterion in the corresponding part of Column 2 of that table is respectively exceeded or met in relation to the works.

With regards to (a), the Proposed Development is not located within a 'sensitive area' as defined in Regulation 2(1) of the EIA Regulations.

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

- *1 (e) Reclamation of land from the sea;* due to the linkspan movement of 2.5m into the water and which would be backfilled; and
- *10 (m) Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works*; due to the dredging and potential linkspan works.

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

3.3 Schedule 3

Schedule 3 provides criteria to assist with determining whether a Schedule 2 development constitutes an EIA Development. These criteria are the characteristics of development, the location of development and the characteristics of the potential impact. The environmental constraints and considerations taken into account in determining the potential for likely significant impacts are outlined in Section 4 and the EIA Screening concluded in Section 5.

4. Environmental Considerations

Under Part 2, Regulation 10 of the EIA Regulations, when requesting a Screening Opinion from the Scottish Ministers, the environmental aspects that could be potentially significantly affected by the Proposed Development need to be considered. This section provides an overview of those environmental aspects considered relevant to the Proposed Development site and considered when determining whether the Proposed Development constitutes an EIA Development.

The consideration of a potential impact's significance takes cognisance of good practice and management measures as set out in Table 4.1 as these measures will be adopted by the contractor(s) throughout the Proposed Development.

Key environmental constraints are displayed on Figure 2 in Appendix A.

Table 4.1 General Mitigation and Good Practice Measures

Mitigation Item	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
GP-01	Pre-construction & construction	A Construction Environmental Management Plan (CEMP) will be prepared by the Contractor. The CEMP will set out how the contractor intends to operate the construction site, including construction-related mitigation measures. The relevant section(s) of the CEMP will be in place prior to the start of construction work. The CEMP will include, but not be limited to, subsidiary plans relating to: marine water and sediment quality; ecology; traffic and transport; air quality; noise and vibration and navigation. These appended management plans are likely to include: • Ecological Management Plan; • Pollution Control and Response Plan; • Oil Spill Contingency Plan; • Dust Management Plan; • Construction Traffic Management Plan; • Marine Safety Management System; • Archaeological Finds Protocol; • Piling Protocol; and • Biosecurity Management Plan (BMP).	To provide a framework for the implementation of construction activities in accordance with the environmental commitments and mitigation measures in this Screening Study. It will be developed and evolve to avoid, reduce or mitigate construction impacts on the environment and the surrounding environment.	MS-LOT / Argyll and Bute Council
GP-02	Pre-construction	Prior to construction a suitably qualified Environmental and Ecological Clerk of Works (EnvCoW, ECoW) will be appointed by the Contractor. The appointed person(s) will be professionally qualified and experienced in a relevant environmental discipline and will be a member of an appropriate professional body (e.g. CIWEM/CIEEM). The EnvCoW(s) and ECoW(s) will be present on site, as required, during the construction period to monitor the implementation of the mitigation measures identified and ensure that activities are carried out in such a manner to prevent or reduce impacts on the environment.	To monitor the implementation of the mitigation measures identified and ensure that activities are carried out in such a manner to prevent or reduce impacts on the environment.	MS-LOT
GP-03	Pre-construction, Construction and Operation	Adherence to Pollution Prevention Guidelines (PPGs), and, where available, the new Guidance for Pollution Prevention (GPPs) (NetRegs, 2018).	To protect the water environment and marine ecology.	None required
GP-04	Construction & Operation	Vessels associated with the development will comply with International Maritime Organisation (IMO)/Maritime Coastguard Agency (MCA) codes for prevention of oil pollution. Vessels over 400 gross tonnes having onboard Ship Oil Pollution Emergency Plans (SOPEPs). All vessels will carry oil and chemical spill mop up kits.	To protect the water environment and marine ecology.	None required

Mitigation Item	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
GP-05	Construction and Operation	All vessels using ballast water must comply with the Exchange standards contained in the IMO Ballast Water Management Convention and carry a Ballast Water Management Plan and a Certificate of Compliance.	To protect the water environment and marine ecology from pathogens and invasive species.	None required
GP-06	Construction	Workers will ensure that all debris, material, and water is removed from the containment with any waste material removed from the site by licensed waste carriers.	To protect the water environment and marine ecology.	None required
GP-07	Pre-construction & Construction	All plant, vehicles and vessels will meet good industry standards and will be powered off when not in use to minimise emissions. During dry conditions water will be used for dust suppression. Storage of materials will be enclosed and/or covered with dust sheets and all HGV's delivering loose material to the site compound will be fitted with suitable sheeting. Good practice measures will include the use of wheel-wash facilities and the implementation of speed restrictions.	To reduce potential dust from material storage, vehicle movements and public roads.	None required
GP-08	Pre-construction & construction	The normal working hours within the Site will be between 07.00 and 22.00 hours, 7 days a week. Exceptionally, consent for work outside these hours, including nightshift, may be given after necessary consultation by the Contractor with Argyll and Bute Council, the Project Manager and the Ferry Operator. For example, it may be necessary to undertake some works outside these times due to tidal constraints. No construction activities will be undertaken on Christmas Day, Good Friday or a day which under the Banking and Financial Dealings Act 1971 is a bank holiday in Scotland. Measures to be adopted during piling works will include: • A scheme of noise monitoring will be agreed with the Environmental Health Officer of Argyll & Bute Council, and noise limits will be contained within the Construction Environmental Management Plan. The contractor will be required to develop and implement a Noise Management Plan to meet these requirements. • Providing notification to the nearest residents of the likely commencement of the piling at this location at least one week in advance. • No percussive piling overnight (between 18:00 and 07:00) unless there is an urgent commercial need and agreement with Argyll and Bute Council. • Switching off plant and equipment when not in use and safe to do so.	To reduce short-term noise impacts during construction including from piling activity on noise sensitive receptors.	Argyll & Bute Council
GP-09	Construction & Operation	Adherence to industry standard risk controls (e.g. International COLREGS 1972 (as amended); Standards of Training, Certification and Watchkeeping for Seafarers (STCW); Notices to Marines (NtM); and vessel Standard Operating Procedures (SOPs)) and implementation of an updated Marine Safety Management System (MSMS).	To safely facilitate the berthing and manoeuvring of vessels.	None required

Mitigation Item	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
GP-10	Pre-construction and construction	The Contractor will comply with all relevant waste legislation in relation to waste handling, storage, transport and disposal (e.g. The Waste Framework Directive) and consultation with SEPA for advice on waste practices, licences and exemptions where appropriate.	To ensure waste handling, storage, transport and disposal is compliant with all relevant waste legislation.	MS-LOT
GP-11	Construction	The Contractor will ensure that all site workers receive adequate environmental training relevant to their role prior to working on the construction site, including specific environmental project inductions and 'toolbox talks' on best practice construction methods as appropriate.	To ensure site workers are aware of best practice construction methods, mitigation measures and how they are implemented.	None required

4.1 Noise and Vibration

4.1.1 Baseline

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

The nearest noise sensitive receptor is 40 Pier Road B&B, approximately 120m to the north of the existing linkspan. Additionally, further receptors lie to the north of the dredging areas including Cala Sith Guesthouse and Islay Old School Cottages, approximately 125m and 140m respectively. The topography slopes upwards away from the terminal. The Proposed Development is not located within a Noise Management Area.

4.1.2 Potential Impacts, Mitigation and Residual Effects

During the construction phase there is the potential for noise and vibration impacts during the piling and dredging works on nearby noise sensitive receptors, the closest of which is approximately 120m to the north as described in Section 4.1.1. However, the works proposed are temporary (maximum duration of 30 weeks for all the works) and piling would not be continuous throughout the full construction programme (expected to be approximately 19 weeks of activity).

As set out in Table 4.1 and below, a Construction Environmental Management Plan (CEMP) will be in place throughout the works which will outline best practices to ensure noisy works are minimised as far as practicable. It is therefore anticipated that short-term construction impacts on noise sensitive receptors would be reduced to non-significant by adopting the mitigations measures to be included in the CEMP:

- A scheme of noise monitoring will be agreed with the Environmental Health Officer of Argyll and Bute Council, and noise limits will be contained within the Construction Environmental Management Plan. The contractor will be required to develop and implement a Noise Management Plan to meet these requirements.
- Providing notification to the nearest residents of the likely commencement of the piling at this location at least one week in advance.
- The normal hours of working are anticipated to be between 07:00 hours and 22:00 hours Monday to Sunday. Exceptionally, consent for work outside these hours, including nightshift, may be given after necessary consultation by the Contractor with Argyll and Bute Council, the Project Manager and the Ferry Operator. It may be necessary to undertake some works outside these times due to tidal constraints. No construction activities will be undertaken on Christmas Day, Good Friday or a day which under the Banking and Financial Dealings Act 1971 is a bank holiday in Scotland. There will be no percussive piling operations between 18:00 and 07:00 unless otherwise agreed through consultation with Argyll and Bute Council.
- Switching off plant and equipment when not in use and safe to do so.

Therefore, residual effects on noise sensitive receptors during construction are considered to be non-significant.

4.2 Air Quality

4.2.1 Baseline

In order to inform the screening request a, 1km background air quality concentration maps were obtained from the Scottish Air Quality[1] and DEFRA[2] websites. The 2020 measured annual average concentrations of NO_2, PM_{10} and $PM_{2.5}$ are 2.18µg/m^3, 6.19µg/m^3 and 3.96µg/m^3 respectively for background square (136500, 645500). This indicates the air quality having pollutant concentrations well below the relevant National Air Quality Objectives of 40µg/m^3, 18µg/m^3 and 10µg/m^3 respectively.

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

4.2.2 Potential Impacts, Mitigation and Residual Effects

There is the potential for an increase in traffic associated with the construction works, particularly during the piling works at the linkspan during construction. This in turn has the potential to increase the NO_2, $PM_{2.5}$ and PM_{10} pollutants associated with traffic emissions. However, it is not anticipated there will be any significant increase in traffic flows and any increases will be temporary lasting at maximum the full duration of the construction works (30 weeks).

As identified in Table 4.1, the CEMP will outline best practice methodology to mitigate potential impacts on air quality during construction. All plant, vehicles and vessels will meet good industry standards and will be powered off when not in use to minimise emissions. During dry conditions water will be used for dust suppression. Storage of materials will be enclosed and / or covered with dust sheets and all HGV's delivering loose material to the site compound will be fitted with suitable sheeting. Good practice measures will include the use of wheel-wash facilities and the implementation of speed restrictions.

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

4.3 Ecology and Biodiversity

4.3.1 Baseline

4.3.1.1 Designated Sites

Designated sites for nature conservation interest within 10km of the Proposed Development were identified using NatureScot's Sitelink tool[3] and are presented in Table 4.2, and shown on Figure 2.

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

Designation Title	Type of Designation	Distance from Proposed Development	Designated features or qualifying interests
The Oa	Site of Special Scientific Interest (SSSI)	Closest section 4km west	Chough (*Pyrrhocorax pyrrhocorax*).

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

Designation Title	Type of Designation	Distance from Proposed Development	Designated features or qualifying interests
	Special Protection Area (SPA)		
South-East Islay Skerries	Special Area of Conservation (SAC)	4.3km east	Harbour seal (*Phoca vitulina*).
Ardmore, Kildalton and Callumkill Woodlands	SSSI	4.8km east	Upland Oak Woodland.
Laggan, Islay	SPA	5.5km north-east	Greenland barnacle goose (*Branta leucopsis*), non-breeding Greenland white-fronted goose (*Anser albifrons flavirostris*), non-breeding
Laggan Peninsula and Bay	SSSI	5.5km north-east	Sand dunes, blanket bog habitats, Greenland barnacle goose (*Branta leucopsis*), and Greenland white-fronted goose (*Anser albifrons flavirostris*).
Eilean na Muice Duibhe	Ramsar	10km north	Blanket bog habitats and Greenland white-fronted goose (*Anser albifrons flavirostris*).
	SSSI		Blanket bog habitats and Greenland white-fronted goose (*Anser albifrons flavirostris*).
	SPA		Greenland white-fronted goose (*Anser albifrons flavirostris*).
	SAC		Blanket bogs and depressions on peat substrates of the *Ryhnchosporion*.

There is one site listed on the Ancient Woodland Inventory within 2km of the Proposed Development, Coille Nan Sglithean (long-established, of plantation origin), approximately 1.5km north west of the site.

4.3.1.2 Protected Species

A data search on National Biodiversity Network (NBN) Gateway[4] has identified the following protected species within 2km of the Proposed Development's extents, all of which are birds:

- Arctic tern (*Sterna paradisaea*);
- black guillemot (*Cepphus grylle*);
- black-headed gull (*Chroicocephalus ridibundus*);
- black-throated diver (*Gavia arctica*);
- chough (*Pyrrhocorax pyrrhocorax*);
- common guillemot (*Uria aalge*);
- common gull (*Larus canus*);
- common sandpiper (*Actitis hypoleucos*);
- common scoter (*Melanitta nigra*);
- cormorant (*Phalacrocorax carbo*);
- corncrake (*Crex crex*);
- curlew (*Numenius arquata*);
- eider (*Somateria mollissima*);
- gannet (*Morus bassanus*);

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

- goldeneye (*Bucephala clangula*);
- great black-backed gull (*Larus marinus*);
- great northern diver (*Gavia immer*);
- grey heron (*Ardea cinerea*);
- greylag goose (*Anser anser*);
- hen harrier (*Circus cyaneus*);
- herring gull (*Larus argentatus*);
- kittiwake (*Rissa tridactyla*);
- lapwing (*Vanellus vanellus*);
- lesser black-backed gull (*Larus fuscus*);
- mallard (*Anas platyrhynchos*);
- mute swan (*Cygnus olor*);
- oystercatcher (*Haematopus ostralegus*);
- peregrine (*Falco peregrinus*);
- raven (*Corvus corax*);
- razorbill (*Alca torda*);
- red-breasted merganser (*Mergus serrator);*
- redshank (*Tringa totanus*);
- red-throated diver (*Gavia stellata*);
- ringed plover (*Charadrius hiaticula*);
- sanderling (*Calidris alba*);
- sandwich tern (*Sterna sandvicensis*);
- scaup (*Aythya marila*);
- shag (*Phalacrocorax aristotelis*);
- shelduck (*Tadorna tadorna*);
- siskin (*Carduelis spinus*);
- snipe (*Gallinago gallinago*);
- turnstone (*Arenaria interpres*);
- whooper swan (*Cygnus cygnus*); and
- wigeon (*Anus penelope*).

Whilst no records are available, otter are widespread across Scotland, including on Islay, and are likely to be present in the area around Port Ellen. A survey undertaken by Halcrow Group Ltd[5] in 2009, in relation to upgrades of the pier at Port Ellen, identified no resting places or field signs of otter.

Breeding birds may be present on or around the terminal buildings. The terminal buildings may also provide roosting habitat for bats.

4.3.1.3 Priority Marine Features

The following Priority Marine Features have been identified within 2km of the Proposed Development[6]:

- tide-swept algal communities;
- kelp beds;
- maerl beds;
- grey seal (*Halichoerus grypus*); and
- harbour seal (*Phoca vitulina*).

Marine mammal (seals and cetaceans) usage of the area around the Proposed Development is low although harbour seals have been recorded within Kilnaughton Bay [6,7].

[5] Halcrow Group Ltd., "Port Ellen – Ferry Terminal Upgrade Environmental Supporting Information" 2009.
[6] Marine Scotland Maps NMPI https://marinescotland.atkinsgeospatial.com/nmpi/?region=SW
[7] Hebridean Whale and Dolphin Trust (2018). Hebridean Marine Mammal Atlas. Part 1: Silurian, 15 years of marine mammal monitoring in the Hebrides. A Hebridean Whale and Dolphin Trust Report (HWDT), Scotland, UK, 60pp

4.3.2 Potential Impacts, Mitigation and Residual Effects

4.3.2.1 Designated Sites

There is no permanent or temporary loss of any designated site as part of the Proposed Development.

A Habitats Regulations Appraisal has been prepared which details assessment of potential effects on European and Ramsar sites. Impacts on marine mammal qualifying interests are detailed under Protected Species below.

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

4.3.2.2 Protected Species

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

Wild birds are protected under the Wildlife and Countryside Act (WCA) 1981 (as amended) and the Nature Conservation (Scotland) Act 2004. Further protection is provided by various schedules of the WCA 1981 to some rarer species or those vulnerable to disturbance and/or persecution, notably including Schedule 1 birds.

Should works take place during the breeding bird season (March – August inclusive), two nesting bird checks are recommended to be undertaken prior to works commencing, one two weeks prior to the commencement of works, and one within 24 hours prior. Any nest identified should be left in situ and undisturbed until the young birds have fledged. Any nests found to be marked out by the contractor with a buffer zone appropriate to the species.

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

Underwater noise producing activities such as impact piling, blasting and/or dredging have the potential to cause injury and disturbance to marine mammals. Due to the low densities of cetaceans in the area this is not likely to represent a significant effect. Seals are less sensitive to noise than cetaceans, but are more likely to be in the vicinity of the works. A review of information related to hearing thresholds and previous piling works indicates that seals would have to be in close proximity (approximately 100m) to the piling works to experience injury but may exhibit a weak behavioural response up to 14km away[8,9].

Piling activities will be undertaken for the construction of the Proposed Development which may have a disturbance effect on species due to the noise levels associated with this work. However, these works are temporary in nature and localised to the linkspan and the fender locations along the pier. In the context of the disturbance created by the existing operational ferry terminal and other vessel movements, the likely habituation of animals in the Port Ellen area to background noise, and the wide availability of higher quality alternative habitat, and the noise and vibration arising from construction of the Proposed Development, it is considered that there will be no long-term effect. Short-term disturbance could occur to a limited number of individuals, however this effect is predicted to be minor and not result in a significant impact.

[8] Southall, B.L., Finneran, J.J., Reichmuth, C., Nachtigall, P.E., Ketten, D.R., Bowles, A.E., Ellison, W.T., Nowacek, D.P. and Tyack, P.L. (2019) Marine Mammal Noise Exposure Criteria: Updated Scientific Recommendations for Residual Hearing Effects. Aquatic Mammals 45: 125-232. DOI 10.1578/AM.45.2.2019.125.

[9] Bailey, H., Senior, B., Simmons, D., Rusin, J., Picken, G., Thompson, P.M. (2010) Assessing underwater noise levels during pile-driving at an offshore windfarm and its potential effects on marine mammals. Marine Pollution Bulletin 60 (2010) 888–897.

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

The area around the Proposed Development is not anticipated to contain significant volumes of fine silty sediments, and therefore any disturbed sediment is expected to settle locally and quickly, causing minimal impacts on surrounding biodiversity.

There is also the potential for disturbance associated with vessel movements during the construction period associated with the movement of materials during dredging and piling. However, Port Ellen is an operational terminal and the harbour also has an area used by local fishermen and a small marina used by the local harbour association. Given the amount of existing vessel movements in the area it is anticipated that species within the local environment are naturalised to vessel movements and the noise/disturbance associated with them. Subject to the findings of the walkover survey and any associated mitigation and licensing requirements, it is not anticipated that construction of the Proposed Development will have any significant impacts on biodiversity. A tool-box talk detailing species which could be encountered, mitigation, and action required if an animal is identified, will be prepared and delivered to site personnel prior to works.

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

All land-based plant will have plant nappies in place when stationary and any fuel bowsers, or other plant will be placed atop oil drip trays.

As part of the CEMP, an Ecological Management Plan will be developed and implemented. Best practice guidelines will be followed at all times during construction.

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

4.4 Water Environment

4.4.1 Baseline

The Proposed Development is located within the South East Islay coastal water body (ID: 200304), in the Scotland river basin district. It is 202.1 square kilometres in area and classified as Good overall status (2018). There are no designated sites (SSSIs, SPAs or SACs) protected for water environment interests, Marine Conservation Areas or Marine Protection Areas within the vicinity of the Proposed Development.

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

A review of Map Environment Scotland shows the Proposed Development is not located within a Shellfish Water Protected Area as designated under The Water Environment (Shellfish Water Protected Areas: Designation) (Scotland) Order 2013, the closest being Loch Gruinart on the north of Islay (approx. 24km north of Proposed Development) and East Tarbert Bay on Gigha (approximately 30km east of Proposed Development).

The site is currently operated as a ferry terminal and additional harbour for small fishing vessels and pleasure boats. A review of Marine Scotland's Mapping Portal[10] shows the sea bed as 'Rock and Hard Substrate' within the Proposed Development. Additionally, the sediment is described as 'Coarse'.

The Proposed Development is within a Marine Planning Zone; defined in the Town and Country Planning (Marine Fish Farming) (Scotland) Order 2007 as marine areas for which planning authorities discharge their functions with regard to fish farming developments. These works do not fall under these regulations.

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

4.4.2 Potential Impacts, Mitigation and Residual Effects

The proposed dredging area makes up less than 0.02% of the South East Islay WFD water body (ID: 200304), therefore any effects are anticipated to be highly localised in nature. Marine Scotland should be consulted prior to any works to determine licencing requirements. and requirement for a WFD Assessment.

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

Sediment disturbance during the placement of each new pile will be highly localised with remobilised sediment dispersing quickly during mid-tide and resettlement occurring in adjacent areas on the slack tides. The localised disturbance of sediment is not anticipated to result in any significant change to the topography or substrata. During piling activities, the sheet piles will be driven through the overburden to the required depth with no requirement for drilling through the casing.

Given that the contractor will adhere to good practice and management measures that will reduce the risk and likelihood of releasing materials and pollutants in the marine environment, and control any released sediment through operation of a silt boom, any effect on water or sediment quality is not anticipated to be significant. It is considered that any increases in dissolved pollutants above background levels would be highly localised and temporary in nature, taking into account the scale of the receiving waters would not be anticipated to affect the integrity of the waterbody.

It is not anticipated that there will be any alteration to the tidal currents and wave as a result of this Proposed Development. The scheme is centred around dredging the sea floor to a level of -5.5m CD from -4.5m CD to accommodate the new vessel. Dredging works have happened periodically at this location, with the most recent dredging operations taking place in 2012. Additionally, while sediment movement is anticipated, given the physical characteristics of the seabed at the Proposed Development, this is envisaged to be of minor impact and temporary in nature while dredging activities occur.

Consultation with Marine Scotland should be undertaken prior to any works to determine licencing requirements. A WFD Assessment may be required in order to further assess the effects of the Proposed Development on the South East Islay water body.

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

[10] https://marinescotland.atkinsgeospatial.com/nmpi/

4.5 Cultural Heritage

4.5.1 Baseline

The Proposed Development is located adjacent to the boundary of the Port Ellen Conservation Area, as described within the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997) as areas of special architectural or historic interest and containing key features which it is desirable to conserve, sustain and enhance.

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

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

Description	HES/HER Reference	National Grid Reference
Islay, Port Ellen, Pier (Canmore)	121745	NR 36315 45010
Port Ellen, Islay, Pier/Loch Leodamais/Rubha Glas (Historic Environment Record)	21030	NR 36315 45010
Saracen: Port Ellen, Islay, Atlantic (Canmore Maritime). Motor Fishing Vessel (20th Century)	303219	NR 363 450
Ann: Port Ellen Harbour Entrance, Islay, Atlantic (Canmore Maritime). Schooner (19th Century)	284008	NR 364 450
Catharine: Port Ellen Harbour Entrance, Islay, Atlantic (Canmore Maritime). Sloop (19th Century)	274404	NR 364 450

4.5.2 Potential Impacts, Mitigation and Residual Effects

A review of PastMap indicates that the piling works will take place outwith the boundary of the Port Ellen Conservation Area. Furthermore, the piling works are a replacement of the existing retaining wall and support structure, and moving it 2.5m further outwards from the Conservation Area. It is not, therefore, anticipated that the Proposed Development has the potential for significant adverse effects on the Port Ellen Conservation area.

While marine-based heritage assets have been identified within the red line boundary, this area has previously been dredged (in 2012) to accommodate the existing ferry route. As the works aim to lower the seabed from -4.5m CD to -5.5m CD, is it not envisaged that these works will impact on the heritage assets identified to a greater extent than has already occurred.

No mitigation is required for the heritage assets mentioned in Table 4.3 during construction or operation.

4.6 Landscape and Visual

4.6.1 Baseline

The terminal at Port Ellen forms the focus of the town with the tall grain silo dominating the harbour. The existing harbour buildings and ferry terminal contribute to the character of the working harbour. As noted in section 4.5, Proposed Development is located adjacent to the boundary of the Port Ellen Conservation Area, which is comprised mostly of white painted houses and cottages with a few larger stone faced buildings.

The area surrounding the existing Port Ellen terminal is mostly water (Kilnaughton Bay), with land bound to the north of the site. The topography slopes upwards from the pier towards properties on a hill, while the road that enters the pier winds past the closest residential property (40 Pier Road B&B). The properties on the hill would largely be obstructed of any views of the terminal due to the terminal warehouse and the lie of the land. However, they will have views of the sea, in areas where dredging is expected.

Residential properties face onto the pier from the across the water to the east, at Frederick Crescent.

Transient receptors will be able to observe both the areas being dredged as well as any works associated with sheet piling.

There are no landscape designations within 10km of the Proposed Development.

The Coastal Character Assessment (CCA) Guidance Note[11] of Argyll and Bute shows the Proposed Development is within an area described as Sounds, Narrows and Islands. This is described in the Scottish Natural Heritage Commissioned Report No. 103[12] (ROAME No. F03AA06) as;

'A deeply indented and fragmented coastline, with islands and mainland enclosing narrows and sounds to form a strong articulated coast. The coastline is generally low and rocky and is often an 'incidental' feature, the focus being the narrow elongated stretches of open water which act as a visual foil to the often diverse landform of mountains and craggy islands. Sandy beaches occur occasionally at inlets, with a notable, more extensive series lying between Arisaig and Morar. The coast is strongly fragmented in places, breaking up to form a myriad of small islands such as the Slate Islands of the Argyll coast. Settlement occurs along the narrow coastal edge of sheltered sea lochs. This type is backed occasionally by crofting land but mainly comprises moorland hills.'

4.6.2 Potential Impacts, Mitigation and Residual Effects

Properties that currently have views of the Port Ellen terminal are not anticipated to be significantly adversely impacted by the Proposed Development. The only anticipated visual changes will be the slight movement of the linkspan to accommodate the new vessel and new fenders however these are considered to be negligible in terms of visual impact due to these, when complete, will be in keeping with the appearance of the existing terminal.

There may be temporary views of plant during construction but this is temporary and will be removed once the works are complete. No significant indirect landscape or visual impacts are anticipated to arise during construction from the underwater dredging works .

No specific mitigation in addition to the measures outlined in Table 4.1 are proposed for the Proposed Development during construction.

No significant landscape or visual effects are therefore anticipated during construction as a result of the Proposed Development.

4.7 Material Assets

Material Assets are defined as buildings, infrastructure and utilities. The Proposed Development will include piling works and replacement of the existing linkspan approximately 2.5m forward of its current position. No demolitions are to be undertaken as part of the proposed development. No significant effects on Material Assets are predicted.

[11] https://www.nature.scot/sites/default/files/2018-02/Guidance%20Note%20-%20Coastal%20Character%20Assessment.pdf
[12] https://www.nature.scot/sites/default/files/2017-07/A736223%20-%20Description%20of%20Coastal%20character%20types%20-%20%28including%20Caithness%29%20-%20July%202012.pdf

4.8 Major Accidents and Hazards

The Proposed Development site is not located within a geographical region that is subject to natural disasters. It is therefore considered that there will be no significant adverse effects resulting from the Proposed Development on the environment which could result from the vulnerability of the Proposed Development to risks from major accidents and disasters.

4.9 Cumulative Effects

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

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

4.9.1 Type 1 Cumulative Effects

During construction, residential properties in close proximity to the works may be subject to temporary disturbance through changes to air quality (dust) and noise, as well as having potentially altered views of the terminal (construction plant being visible to properties across the water at Frederick Crescent and dredging vessels being present in the water). However, applying best practices outlined within the CEMP, and the temporary nature of the works, no significant cumulative effects are anticipated.

Marine mammals may also be subject to temporary disturbance during construction, through piling works and increased vessel movements (moving material and dredging). However, water traffic should not significantly increase and the water is currently used by local fisherman and personal boats pontooned at the marina, as well as the existing ferry route. Therefore, cumulative disturbance to marine mammals is anticipated to be non-significant.

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

4.9.2 Type 2 Cumulative Effects

A review of Argyll and Bute's Planning Portal[13] showed there are no reasonably foreseeable projects within the Proposed Development extents. Additionally, a review of current Marine Licence Applications[14] on Marine Scotland's website show there are no licences granted or pending consent within the scheme extents.

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

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

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

Other works proposed at Port Ellen include a new marshalling area due to the limited marshalling space of the existing layout. These proposed works are still at feasibility stage and a preferred option has not yet been determined therefore it is not yet possible to assess the potential cumulative impacts associated with the Proposed Development outlined in this Screening Request. EIA Screening and a Habitats Regulations Appraisal would be undertaken for all options currently under consideration for the marshalling area and which would consider the potential for cumulative impacts with the Proposed Development as outlined in this Screening Request as appropriate.

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

4.10 Summary of Specific Mitigation

In addition to the general mitigation measures identified in Table 4.1, specific mitigation measures have been identified in Section 4 and are summarised in Table 4.4 below.

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

5. Screening Conclusions

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

Whilst it is acknowledged that the Proposed Development falls under Schedule 2 1(e) and 10(m) of the EIA Regulations, as set out in Section 3 and Appendix B, it is considered any environmental impacts would be minimal (as they are temporary in nature during the construction phase) and adequately mitigated following best practice guidelines and targeted measures such that there are no significant effects.

- As described in Regulation 2(1), the Proposed Development is not within a sensitive area. The closest sensitive area is The Oa SPA approximately 3.3km south west of the site. Given the localised nature of the works, there will be no direct or indirect effect on any sensitive areas.
- The Proposed Development encompasses required works for the delivery of a new vessel which is more economical and more environmentally friendly (with the lowered fuel consumption). Materials will be reused on site wherever possible (rock armouring) and any dredged material is expected to be disposed of at sea, with agreement of a BPEO in advance of any works.
- During construction, a CEMP will be used which will outline best practice measures to avoid significant air quality, noise, water environment, human health and ecological effects. This will be in place for the duration of construction works.

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

6. References

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

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

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

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

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

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

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

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

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

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

Scottish Government, Map Environment Scotland <https://map.environment.gov.scot/sewebmap/> [Accessed April 2020]

Scottish Government (2017). The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017

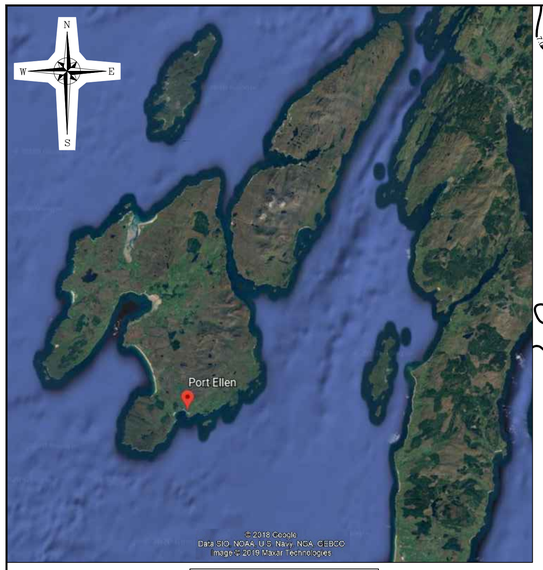
Scottish Natural Heritage "Coastal Character Assessment Guidance Note", (2017). <https://www.nature.scot/sites/default/files/2018-02/Guidance%20Note%20-%20Coastal%20Character%20Assessment.pdf>

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

SEPA Flood Maps [Accessed Online May 2021]

SEPA Water Classification Hub [Accessed Online May 2021]

Appendix A. Figures



LOCATION PLAN
NOT TO SCALE

Area dredged to -5.5m CD

Existing ferry terminal

Proposed / potential electrical upgrade works

Fixed ramp

Existing pier

Existing marshalling area

Linkspan

New sheet piled wall

Existing sheet piled wall

PORT ELLEN WORK PROPOSAL
SCALE: 1:500

0 10 20 30 40 50
SCALE 1:500 (A1) METRES

Notes:

1. Do not scale from this drawing.
2. All levels to chart datum.
3. All measurements are in mm unless noted otherwise.
4. Total volume to be dredged is approximately 33,000m³ of which 3,000m³ is the existing rock armour scour protection. This rock armour scour protection will be reused on site after the pocket it sits in has been dredged to allow rock armour to achieve the new dredge level.

Key:

- -5.5m CD proposed dredge area
- Dredge side slopes
- Proposed works boundary
- Proposed retaining wall

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
0	03/06/2021	Environmental Screening Report	CT1	EC1	ENG 1	PM

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Client: CMAL

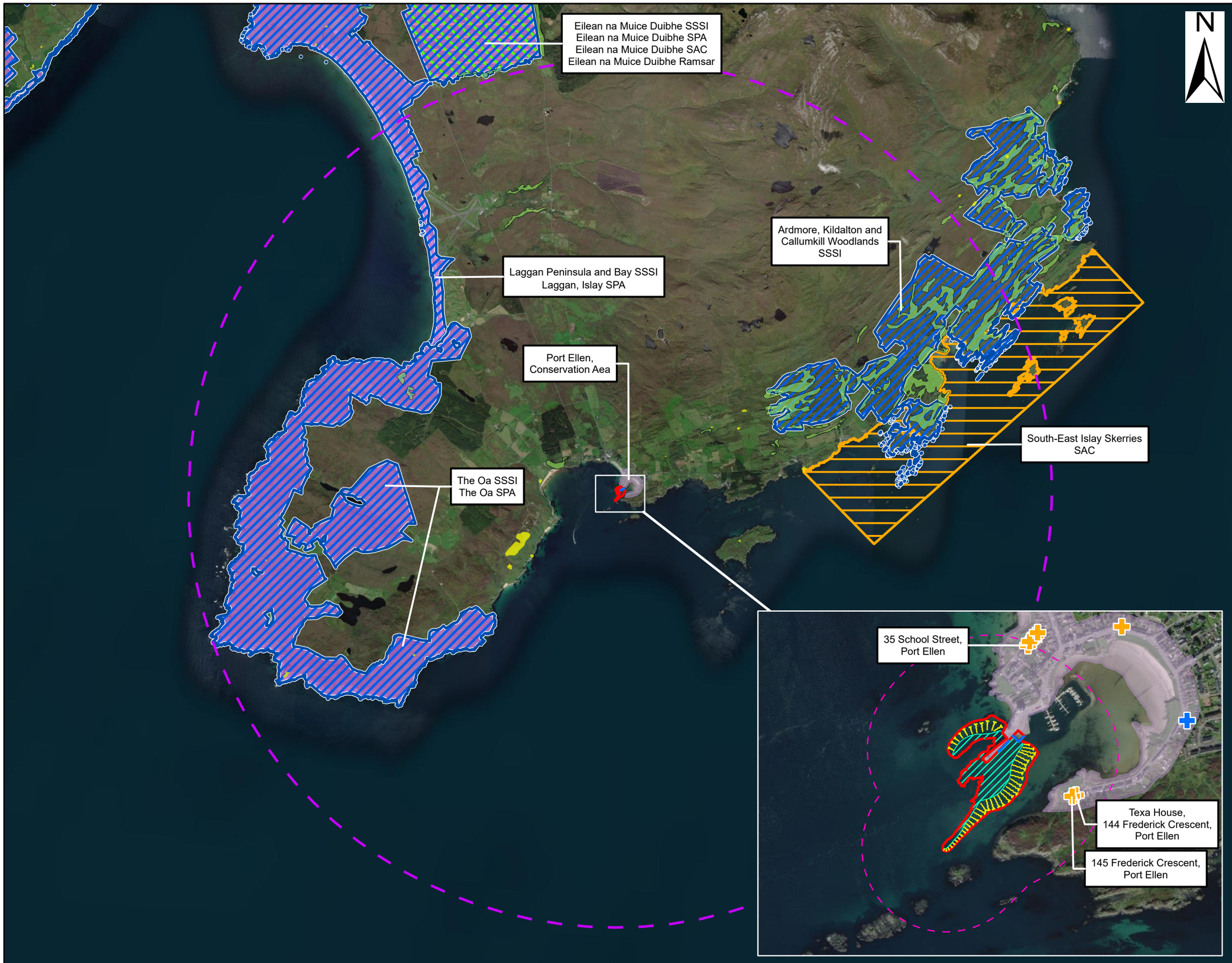
Project: PORT ELLEN & KENNACRAIG OUTLINE DESIGN STUDY

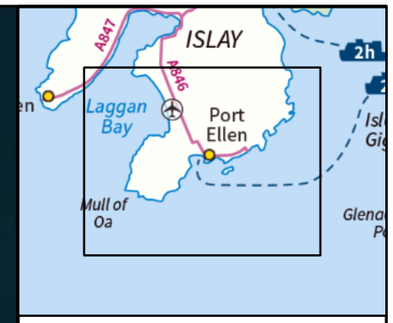
Drawing title: PORT ELLEN PROPOSED WORKS GENERAL ARRANGEMENT

Drawing status: FOR INFORMATION

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

Drawing number: B2383700-PE-Fig 1





Legend

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

Listed Buildings

- B
- C
- Scheduled Monuments

Environmental Constraints

- Special Protection Areas (SPA)
- Special Areas of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- Wetlands of International Importance (Ramsar site)
- Ancient Woodland Inventory (AWI)
- Conservation Areas

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

Jacobs

Client

CMAL

Project

Port Ellen Ferry Terminal

Drawing Title

Environmental Baseline Constraints

Sheet 1 of 1

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

Drawing Number

Figure 2

0 1.5 3 6 9 12 Kilometres

Appendix B. Assessment Against the EIA Regulations

With regards to (a), the Proposed Development is not located within a 'sensitive area' as defined in Regulation 2(1) of the EIA Regulations.

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

- 1 (e) Reclamation of land from the sea; and
- 10 (m) Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works.

1 (e) would apply to new tubular wall, built out into the water, while 10 (m) would apply to the dredging works proposed.

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

Table B.1: Assessment against EIA Regulations

Schedule	Class	Applicable to Proposed Development	Justification
Schedule 2	1. (e) Reclamation of land from the sea. The applicable threshold is all works.	Yes	The works would be classed as a Schedule 2 development as there will an element of reclamation of land from the sea; the linkspan is expected to encroach on the water by 2.5m and be backfilled to support upgrading works to the pier.
	10. (m) Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties and other sea defence works, excluding the	Yes	The works would be classed as a Schedule 2 development as dredging works may have the potential to alter the coastal processes around the terminal.

	maintenance and reconstruction of such works. The applicable threshold is all works.		
Schedule 3 Characteristics of works. 1. The characteristics of works must be considered having regard, in particular, to:	(a) the size and design of the works;	No	The land based works are localised around upgrading the existing structures to support the new vessel. Dredging works are required to support the new vessel, lowering the sea bed from -4.5m to -5.5m CD, and will only be dredged where required.
	(b) cumulation with other existing development and/or approved development;	No	There are no reasonably foreseeable permitted developments within the extents of the Proposed Development which have the potential to produce cumulative effects.
	(c) the use of natural resources, in particular land, soil, water and biodiversity;	No	No use of natural resources is anticipated to arise during either construction or operation of the Proposed Development.
	(d) the production of waste;	No	During construction minimal waste is anticipated and will be managed in accordance with a Construction Management Plan and best practice measures. A BPEO will be produced to look at options regarding dredged soft and hard material. It is anticipated that this will be disposed of at sea. Any materials which can reasonably be reused during construction will be. No significant impacts anticipated during operation.

	(e) pollution and nuisances	No	During construction, potential noise and air quality impacts will be mitigated through a Construction Management Plan. No pollution or nuisance is anticipated during operation.
	(f) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge	No	The Proposed Development site is not located within a geographical region that is subject to natural disasters.
	(g) the risks to human health (for example due to water contamination or air pollution)	No	The risks to human health during construction (for example in respect to water contamination or air pollution) will be mitigated through a Construction Management Plan.
Schedule 3 Location of works: 2. The environmental sensitivity of geographical areas likely to be affected by works must be considered having regard in particular to:	(a) the existing and approved land use:	No	The Proposed Development is aiming to replace an existing ferry vessel which operates on the route with a larger vessel. No other changes are anticipated.
	(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;	No	It is considered that natural resources will not be affected by the scale of the Proposed Development.

	(c) the absorption capacity of the natural environment, paying particular attention to the following areas – (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks; (v) European sites and other areas classified or protected under national legislation; (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure; (vii) densely populated areas; (viii) landscapes and sites of historical, cultural or archaeological significance.	No	In regards to the sub- criteria: (i) Not applicable to the Proposed Development. (ii) The Proposed Development is located within a marine area, which is developed currently (as a ferry terminal). No significant changes are anticipated. (iii) Not applicable to the Proposed Development . (iv) Not applicable to the Proposed Development. (v) The Proposed Development is not located within a European site or other areas classified or protected under national legislation. The closest designated site, The Oa SPA, is approximately 3.3km south west of the Proposed Development. No significant impacts on these designated sites are anticipated during construction or operation. (vi) Not applicable to the Proposed Development. (vii) The Proposed Development is not located in close proximity to densely populated areas. (viii) The Proposed Development is not located in landscapes or sites of historical, cultural or archaeological significance.
Schedule 3 Characteristics of the potential impact	the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	No	On the basis of the characteristics and location of the Proposed Development, and with regards to the criteria for characterising the likely significant effects of the Proposed Development on the environment as set out in Schedule 3 paragraph 3 of the EIA Regulations, no likely significant effects are anticipated to arise during construction or operation.

3. The likely significant effects of the works on the environment must be considered in relation to criteria set out in paragraphs 1 and 2 above, with regard to the impact of the works on the factors specified in regulation 4(3), taking into account -	the nature of the impact; the transboundary nature of the impact; the intensity and complexity of the impact; the probability of the impact; the expected onset, duration, frequency and reversibility of the impact; the cumulation of the impact with the impact of other existing and/or approved development; the possibility of effectively reducing the impact.		