

# Uig Harbour Redevelopment

Pre-application Consultation Report (Marine Licence  
Application)

The Highland Council

Project number: 60536743  
UHRD-ACM-ZZ-GE-RP-EN-00012

30 January 2019

## Quality information

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## Revision History

Revision	Revision date	Details	Authorized	Name	Position
P01	12 <sup>h</sup> February 2019	Final	Red	Redacted	Regional Director

## Distribution List

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2	1	Marine Scotland
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# 1. Introduction

This Pre-Application Consultation (PAC) Report has been prepared to accompany two Marine Licence Applications (MLAs); a Marine Construction licence application; and a marine Dredging and Disposal licence application to Marine Scotland Licensing Operations Team (MS-LOT). The applications are submitted by The Highland Council (hereafter referred to as 'the Applicant') for the construction of infrastructure improvements to Uig Ferry Terminal, Uig, Isle of Skye (hereafter referred to as 'the Proposed Development'). The two MLAs are made to MS-LOT under Part 4 of the Marine (Scotland) Act 2010 (Ref. 2) and have been written in line with the requirements of the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013.

The Proposed Development includes both terrestrial and marine aspects, meaning that a Harbour Revision Order, planning permission and two separate marine licences are required for the proposed works. An Environmental Impact Assessment has also been prepared to support these applications.

## 1.1 Community Consultation Requirements

Deposit and construction activity within the Scottish Inshore Region (Mean High Water Springs to 12 nautical miles) is regulated by the Marine (Scotland) Act 2010, and Sections 22, 23 and 24 of the Marine (Scotland) Act

2010 provide that "Scottish Ministers may prescribe, by regulations, that certain classes or descriptions of licensable marine activity are subject to the pre-application consultation procedure and, together with the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 (Ref. 3), set out what that process entails."

In Marine Scotland's "Guidance on Marine Licensable Activities Subject to Pre-Application Consultation" publication (Ref. 4, hereafter referred to as "MS Guidance"), Marine Scotland states that all applications for marine licences that will include "activities with the potential to have significant impacts upon the environment, local communities and other legitimate uses of the sea" are required to carry out pre-application consultation.

The legislation applies to all relevant marine licence applications submitted to MS-LOT on or after 6th April 2014. The marine licensable activities associated with the Proposed Development are therefore subject to the public pre-application consultation procedure under this legislation.

The MS Guidance sets out that "Public pre-application consultation consists of at least one public event where local communities, environmental groups, NGOs, regulators and other interested parties are given the opportunity to consider and comment upon a prospective application for those marine licensable activities that are prescribed in the Regulations.

The prospective applicant must notify the following statutory consultees that an application for a marine licence for a prescribed activity is to be submitted to MS-LOT:

- The Commissioners of Northern Lighthouses;
- The Maritime and Coastguard Agency;
- The Scottish Environment Protection Agency;
- Scottish Natural Heritage;
- Any delegate for the relevant marine region or regions, when such delegates have been established under Section 12(1) of the Marine (Scotland) Act 2010".

The notification should include basic information relating to the application and include the time and location of the consultation event. The notification must be made at least 6 weeks in advance of the event."

The MS Guidance states that “In those cases where a previous consultation event has been held in relation to the activity in question within one year of MS-LOT receiving the latter marine licence application, where that previous consultation event was held in a suitably accessible venue and where that previous consultation event had been advertised at least 6 weeks prior to that previous consultation event then no further public consultation event is needed under the terms of the Regulations. This provision allows for a single public pre-application consultation event to be held which satisfies the requirements of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008 and the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013.”

Marine Scotland provided an Environmental Impact Assessment (EIA) Scoping Opinion on 30th November 2017. In formulating the Scoping Opinion, MS-LOT consulted with 25 bodies (as listed below) in regard to the Proposed Development. In the Scoping Opinion MS-LOT state that they are ‘satisfied that the requirements for consultation have been met in accordance with The Marine Works 2017 (as amended)’.

List of consultees at the scoping stage are as follows;

- Scottish Natural Heritage (SNH);
- Scottish Environment Protection Agency (SEPA);
- Historic Environment Scotland (HES);
- The Highland Council;
- Maritime Coastguard Agency (MCA);
- The Northern Lighthouse Board (NLB);
- The Crown Estate;
- The Royal Yachting Association (RYA);
- Royal Society for the Protection of Birds (RSPB);
- The Health and Safety Executive (HSE);
- Marine Scotland Fishery Office – Stornoway;
- Marine Scotland Planning and Policy;
- Fisheries Management Scotland;
- British Shipping;
- UK Chamber of Shipping;
- Defence Infrastructure Organisation;
- Marine Safety Forum;
- Transport Scotland;
- Whale and Dolphin Conservation;
- Scottish Fisherman’s Federation;
- Scottish Wildlife Trust;
- Caledonian Maritime Assets Limited;
- Hebridean Whale and Dolphin Trust;
- Inshore fisheries Group;
- Community Council.

The pre-application consultation outlined in this report therefore meets both the requirements of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008 (Ref. 5), and the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013.

This report demonstrates how the Applicant has addressed these requirements, and sets out the outcomes of this process.

## 1.2 Structure of the Report

This PAC Report has been prepared and presented in the form prescribed in the Schedule as per Regulation 8 of the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013; and as required under the Marine (Scotland) Act 2010, Section 24. In order to comply with these guidelines, this report has been structured as follows;



- Chapter 2: describes the proposed licensable marine activity.
- Chapter 3: provides details in regard to the Applicant and Licensee.
- Chapter 4: details the pre-application consultation event(s).
- Chapters 5 and 6: relate to the information provided by the Applicant at the pre-application consultation events, and the information received by the Applicant at the pre-application consultation event(s).
- Chapter 7: sets out any amendments made, or to be made to the application for a Marine Licences by the Applicant following their consideration of comments and/or objections received at the pre-application consultation event(s).
- Chapter 8: provides an explanation of approach where no relevant amendment is made to the application for a Marine Licences following relevant comments and/or objections being received at the pre-application consultation event(s). This section is not relevant to this application.
- Chapter 9: summarises the above.
- Chapter 10: contains references and appendices.

A completed PAC Report Form (Regulation 8 Schedule) including Signed Certification is also included in Appendix A of this report.

All relevant supporting documentation and evidence relevant to this PAC Report is included in the Appendices.



## 2. Licensable Marine Activity

The Applicant proposes to undertake infrastructure improvements to Uig Ferry Terminal, Uig, Isle of Skye which includes both terrestrial and marine development. The specific marine elements of the Proposed Development i.e. those construction and operation activities that will take place below MHWS (Mean High Water Springs), are provided in Section 2.2 of this chapter.

### 2.1 General Description of Proposed Development

The Development Area boundary covers approximately 20,000m<sup>2</sup>. The Proposed Development Area and Site Layout are illustrated on Figure 1, below

The Proposed Development will have a planned operational life of up to 50 years.

Throughout the design and pre-application process, consultation has been undertaken with statutory consultees and non-statutory consultees. The feedback received from these consultations has been used to inform the design, with measures implemented where reasonable and practicable, to address specific areas of concern. The environmental constraints and issues identified within the study area of the Proposed Development have significantly informed the design. The design has been developed iteratively, taking into account the recommendations of environmental specialists and information sourced from the consultation process.

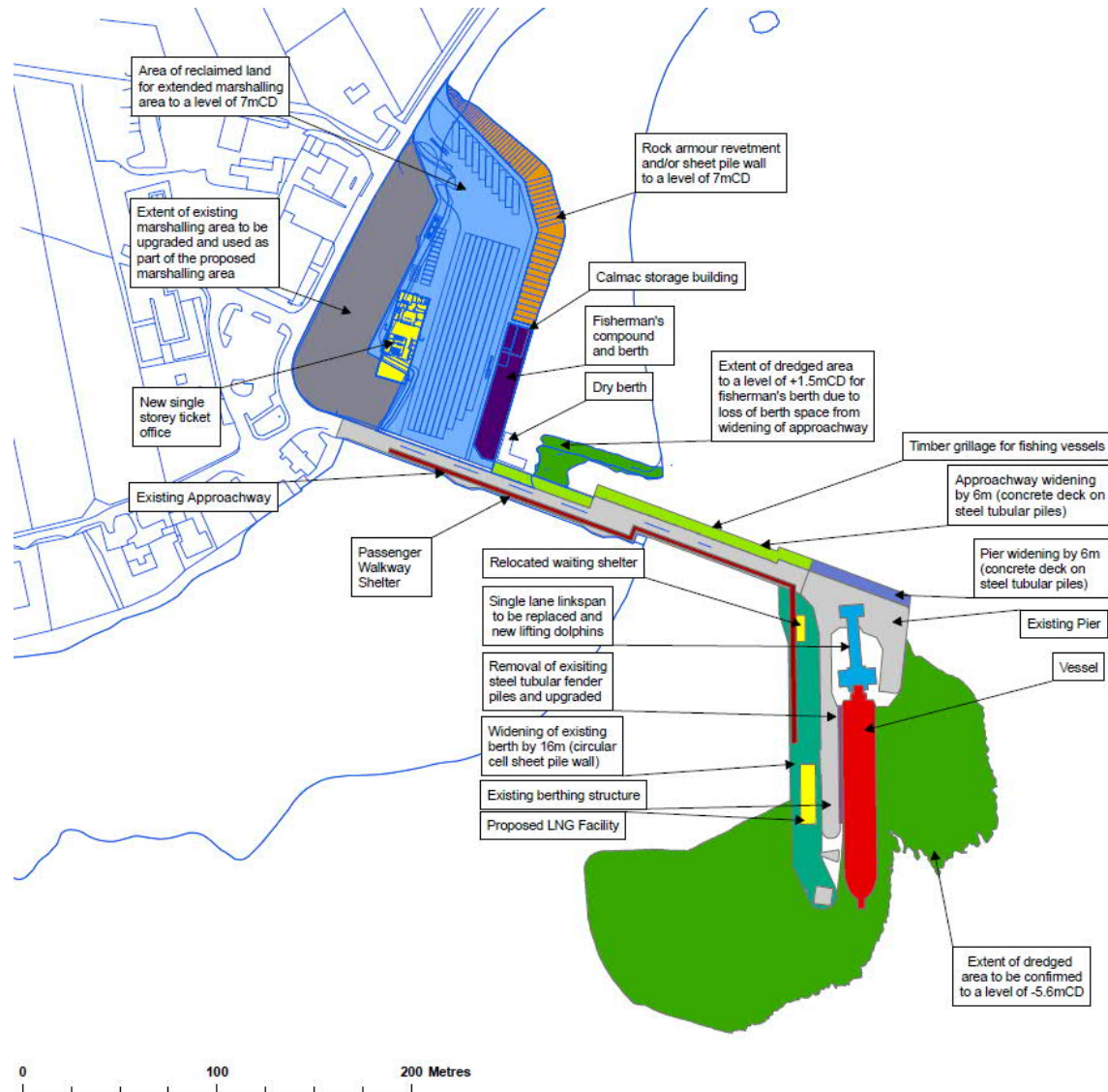


Figure 1: Proposed layout of Uig Harbour redevelopment

## 2.2 Marine Elements

A summary of the key parameters of the project is provided below, covering both construction and operation activities. The construction of the Proposed Development is estimated to last approximately 24 months however this would be dependent on funding. Should full project funding not be available then it would be expected that the project would be phased and therefore the construction period would have an estimated 40 active working months across 3 phases. During this period all elements of the marine construction will be carried out.

### 2.2.1 Project Description

Works	Description
<b>Preferred Option</b>	
Dredging	Dredging the berth area to -5.6 mCD consisting of approximately 29,642 m <sup>3</sup> of dredged material and dredging along the widened approachway for the fisherman's berth to 0.7mCD consisting of approximately 1,150 m <sup>3</sup> to compensate for the loss of berthing space from the widening of the approachway. It should be noted that the volumes are based on the following - 5.9 mCD (including 300 mm over dredge).
Dredge Disposal	<p>The Applicant will endeavour to re-use the dredged material in the land reclamation where possible in order to minimise waste. However, the material may not be suitable for use in the land reclamation and will therefore need to be disposed of elsewhere. Given the naturally high concentrations of heavy metals in the sediment in Uig Bay, the Applicant is looking to dispose of the dredged material in the vicinity of the Proposed Development in a receiving environment with similar levels of heavy metals.</p> <p>The Applicant is looking to open a new sea disposal site within 1 km of Uig Bay for the disposal of the material from the initial capital dredge and future maintenance dredges. A Site Characterisation Process has been carried out to identify the preferred sea disposal location.</p>
Widening of the existing berth	<p>The existing berthing structure will be widened by 16.0 m. This will require the following:</p> <ul style="list-style-type: none"> <li>• Demolition and relocation of the existing waiting shelter on the pier;</li> <li>• Removal and replacement of the fenders, fender piles and fender panels;</li> <li>• Demolition of sections of the existing wave wall and construction of new wave protection wall;</li> <li>• Driving straight web piles to form new circular cellular cofferdams infill material will consist of good quality sand, and gravel or concrete;</li> <li>• Using a combination of precast and insitu concrete to construct the deck and completed berthing structure extension; and</li> <li>• Reinforcement will be provided by steel tubular bearing piles with reinforced concrete plugs.</li> <li>• Scour protection through rock armour and or grout filled blanket along the toe of the circular cell wall solid wall construction on the western; and</li> <li>• Construction of the deck and completed berthing structure extension using a combination of precast and insitu concrete.</li> </ul>
Increased marshalling area by land reclamation	Undertaking approximately 15,000 m <sup>2</sup> of land reclamation using approximately 70,000 m <sup>3</sup> of infilling material with rock armour revetment and sheet piles.
Works on the increased marshalling area	This will include constructing of a new ticket office, vehicle lanes, HGV lanes, parking spaces, collection and drop off spaces, replacing the dry berthing area and relocating the existing fisherman's compound.
Extension of the approachway	<p>The extension of the approachway by 6 m will require the following:</p> <ul style="list-style-type: none"> <li>• Driving new steel tubular piles with reinforced concrete pile caps;</li> <li>• Using a combination of pre-cast and insitu concrete to construct the deck;</li> <li>• Repairing existing concrete deck on approachway over open piled and masonry wall</li> </ul>

	<ul style="list-style-type: none"> <li>section;</li> <li>Removing and reinstating the monoblock area and backfill; and</li> <li>Replacing the timber grillage, fenders and steel boat deflectors, boat steps.</li> </ul>
New single lane linkspan with new lifting dolphins	Replacing the existing linkspan and M&E equipment, and replacing the existing lifting dolphins and bankseat. Involves driving new piles and removing old piles.
Demolition of the existing ticket office	The existing ticket office will be demolished at the end of the construction phase.
LNG Storage	<p>The new ferry vessel will operate on LNG. CFL expect to install and operate on site storage of LNG of less than 100 tonnes, which sits within the lower tier of Control of Major Accident Hazards (COMAH)<sup>1</sup> regulations. Once operational, two bunkering operations are anticipated per week. LNG will be delivered to the storage facility by road tanker.</p> <p>CFL are committed to ensuring best practice and regulatory requirements are adhered to. As such the LNG installation will adhere to all appropriate regulation and legislation (including, but not limited to, DSEAR 2002, BS EN1473:2007, ISO20519, Dangerous Goods in Harbour Areas Regulations 2016).</p> <p>The LNG facilities at Uig will be installed on the proposed widened berthing structure and a preliminary Quantitative Risk Analysis (QRA) has been undertaken to assess the feasibility of this location within the Proposed Development. The facilities will include:</p> <ul style="list-style-type: none"> <li>LNG Storage facility (including fuel delivery filling point and control station);</li> <li>LNG bunkering facility.</li> </ul>
Construction compound	The construction compound will be located immediately to the west of the existing ticket office.
Upgrades to public utilities	The potable water system, electrical supply, telecoms / data lines and street lighting will be upgraded.
<b>Additional Options Considered</b>	
Extension of the pier to include bringing the line of dolphins on to the line of pier.	Creating a solid pier between the end of the berthing structure and the extremity of the outer berthing dolphin extending the pier length by 10 metres with an upgraded fender system.
Wave screen and outer dolphin repositioning	Moving the existing outer dolphin 10 m seaward to accommodate increased mooring confidence of the new vessel and installing a greenheart timber wave screen, using steel tubular bearing piles and greenheart timber piles respectively.

## 2.2.2 Future Maintenance

Key maintenance activities in the marine environment will be the infrequent and highly localised requirement for maintenance dredging.

Modelling has suggested that there would be the occasional requirement for highly localised maintenance dredging. It is anticipated that maintenance dredging would be undertaken using an excavator mounted on the quay in combination with some local ploughing within the dredged basin area. It is envisaged that the maintenance dredged material could be done so at the new disposal site or by beach recharge. This would have

<sup>1</sup> Control of Major Accidents Hazards (COMAH) Regulations, 2015

a need for a marine licence which would be applied for at a later date when maintenance dredging would be next required.

### 2.2.3 Decommissioning

The new pier will have a design life of 50 years. No plans are currently in place for decommissioning. All structures are of conventional construction, and no issues are foreseen in the event that decommissioning or demolition is proposed at some future date. Any such decommissioning or demolition of the new pier would be the subject of a separate detailed proposal and Marine Licence application.

## 3. The Applicant & Licensee

### 3.1 The Highland Council

The Applicant's Harbours Authority is responsible for the harbour of Uig in addition to:

- Gairloch;
- Helmsdale;
- Kinlochbervie;
- Kyle of Lochalsh;
- Lochinver; and
- Portree

The Applicant proposes to redevelop Uig Harbour to support a new larger vehicle and passenger ferry which is currently under construction.

The Applicant is very aware of the importance of community engagement and this includes keeping local communities informed of changes to the existing facilities and impacts upon harbour users, during implementation of the Proposed Development. The Applicant seeks to maintain this relationship throughout the planning process and, as such, has gone beyond the minimum statutory requirements with four public consultations as part of the Skye Triangle and three individual community meetings with the community council and harbour users to ensure that the community is fully engaged at all stages of the Development.

### 3.2 Licensee Details

The proposed Licensee is:

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**Project Manager  
The Highland Council  
Development and Infrastructure  
Project Design Unit |  
Diriebught Depot  
94 Diriebught Road  
Inverness  
IV2 3QN**

Redacted

Refer to Appendix A (Pre Application Consultation Report Form (Regulation 8 Schedule) including signed certification.

## 4. Public Consultation

Consultation has been undertaken throughout design development and a range of interested parties have been consulted, including all applicable consent authorities; statutory and non-statutory environmental and other stakeholders; and the local community.

In addition the Proposed Development is considered a marine licensable activity subject to PAC under the Marine (Scotland) Act 2010 and the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013 as outlined in Chapter 4: Legislative & Planning Context of the EIA.

### 4.1 List of Stakeholder Consultees

Table 1. Stakeholder Consultees

#### Consultees

Marine Scotland (MS)
Transport Scotland (TS)
The Highland Council (THC)
Scottish Natural Heritage (SNH)
Historic Environment Scotland (HES)
The Maritime and Coastguard Agency
The Northern Lighthouse Board
Highlands and Islands Enterprise (HIE)
Highlands and Islands Transport (HiTrans)
Local Community Councils
Harbour Users Groups
Local Fish Farms

### 4.2 Pre-Application Community Consultation

Community consultation and engagement is an important and valuable part of the design process. A range of consultation activities were undertaken in an effort to engage the local community in the emerging design of the Proposed Development. Key PAC activities included the following:

- First public consultation events were held in Uig, Tarbert and Lochmaddy on the 3rd, 4th and 5th of April 2017 respectively and gave an opportunity for local communities to find out the information on the new ferry construction, as well as discussions around harbour infrastructure improvements;  
Publication of the public notice in the West Highland Free Press (23rd March), Am Paipear (30th March) and Stornoway Gazette (23rd March);
- Second public consultation events (PAC event) were held in Uig, Lochmaddy and Tarbert from 4<sup>th</sup> - 6<sup>th</sup> September 2017 to consult with local communities on the upgrades required to the three harbours in order to accommodate the new vessel;  
Publication of the public notice in West Highland Free Press and Stornoway Gazette on (20th July 2017), seven weeks prior to first PAC events;



- Third public consultation events (PAC Event) in Uig, Lochmaddy and Tarbert from 26<sup>th</sup> – 28<sup>th</sup> February 2018 to consult with local communities and give an update and provide feedback and address any previous concerns from the consultees on the upgrades required for the three harbours in order to accommodate the new vessel;  
Publication of the public notice in West Highland Free Press (11<sup>th</sup> January), Stornoway Gazette (11<sup>th</sup> January), Hebrides News (online/digital ad – w/c 8<sup>th</sup> Jan and w/c 15<sup>th</sup> January), Press and Journal (11<sup>th</sup> January), Am Paipear (8<sup>th</sup> February), seven weeks prior to second PAC events;
- Fourth public consultation events were held in Uig, Lochmaddy and Tarbert from 10<sup>th</sup>-12<sup>th</sup> September 2018 to consult with local communities and give an update and provide feedback and address any previous concerns from the consultees on the upgrades required for the three harbours in order to accommodate the new vessel;  
Publication of the public notice in West Highland Free Press (30<sup>th</sup> August), Stornoway Gazette (30<sup>th</sup> August), Hebrides News (online w/c 27<sup>th</sup> August and 3<sup>rd</sup> September), Press and Journal (30<sup>th</sup> August), Am Paipear (6<sup>th</sup> September).

#### 4.2.1.1 Public Consultation Events

The first public consultation event was arranged on the 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> April. Following on from this two integrated sets of PAC events were held in September 2017 and February 2018 for the Skye Triangle harbour redevelopment works at Uig, Lochmaddy and Tarbert. All consultation events provided information on the proposals for all three harbours. The information was displayed on display boards (a typical example of the display boards can be found in appendix B); a pre-recorded power point presentation was continuously available to view; and members of the design teams and environmental teams for the three developments were present at the following events :

- First public consultation event :
  - 19:00 – 21:00 on 3<sup>rd</sup> April 2017 at the Uig Community Centre, Uig, Skye;
  - 19:00 – 21:00 on 4<sup>th</sup> April 2017 at the Harris Hotel, Tarbert, Harris; and
  - 19:00 – 21:00 on 5<sup>th</sup> April 2017 at Lochmaddy Village Hall, North Uist.
- Second public consultation event (PAC event):
  - 16:00 - 19:00 on 4<sup>th</sup> September 2017 at the Uig Community Centre, Uig, Skye;
  - 16:00 - 19:00 on 5<sup>th</sup> September 2017 at the Harris Hotel, Tarbert, Harris; and
  - 16:00 - 19:00 on 6<sup>th</sup> September 2017 at Lochmaddy Village Hall, North Uist.
- Third public consultation event (PAC Event):
  - 16:00 – 19:00 on 26<sup>th</sup> February 2018 at the Uig Community Centre, Uig, Skye;
  - 16:00 - 19:00 on 27<sup>th</sup> February 2018 at the Harris Hotel, Tarbert, Harris; and
  - 16:00 - 19:00 on 28<sup>th</sup> February 2018 at Lochmaddy Village Hall, North Uist.
- Fourth public consultation event :
  - 16:00 – 19:00 on 10<sup>th</sup> September 2018 at the Uig Community Centre, Uig, Skye;
  - 16:00 - 19:00 on 11<sup>th</sup> September 2018 at the Harris Hotel, Tarbert, Harris; and
  - 16:00 - 19:00 on 12<sup>th</sup> September 2018 at Lochmaddy Village Hall, North Uist.

#### 4.2.2 First Public Consultation Event April 03rd- 05th 2017

The first public consultation event presented plans of works and gave consultees, harbour users and the local community information on the new vessel and the proposed development works to accommodate the vessel which then allowed attendees to discuss the works with The Applicant, Calmac and CMAL representatives.

#### **April 3rd, 2017 (Event 1, Uig Community Centre)**

The first day of the first round of Public Information Days (PIDs) was held in the Uig Community Hall on April 03rd. The purpose of this event was to give an opportunity for local communities to find out the latest information on the new ferry construction, as well as discussions around harbour infrastructure improvements.

#### **April 4th, 2017 (Event 2, Harris Hotel, Tarbert)**

The second day of the first round of PIDs was held in the Harris Hotel on April 04th. The purpose of this event was to give an opportunity for local communities to find out the latest information on the new ferry construction, as well as discussions around harbour infrastructure improvements. This gave the Applicant an opportunity to inform on the proposed harbour works in Uig.

#### **April 5th, 2017 (Event 3, Lochmaddy Village Hotel, North Uist)**

The third day of the first round of PIDs was held in the Lochmaddy Community Hall on April 05th. The purpose of this event was to give an opportunity for local communities to find out the latest information on the new ferry construction, as well as discussions around harbour infrastructure improvements. This gave the Applicant an opportunity to inform on the proposed harbour works in Uig.

### **4.2.3 Second Public Consultation Event – First PAC Event September 04th- 06th 2017**

The second public consultation was treated as a Pre-Application Consultation event and presented plans of works and gave consultees, harbour users and the local community their first sight on the proposed development works in and around the harbour areas allowing for attendees to discuss the development with The Applicant, design engineer and environmental specialist.

#### **September 04th, 2017 (Event 1, Uig Community Centre)**

The first day of the second round of Public Information Days (PIDs) was held in the Uig Community Hall on September 04th. The purpose of this event was to inform the local community of the Proposed Development, the likely timescales involved, and to invite their comments.

#### **September 05th, 2017 (Event 2, Harris Hotel, Tarbert)**

The second day of the second round of PIDs was held in the Harris Hotel on September 05th. The purpose of this event was to inform the local community of the Proposed Development, the likely timescales involved, and to invite their comments. This gave the Applicant an opportunity to provide an update on the harbour works in Uig.

#### **September 06th, 2017 (Event 3, Lochmaddy Village Hotel, North Uist)**

The third day of the second round of PIDs was held in the Lochmaddy Community Hall on September 6th. The purpose of this event was to inform the local community of the Proposed Development, the likely timescales involved, and to invite their comments. This gave the Applicant an opportunity to provide an update on the harbour works in Uig.

### **4.2.4 Third Public Consultation Event – Second PAC Event February 26th- 28th 2018**

Following the first PAC Event attendees were given an opportunity to raise any opinions on the proposed development, the third public consultation event gave an opportunity for The Applicant to give an update on

design development which highlighted any changes to the design since the previous events and allowed The Applicant to address any comments that the consultees, harbour users and the local community had from the previous consultation.

#### **February 26th, 2018 (Event 1, Uig Community Centre)**

The first day of the third round of PIDs was held in the Uig Community Hall on February 26th. The purpose of this event was to inform the local community of the Proposed Development, the likely timescales involved, and to invite their comments.

At the second event in Uig, the Harbour users felt that over time there had been limited upgrade works to the harbour. They had concerns with the existing boat steps which provide access to smaller vessels such as tour boat operators. With this in mind the third event allowed The Applicant to provide feedback on these concerns. Through design consideration it allowed the engineering team to discuss options such as improved access platforms and pontoons and discuss the advantages and disadvantages of each of these options. It was agreed at this time that the design team would further develop the boatstep design to share with the harbour users.

It also gave The Applicant the opportunity to inform the harbour users that through reinstatement of the approachway following the widening activities, that this would provide an improved berth area with new timber fendering, bollards, dry berth area, water and power points and a fisherman's compound laydown area.

The Applicant was also able to explain that climate conditions such as wave and wind impact at the open piled section to the rear of the linkspan and the fuel berth would be improved through the new widening of the ferry berth and the bankseat for the linkspan being a solid sheet pile wall construction that this would therefore improve the conditions at both berth locations. This was welcomed by the harbour users.

The event also gave the opportunity to highlight that the development works would require the need for a Harbour Revision Order (HRO) and allow any discussions to take place.

#### **February 27th, 2018 (Event 2, Harris Hotel, Tarbert)**

The second day of the third round of PIDs was held in the Harris Hotel on February 27th. The purpose of this event was to inform the local community of the Proposed Development, the likely timescales involved, and to invite their comments. This gave the Applicant an opportunity to provide an update on the harbour works in Uig.

#### **February 28th, 2018 (Event 3, Lochmaddy Village Hotel, North Uist)**

The third day of the second round of PIDs was held in the Lochmaddy Community Hall on February 28th. The purpose of this event was to inform the local community of the Proposed Development, the likely timescales involved, and to invite their comments. This gave the Applicant an opportunity to provide an update on the harbour works in Uig.

### **4.2.5 Fourth Public Consultation Event – September 10th- 12th 2018**

Following both PAC Events where attendees were given an opportunity to raise any views on the proposed development, the fourth public consultation event provided an opportunity for the Applicant to give a further update on design development which highlighted any changes to the Proposed Development. It also gave the opportunity to highlight that the development works would require the need for a HRO and display drawings associated with the HRO showing the works needed to be carried out under the HRO.

#### **September 10th, 2018 (Event 1, Uig Community Centre)**

The first day of the fourth round of PIDs was held in the Uig Community Hall on September 10th. The purpose of this event was to update the local community of the Proposed Development, the likely timescales involved, and to invite their comments. At previous events the Harbour users had concerns over access to their smaller vessels with the current boat steps and that there was limited improvement works that had taken place on the pier. With this in mind the fourth event allowed the applicant to present the design of the improved boat step access and what the reinstatement works from the widening of the approachway which would be provide an improved harbour users berth area.

This meeting also gave the opportunity to display HRO drawings and notices to allow the consultees and local community to have an opportunity to view these and provide comment.

#### **September 11th, 2018 (Event 2, Harris Hotel, Tarbert)**

The second day of the second round of PIDs was held in the Harris Hotel on September 11th. The purpose of this event was to update the local community of the Proposed Development, the likely timescales involved, and to invite their comments.

#### **September 13th, 2018 (Event 3, Lochmaddy Village Hotel, North Uist)**

The third day of the second round of PIDs was held in the Lochmaddy Community Hall on September 12th. The purpose of this event was to update the local community of the Proposed Development, the likely timescales involved, and to invite their comments.

### **4.3 Promotion of the public Information Days**

The Applicant employed a variety of methods to promote attendance of these events within the local community as set out below.

#### **4.3.1 Advertisements**

The MS Guidance states that “No less than 6 weeks in advance of the public pre-application consultation event, the prospective applicant must also publish in a local newspaper a notice containing:

- A description, including location, of the marine licensable activity;
- Details as to where further details concerning the activity may be obtained;
- The date and place of the pre-application consultation event;
- A statement explaining how persons wishing to provide comments may do so and the date by which this must be done;
- A statement clarifying that comments are made to the prospective applicant and not to MS-LOT and that there will be an opportunity for representations to be made to MS-LOT on the application.

The consultation event must be held in a suitably accessible venue. The venue must be suitably accessible both in terms of allowing physical access by persons of impaired mobility, and being local to the proposed marine licensable activity. This is to allow the provision of information to, and attendance by, persons who are most likely to have an active interest in the proposed activity. The venues in which these events are held is likely to vary in size and nature, dependent largely upon the availability of public buildings in those parts of Scotland close to where the proposed marine licensable activities are to take place. It is expected by MS-LOT that the typical venue which will be used will be a local town hall or hotel.”

The Proposed Development was promoted on the following website

<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/> as well as in the publications listed in the sections below

#### **4.3.2 First PAC Event September 04th- 06th 2017 (PAC Event)**

##### **4.3.2.1 Newspaper Publications**

- Public Notice in West Highland Free Press (20<sup>th</sup> July); and
- Public Notice in Stornoway Gazette (20<sup>th</sup> July)
- CMAL website under news (Web) 20th July 2017 (<http://www.cmassets.co.uk/cmalt-host-public-events-skye-triangle-port-proposals/>)
- Written (on behalf of the prospective applicants) to NBL, MCA, SEPA and SNH.

- A news release covering the events was issued and is on CMAL web site (<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>)
- A copy of the news release to all existing identified Stakeholders, including new councillors following any local elections.

CMAL arranged for further notices to be published in the above noted papers, plus Hebrides News & AM paipear, and contact all stakeholders again with the event details, approx. 2 weeks before the events.

#### 4.3.2.2 Posters and leaflets

### Public exhibitions, 4-6 September 2017

We will host a series of public exhibition events to share proposals for construction work at the Skye triangle ports of Tarbert (Harris), Uig and Lochmaddy.

The public exhibitions will take place:

**Uig Community Centre, Uig, Skye**

Monday 4th September 2017, 16.00-19.00hrs

**Harris Hotel, Tarbert, Harris**

Tuesday 5th September 2017, 16.00-19.00hrs

**Lochmaddy Village Hall, North Uist**

Wednesday 6th September 2017, 16.00-19.00hrs

**These are open sessions and people are welcome to drop in any time between 16.00 and 19.00hrs.**

The events are a follow-up to the public meetings held in April this year and they will allow local communities and other interested parties to comment on proposals at an early stage, before final applications for the works at each port are submitted. The events also form part of the application process for the required marine licences for works at the ports.

Comments can be provided at the events or afterwards in writing to CMAL or by email to [operations@cmassets.co.uk](mailto:operations@cmassets.co.uk) by 29th September 2017. Additional public events will be carried out prior to the submission to the Marine Scotland Licensing Operations Team, offering a further opportunity to provide comments.

Please note, comments made at this stage are not representations to the Scottish Ministers. Once Marine Licence Applications have been submitted there will be an opportunity for representations to be made to the Scottish Ministers on the application.

#### 4.3.2.3 Webpage

A common email address ([operations@cmassets.co.uk](mailto:operations@cmassets.co.uk)) was available for any comments made after the meetings, with an end date for comments to be received no later than the 29<sup>th</sup> September 2017. Correspondence received was forwarded to the appropriate project team for response/action.

A 'Project Page' was setup on the CMAL external website which acted as a reference point for information in relation to the consultation for all works.

(<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>)

Feedback and responses from the first PAC event are included within Appendix D.

### 4.3.3 Second PAC Event February 26th- 28th 2018 (PAC Event)

#### 4.3.3.1 Newspaper Publications

- Public Notice in West Highland Free Press (11<sup>th</sup> January 2018);
- Public Notice in Stornoway Gazette (11<sup>th</sup> January 2018);
- Public Notice in Hebrides News (online w/c 8<sup>th</sup> and 15<sup>th</sup> January 2018);
- CMAL website under news (Web) 8th January 2018 and 30<sup>th</sup> November 2018 (<http://www.cmassets.co.uk/skye-triangle-port-upgrade-public-events/>);
- Public Notices – published on 20th July in the West Highland Free Press & Stornoway Gazette
- Written (on behalf of the prospective applicants) to NBL, MCA, SEPA and SNH.
- A news release covering the events was issued and is on CMAL web site (<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>)
- A copy of the news release to all existing identified Stakeholders, including new councillors following any local elections.

CMAL arranged for further notices to be published in the above noted papers, plus Hebrides News & AM paipear, and contact all stakeholders again with the event details, approx. 2 weeks before the events.

In addition, the PIDs were advertised in the following publications:

#### 4.3.3.2 Posters and leaflets

The following poster advertising the PAC event 2 of consultations was made available on the CMAL website at: <http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

## Consultation Events – SKYE TRIANGLE PORT UPGRADES

To prepare for the new ferry that has been procured by Caledonian Maritime Assets Ltd (CMAL), upgrade work is being proposed at the harbours at Tarbert (Harris), Lochmaddy and Uig, known as the Skye Triangle ports. The upgrade project has now entered the design stage following the completion of masterplans, and detailed designs for the preferred option for each location are being developed. The preferred options are, in brief:

- Tarbert upgrades proposed by CMAL: pier reconstruction and extension, seabed dredging to improve vessel access, land reclamation to increase the vehicle marshalling area and reconstruction of the terminal building.
- Lochmaddy upgrades proposed by Comhairle nan Eilean Siar: a pier extension and pier strengthening, seabed dredging to improve vessel access and land reclamation to increase the vehicle marshalling area.
- Uig upgrades proposed by The Highland Council: pier modifications and upgrades, new linkspan and wave screen, seabed dredging to improve vessel access, land reclamation to increase the marshalling area and new terminal facilities.

Design is being undertaken in conjunction with onsite investigations, testing and environmental studies to support applications for marine licences and harbour revision orders and/or planning consents. Public exhibitions of the proposals will be held as follows:

#### **Uig Community Centre, Uig, Skye**

Monday 26th February 2018, 16.00-19.30hrs

#### **Harris Hotel, Tarbert, Harris**

Tuesday 27th February 2018, 16.00-19.30hrs

#### **Lochmaddy Village Hall, North Uist**

Wednesday 28th February 2018, 16.00-19.30hrs

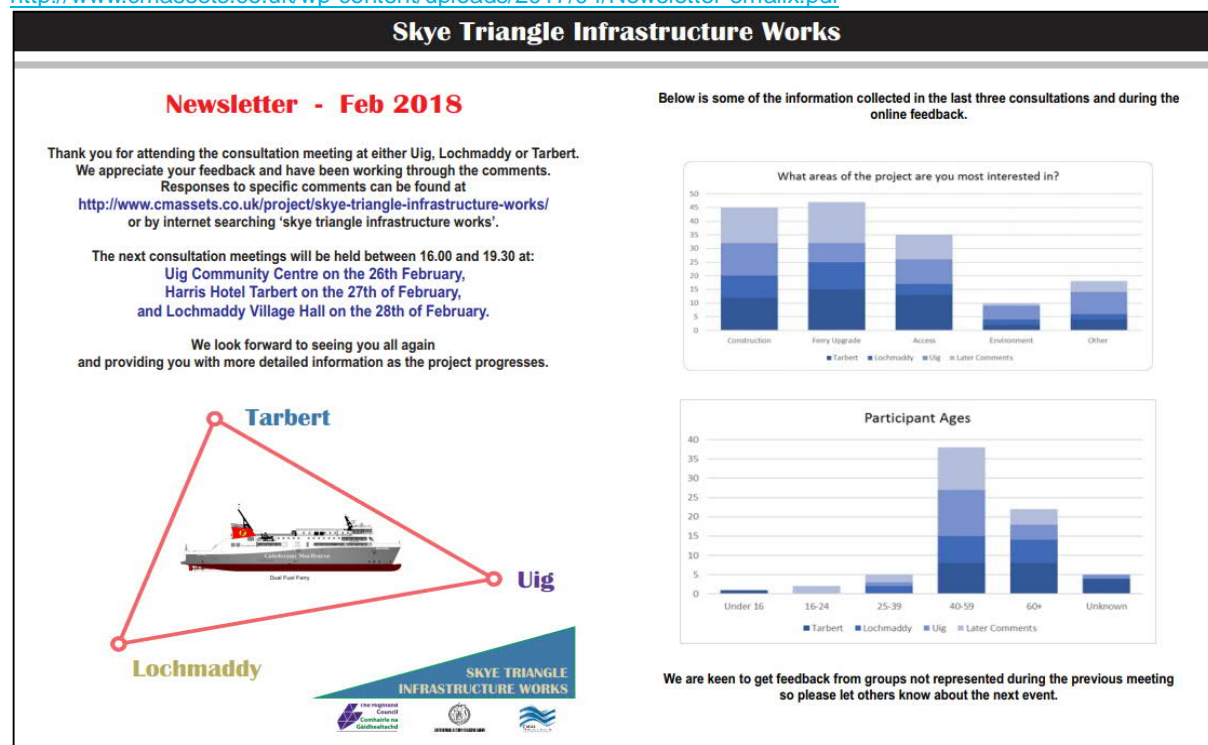
These are open sessions and people are welcome to drop in any time between 16.00 and 19.30 hrs.



Comments can be provided at the exhibitions, or afterwards in writing to CMAL or by email to [operations@cmassets.co.uk](mailto:operations@cmassets.co.uk) by 30th March 2018. Please note, comments made at this stage are not representations to Marine Scotland or Scottish Ministers. Once Marine Licence Applications and Harbour Revision Orders have been submitted there will be an opportunity for formal representations to be made to Marine Scotland or Scottish Ministers.

Further details of the proposals can be found at: [cmassets.co.uk/project/skye-triangle-infrastructure-works](http://cmassets.co.uk/project/skye-triangle-infrastructure-works). Caledonian Maritime Assets Ltd, Municipal Buildings, Fore Street, Port Glasgow PA14 5EQ 01475 749920 | [operations@cmassets.co.uk](mailto:operations@cmassets.co.uk)

The following newsletter was published shortly after Round 1 of the consultation on the CMAL website at: <http://www.cmassets.co.uk/wp-content/uploads/2017/04/Newsletter-emailx.pdf>



The following poster advertising PAC Event 2 of consultations was made available on the CMAL website at: <http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

#### 4.3.3.3 Webpage

A common email address ([operations@cmassets.co.uk](mailto:operations@cmassets.co.uk)) was available for any comments made after the meetings, with an end date for comments to be received no later than the 30th March 2018. Correspondence received was forwarded to the appropriate project team for response/action.

A 'Project Page' was setup on the CMAL external website which acted as a reference point for information in relation to the consultation for all works. (<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>)

Feedback and responses from the second PAC event 2 is included within Appendix B.

## 4.4 Community Council Meeting(s)

Community Council/Harbour users meetings were held on the following dates which discussed the proposals in detail:

- 2nd October 2017 at the Uig Community Centre, Uig, Skye;
- 26th October 2017 at the Uig Community Centre, Uig, Skye; and
- 17th January 2018 at the Uig Community Centre, Uig, Skye.



The Proposed Development was discussed in detail during each meeting. The Applicant's project team presented the principal details of the project and invited audience participation and feedback on the draft proposals.

The discussions were open with questions raised and answered. The Community Council welcomed the proposed works but asked that consideration be given where possible for improvements to the harbour area that could be provided as part of the project or at least be designed for.

Overall, the feedback was positive with regards development of designs.

#### **4.4.1 Community Council and Harbour Users Meeting - January 17<sup>th</sup> 2018**

At the meeting with the Harbour Users and Community Groups on 17 Jan 2018 the meeting was attended and chaired by Councillor Allan Henderson, Chair of Highland Council's Environment, Development and Infrastructure Committee and Chair of Highland Council's Harbours Management Board.

The Applicant presented a number of technical notes produced by the designers which addressed previous feedback from the Harbour Users and Community Council. Listed below are the technical notes which were provided to the Harbour Users and Community Council:

- 1) 1) Approachway Opened Piled and Closed Face Alternatives;
- 2) 2) Optioneering for New Boat Steps at Approachway Widening;
- 3) 3) Additional Harbour Moorings;
- 4) 4) Additional Fuelling Points;
- 5) 5) Optioneering for Pontoons in Uig Bay;
- 6) 6) Upgrade of Existing or Provision of New Slipway.

The Applicant also took the opportunity to consider the Harbour Users and Community Group concerns with regard to the proposed open piled or an alternative closed face fishing berth on the north side of the approachway. Tom Drennan of Drennan Marine Consultancy carried out an independent review of the proposed pier options and gave a presentation to the Harbour Users and Local Community on the issues.

At the meeting it was agreed that the open berth structure would be acceptable to the harbour users and community groups provided the fender spacing would be considered for the full length of the open berth structure with closer spacing to suit short, medium and long length vessels.

Appendix G includes the minutes and actions taken from the meeting and Appendix H is the responses by The Applicant on the main points raised at the community meeting.

#### **4.4.2 Uig Community Group Feedback**

Following the second PAC event feedback on the proposals were documented in a paper produced by a representative of the Uig Community Trust on 05th March 2018. Responses were then provided by The Applicant. A copy of this paper with responses can be found in Appendix F. The representative gathered views from the Community Trust, local fisherman who operate from Uig Harbour and marine tourism boat trip operators.

Requirements of the community group were accommodated as far as practicable in revisions of the proposals. This included the design of the new boat steps with improved access points to suit tidal conditions and through the widening of the approachway where new timber fendering, bollards, water and power points will be provided as well as new dry berth and fisherman's compound area bring it closer to where the fishermen work.

## 5. Information provided by the Prospective Applicant at the Pre-application Consultation Event(s)

### 5.1 PAC Event 1

#### 5.1.1 September 04th, 2017 (Event 1)

The first PAC event was attended by the following members of the Applicant's project team:

- Redacted Head of Infrastructure, The Highland Council;
- Redacted Principal Engineer, The Highland Council;
- Redacted , Principal Engineer, AECOM
- Redacted Environmental Scientist, AECOM

The Applicant's project team were appropriately qualified to talk about the Applicant as a company, about the proposals, and about the possible environmental effects potentially relevant to the Proposed Development. The Applicant's project team were also able to advise on the timings for submission and the role of the pre-application consultation within the planning process.

The Applicant's project team presented a draft layout of the Proposed Development which detailed the works to be carried out.

#### 5.1.2 September 05th, 2017 (Event 2)

The second PAC event was attended by the following members of the Applicant's project team:

- Redacted Head of Infrastructure, The Highland Council;
- Redacted Principal Engineer, The Highland Council;
- Redacted Principal Engineer, AECOM;
- Redacted Environmental Scientist, AECOM;

#### 5.1.3 September 06th, 2017 (Event 3)

The third PAC event was attended by the following members of the Applicant's project team:

- Redacted Principal Engineer, The Highland Council;
- Redacted Principal Engineer, AECOM;
- Redacted Environmental Scientist, AECOM;

### 5.2 PAC Event 2

#### 5.2.1 February 26th, 2018 (Event 1)

The first PAC event of this round was attended by the following members of the Applicant's project team:

- Redacted Head of Infrastructure, The Highland Council;
- Redacted Principal Engineer, The Highland Council;
- Redacted , Principal Engineer, AECOM;
- Redacted Environmental Scientist, AECOM;

The Applicant's project team were appropriately qualified to talk about the Applicant as a company, about the proposals, and about the general environmental effects which were potentially relevant to the Proposed

Development. The Applicant's project team was fully aware of the planning process and were able to advise on the timings for submission and the role of the pre-application consultation.

The Applicant's project team presented a draft layout of the Proposed Development, with estimates regarding the structures to be included.

### 5.2.2 February 27th, 2018 (Event 2)

The second PAC event was attended by the following members of the Applicant's project team:

- R Head of Infrastructure, The Highland Council;
- Redacted Principal Engineer, The Highland Council;
- Redacted , Principal Engineer, AECOM
- Redacted Environmental Scientist, AECOM

### 5.2.3 February 28th, 2018 (Event 3)

The third PAC event was attended by the following members of the Applicant's project team:

- Redacted Principal Engineer, The Highland Council;
- Redacted , Principal Engineer, AECOM
- Redacted Environmental Scientist, AECOM

## **6. Information received by the Prospective Applicant at the Pre-Application Consultation Event(s)**

Comments and feedback to the Proposed Development came in the form of emails, verbal representations and questionnaire responses.

### **6.1 Pre-Application Consultation (PAC) Events**

Numbers attending (April event (both meetings) /Sept event) was:-

- Uig - PAC Event 1 - 55 people in attendance. PAC Event 2 - 29 people in attendance
- Tarbert –PAC Event 1 - 11 people in attendance. PAC Event 2 - 36 people in attendance
- Lochmaddy –PAC Event 1 - 50 people in attendance. PAC Event 2 - 33people in attendance

All attendees were provided with a standard proforma questionnaire to be filled out and handed back in at the time of the event or submitted at a later date. A copy of the proforma questionnaire can be found in Appendix C. All questions posed to each Port representative and submitted via questionnaires were collated and answered via a feedback Q&A form which was updated and re-issued after each event. The feedback from each event is contained within Appendix D and E.

## 7. Amendments

### 7.1 Amendments made, or to be made,

To the Application for a Marine Licence by the Prospective Applicant following their Consideration of Comments and/or Objections received at the Pre-application Consultation Event.

Engagement with the community from the early stages of the development process as described within the report has allowed the Applicant to incorporate community and stakeholder feedback into the final proposals. The evolution of the design has been a continuous process; driven by operational demands and the need to deliver an efficient and effective service, as well as by stakeholder (internal and external) feedback.

The pre-application consultation highlighted that there were however some areas of concern to the public that needed to be addressed. The key issues raised are set out below, and when these proposed changes were presented at the second round of public exhibitions, they were welcomed by members of the public as an improvement to the previous proposals.

### 7.2 Dredging at Fish Quay

Concerns were raised during consultation in relation to the proposed widening of the pier approachway structure and the impact which this would have upon available current water depths at the adjacent fishing vessel berths. The shoreward extent of the berthing area is dredged, therefore by widening the approachway this dredged pocket would be severely compromised. The dredge pocket will be increased to accommodate the widening of the approachway with an increase to the dredge volume.

Following the feedback from the harbour users additional dredge sampling was carried out along the harbour users berth area which was agreed with Marine Scotland. This will be included in the Marine Dredge License.

### 7.3 Boat Steps

Concerns were raised in relation to the existing Boat Steps which are located in the Inner Harbour and which serve several tour boat operators as well as providing a landing platform for harbour users. Consultation responses recorded that the current configuration of the existing steps is not appropriate for their current uses. Specifically users report that the existing structure of the steps reduced their effectiveness, specifically identifying that the surfacing was too smooth for pedestrians to use safely, the steps had too few suitable access platforms to access the vessels, which resulted in people sometimes embarking and disembarking the vessel across steps rather than platforms, and that the fendering protruded too far from the face of the berth, such that people had a large step over the water to gain access to vessels.

The design for the replacement boat steps was subsequently amended specifically to provide a high-grip surface, with 7 platforms as opposed to 4 and with recessed fendering.

### 7.4 Dry Berth Area

Following earlier consultation meetings, the fishermen had asked that should the existing dry berth be removed as a result of the construction works, this should be reinstated and they requested that consideration be given for a slab to be provided that could take small and large vessels and be one continuous block as opposed to the three that they currently have. The Applicant has allowed for a dry berth which is shaped to allow larger vessels to berth alongside the approachway and smaller vessel alongside the fisherman's compound. This will now

provide adequate space for one large and one small vessel and provide access from either the fisherman's compound or the approachway.

## 7.5 Additional Temporary Mooring

There was concern from both the fishermen and tour boat operators that with the widening of the approachway that there would be temporary loss of berth space during construction. The Applicant has proposed that during the construction works that temporary moorings would be considered to be provided within Uig Bay as part of the proposal and would include a possible reduction in the harbour dues paid for by the fishermen.

## 7.6 Nature Walk Continuation

At the first harbour users and community group meeting it was raised that a nature walk exists that leads from the community hall to the marshalling area. However, the current proposals do not include a linking path to the pier. The community requested through design consideration that the path be linked as part of the land reclamation work proposals.

The Applicant has taken this into consideration where a 2-3m wide footpath along the foreshore area has been provided which now links the nature walk to the pier

## **8. Explanation of Approach taken where no amendments made**

Approach taken by the Prospective Applicant where, following relevant comments and/or objections being received by the Prospective Applicant at the PAC Event, no relevant amendment is made to the Application for a Marine Licence.

This section is not applicable to the Proposed Development as the Applicant has made amendments as a result of the PAC event comments.



## 9. Summary

This PAC Report has been prepared to accompany the MLA (Marine Construction; and Dredging and Sea Disposal) applications which will be made to MS-LOT for the construction of infrastructure improvements at Uig Ferry Terminal, Uig, Isle of Skye. The Proposed Development includes both terrestrial and marine aspects, meaning that both planning permission and marine licence(s) are required for the proposed works.

An application for planning permission for the terrestrial elements of the Proposed Development will also be submitted alongside the marine licence applications.

The Applicant has actively engaged with the local community and stakeholders and has used a variety of communication and consultation methods. Information has been provided throughout the design development stage and feedback has been sought in regard to the Proposed Development. This report describes the activities undertaken by the Applicant to help communicate and engage with the local community and stakeholders. This report also documents the concerns raised and responses which have been implemented in order to address those concerns.

In terms of the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013, the Applicant has fulfilled and exceeded the statutory consultation requirements for public events which included two PAC events and also three local community events with the harbour users and community council. The Applicant has documented and reported on the consultation activities undertaken. The results of the consultation have been positive which will see improvement works to the harbour area with the potential for an increase in tourism with a bigger ferry in place. The submission of the MLA to MS-LOT will not signal the end of the programme of engagement however, and throughout the determination process and construction and operation phases, the Applicant intends to keep in contact with key stakeholders, most notably in relation to the potential community benefits set out in Chapter 6.

The community engagement process has provided the Applicant's project team with invaluable information that has been used to shape the design process. Issues and concerns that were raised at an early stage in the consultation process have, where possible, been addressed through the design iteration and environmental assessment process.

The Applicant believes that the consultation process that has been undertaken has resulted in high quality design proposals which balance the essential requirement for the Proposed Development with the various and wide ranging requirements and concerns within the stakeholder community. Based on the feedback received during consultation, The Applicant considers that the local community understands the nature of the Proposed Development as well as the balance of key considerations which has resulted in the current design and layout. Support has also been expressed throughout the consultation process for the potential economic and employment benefits likely to arise as a result of the Proposed Development.

## 10. References

- Ref. 1: The Scottish Government, The Town and Country Planning (Scotland) Act 1997.
- Ref. 2: The Scottish Government, The Marine (Scotland) Act 2010.
- Ref. 3: The Scottish Government, The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013
- Ref. 4: Marine Scotland. Guidance on Marine Licensable Activities Subject to Pre-Application Consultation
- Ref. 5: The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008.

## **Appendix A - (Pre Application Consultation Report Form (Regulation 8 Schedule))**

# SCHEDULE

Regulation 8

## *Form*

### PRE-APPLICATION CONSULTATION REPORT

#### Marine (Scotland) Act 2010: Section 24

##### 1. Proposed Licensable Marine Activity

Please describe below or, where there is insufficient space, in a document attached to this form the proposed licensable marine activity, including its location

Please see attached report Pre-Application Consultation Report  
(Marine Licence Application)

##### 2. Applicant Details

Title	Initials	Surname
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Mr	A	Maciver
----	---	---------

Trading Title  
(if appropriate)

The Highland Council

Address

The Highland Council
Development & Infrastructure, Diriebught Depot,
94 Diriebught Road, Inverness
IV2 3QN

Name of contact  
(if different)

Position within Company  
(if appropriate)

Principal Engineer – Uig Project Manager

Telephone No.  
(inc. dialing code)

Redacted

Fax No.  
(inc. dialing code)

Company Registration No.

Email

Is this prospective applicant the proposed licensee?

YES ☒

NO ☐

If NO, please complete Section 3 below.

**3. Proposed Licensee Details**

Title

Initials

Surname

<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------

Trading Title  
(if appropriate)

Address

Name of contact  
(if different)

Position within Company  
(if appropriate)

Telephone No.  
(inc. dialing code)

Fax No.  
(inc. dialing code)

Company Registration No.

Email

**4. Pre-application Consultation Event**

Please describe below or, where there is insufficient space, in a document attached to this form the pre-application consultation event

Please see attached Pre-Application Consultation Report  
(Marine License Application)

**5. Information provided by the Prospective Applicant at the Pre-application Consultation Event**

Please provide below or, where there is insufficient space, in a document attached to this form details of any information provided by the prospective applicant for a marine licence at the pre-application consultation event

Please see attached Pre-Application Consultation Report  
(Marine License Application)

**6. Information received by the Prospective Applicant at the Pre-application Consultation Event**

Please provide below or, where there is insufficient space, in a document attached to this form details of any comments and objections received by the prospective applicant for a marine licence at the pre-application consultation event

Please see attached Pre-Application Consultation Report (Marine  
License Application)

**7. Amendments made, or to be made, to the Application for a Marine Licence by the Prospective Applicant following their Consideration of Comments and/or Objections received at the Pre-application Consultation Event**

Where any amendments are made, or are to be made, by the prospective applicant for a marine licence to the marine licence application as a direct result of their consideration of comments and/or objections received at the pre-application consultation event, please provide below or, where there is insufficient space, in a document attached to this form details of such amendments

Please see attached Pre-Application Consultation  
Report (Marine License Application)

**8. Explanation of Approach taken by the Prospective Applicant where, following Relevant Comments and/or Objections being received by the Prospective Applicant at the Pre-application Consultation Event, no Relevant Amendment is made to the Application for a Marine Licence**

Where, following comments and/or objections having been received by the prospective applicant for a marine licence at the pre-application consultation event, no relevant amendment is made to the application for a marine licence by the prospective applicant, then please provide below or, where there is insufficient space, in a document attached to this form an explanation for the approach taken

Please see attached Pre-Application Consultation Report  
(Marine License Application)

**CERTIFICATION.**

<b>Insert name</b>	Redacted
<b>Insert Address</b>	
	The Highland Council
	Development & Infrastructure,
	Diriebught Depot,
	94 Diriebught Road, Inverness
<b>Town</b>	Inverness
<b>County</b>	Inverness-shire
<b>Postcode</b>	IV2 3QN

I certify that I have complied with the legislative requirement relating to pre-application consultation and that pre-application consultation has been undertaken in accordance with the statutory requirements.

Redacted  
Signature Date 13 February 2019



## **Appendix B - Public Consultation Story Board**

### **Example (September 2018)**

# New Vessel & Need for Harbour Improvements

## NEW FERRY

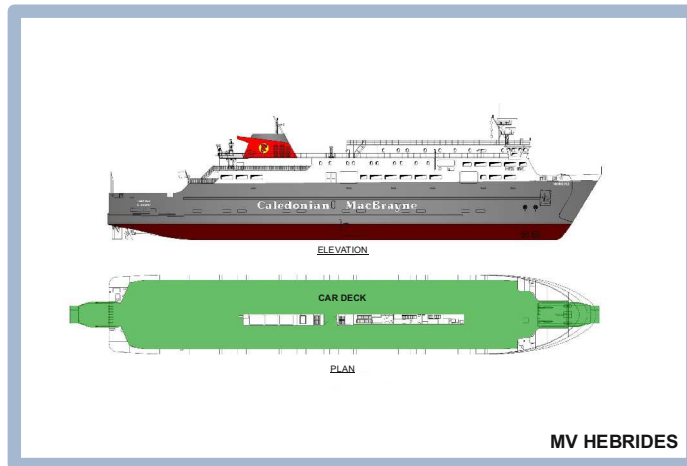
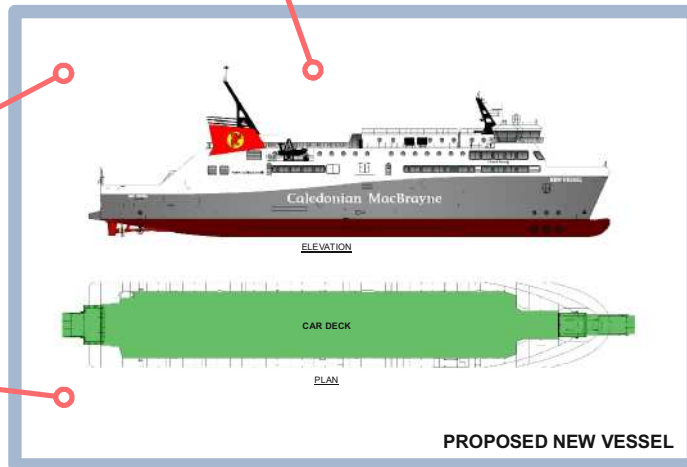
Caledonian Marine Assets Limited (CMAL) have invested in a new vessel for use on the Uig, Lochmaddy, Tarbert ferry routes (the Skye Triangle).

## DUAL FUEL

The new vessel is dual fuel, with the ability to utilise both marine gas oil and Liquefied Natural Gas (LNG). It is proposed that the LNG fuelling infrastructure be installed at Uig.

## CLIMATE CHANGE

The new vessel gives rise lower greenhouse gas emissions.



## IMPROVED INFRASTRUCTURE

The larger ferries require infrastructure upgrades at all three harbours, to allow the heavier vessels to be moored safely.

## DREDGING

The harbours need to be dredged for the large, deeper vessel.

## MARSHALLING

Marshalling areas need to be increased to accommodate the greater vehicle capacity of the new vessel.

Vessel Properties	Proposed New Vessel	MV Hebrides Current Vessel
Length (m)	102.4	99.4
Breadth (m)	17.0	15.8
Design Draught (m)	3.7 max 3.4 normal	3.2
Displacement (t)	4700	3500
Gross Tonnage (t)	7040 tbc	5506
Vehicle Lane (m)	605	485
No of Passengers	1000 max 650 internal seats	612
Service Speed (knots)	16.5	16.5

**SKYE TRIANGLE  
INFRASTRUCTURE WORKS**

# Environmental Considerations

## LANDSCAPE AND VISUAL

Due to Tarbert being in the South Lewis, Harris and North Uist National Scenic Area, an assessment of the landscape and visual impact of the improved ferry terminal will be commissioned.

## TRAFFIC IMPACT ASSESSMENT

Traffic Surveys around Tarbert have been carried out to inform a Traffic Impact Assessment. This assessment will model the impact of the proposed road/marshalling area layout and increase in vehicle capacity of the new ferry.



## TERRESTRIAL NOISE SURVEYS

Baseline noise surveys were undertaken in December 2017. The results of these surveys will be used to determine the noise impact of the construction work and operation of the improved ferry terminal.



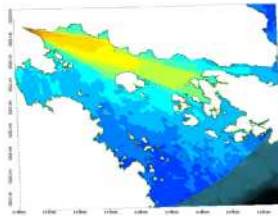
## BENTHIC SURVEY

A Benthic Survey of the seabed was undertaken in December 2017 to understand the ecology of the seabed to assess environmental impacts and required mitigation measures. No protected species or habitats were found.



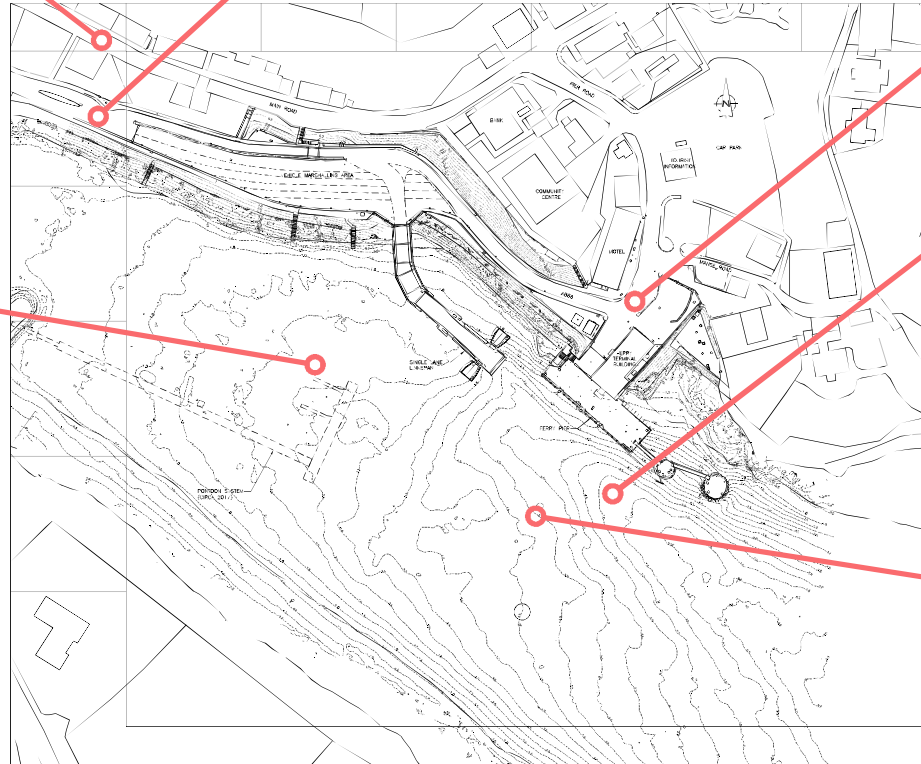
## UNDERWATER NOISE STUDY

An underwater noise study has been commissioned to assess the impact of the construction works on marine mammals and determine the required mitigation measures. The zone of potential impact resulting from piling is limited due to shallow water and the complex bathymetry in the area.



## DREDGE SAMPLING

Vibrocore Samples of the seabed material in the proposed dredge areas were taken in December 2017. These samples show that the dredge material is not suitable for re-use in the land reclamation and as such will have to be disposed of at a licenced sea disposal site.



# Tarbert

SKYE TRIANGLE  
INFRASTRUCTURE WORKS



# Proposed Infrastructure

## NEW FENDERING

New Parallel Motion Fenders will be mounted on pairs of tubular steel piles driven to bedrock.



## TEMPORARY TERMINAL BUILDING

While the new terminal building is being constructed, a temporary building will need to be provided. This is likely to be sited in part of the reclaimed area near the vehicle linkspan.

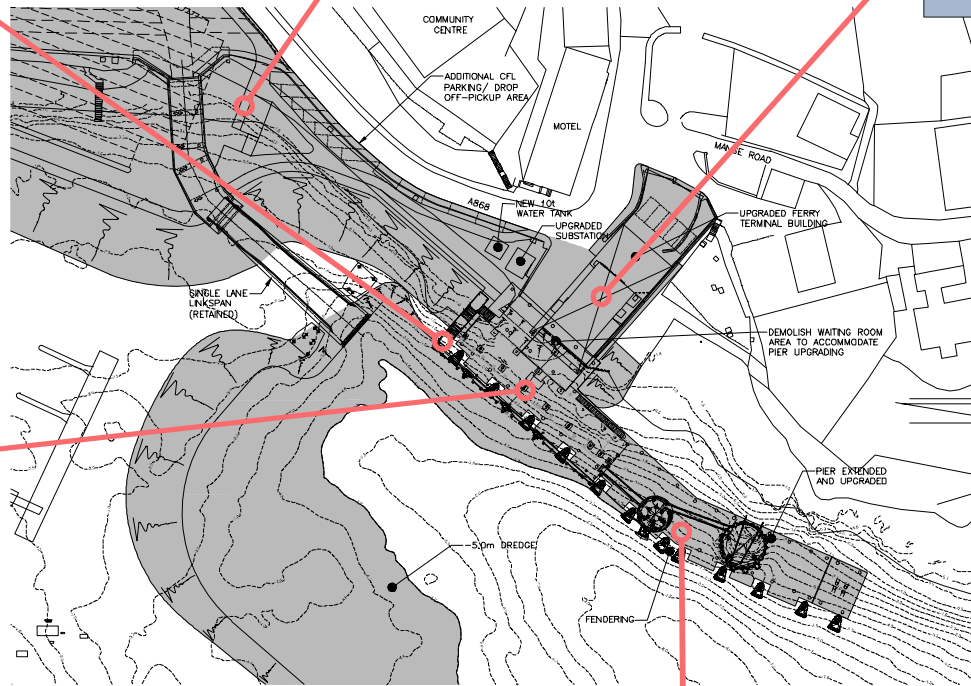
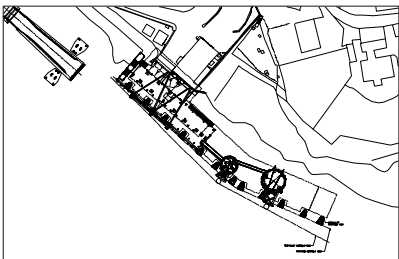
## TERMINAL BUILDING

Original proposal was to demolish and reconstruct the front section of the building only as this sits on the pier which requires to be demolished. However, it has become evident that more of the building needs to be demolished than anticipated to allow construction of the pier. It is therefore proposed to demolish the building completely and construct a new fit for purpose terminal building which is being designed currently.



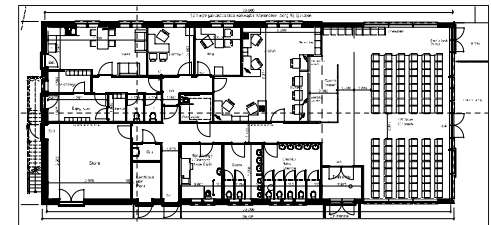
## PIER TEMPORARY WORKS

To enable the pier to be demolished and reconstructed while maintaining the ferry service, a complex arrangement of temporary works will be required to support the existing fenders. These temporary works will be removed on completion of the pier and new fendering.



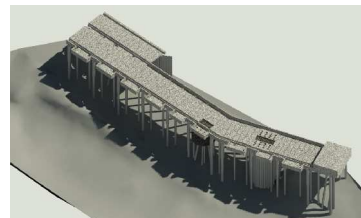
## TERMINAL BUILDING

Key features of the building will include: Single storey construction with a pitched tiled roof; Circa 50% more floor area than current building; Greater passenger area and more seating; Fully accessible access and ticketing facilities; and 'Changing Places' facility included.



## NEW PIER

The existing pier was built in the 1960s and now needs to be replaced. The new pier will be longer than the existing structure to suit the new vessel. The pier will be constructed by driving steel tubular piles to rockhead and placing precast concrete beams and slabs which will be manufactured off site.

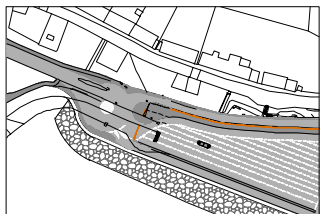


# Tarbert

**SKYE TRIANGLE  
INFRASTRUCTURE WORKS**







## ROAD LAYOUT

As raised at the previous consultation event, there are currently 'turning issues' from both East and West of the marshalling area. These issues could potential worsen if traffic volumes increase. To address this a roundabout is proposed. A Traffic Impact Assessment will consider the effectiveness of the proposed solution and any alterations required.

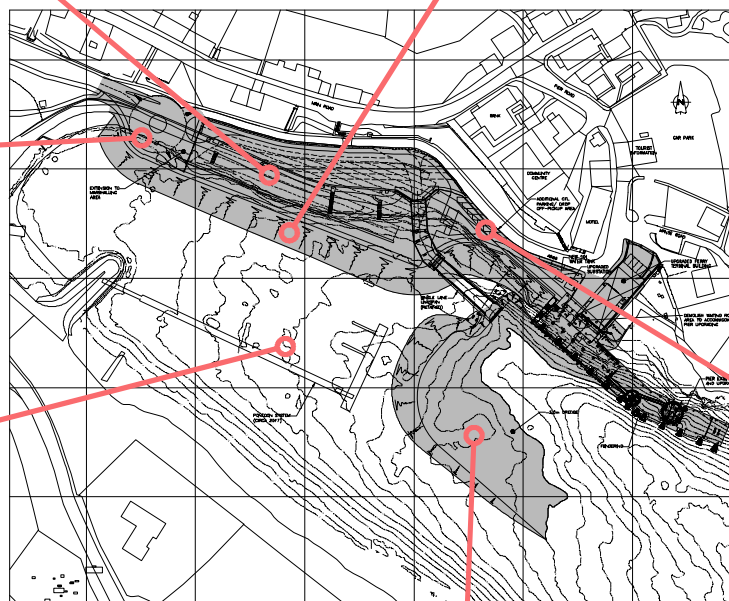
## EXTENDED MARSHALLING AREA

The marshalling area will be extended by reclaiming an area from the sea. The proposed area will accommodate circa 140% of the new vessel capacity. This means that vehicles can be checked in normally within the marshalling area, hence reduced potential 'stacking' onto the local road.

## LAND RECLAMATION

Land will be reclaimed from the sea to facilitate extension of the marshalling area. Material for this will be imported, most likely from a local quarry. The original intention was to try and 'win' this material from the dredge operation. However, recent sampling of the seabed material has shown this to be unsuitable.

Due to the results of the recent sampling, further investigation of the seabed materials will be carried out using a jack-up barge and drill rig to provide more information for the design of the reclamation.



## DREDGING TOWARDS HEAD OF LOCH

At the September consultation event, comments had been received, suggesting that we should look to dredge this area as it would provide wider benefits locally. We have considered this and would have been willing to do this as it would have provided a 'win-win' situation. We could gain material needed for reclaim and larger craft could access the head of the loch. However, we have sampled the material and it is not suitable for use as infill and would have to be disposed of at significant cost.

We will be discussing this with the marina to see if we can work together on this to improve access.

## DROP OFF AREA AND SHORT TERM PARKING

An area between the vehicle linkspan and the pier will be reclaimed to provide a bus stop/vehicle drop off area, limited short term parking and bicycle storage facilities.

## FERRY BERTH DREDGING

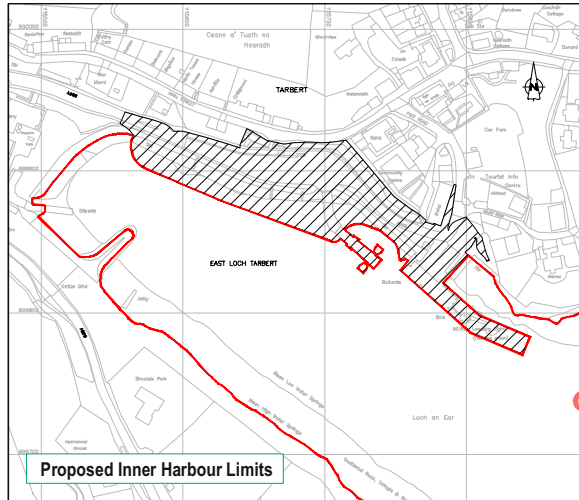
Recent sampling of the dredge material has been carried out. The material sampled is poorer than expected and is mainly formed of mud down to the proposed dredge depth.

It had been hoped that we could have used the dredge material for the reclamation but this will not be possible.

The result of this is that the material will have to be disposed of. Work is ongoing to identify the Best Practicable Environmental Option for disposal of this material.



# Harbour Revision Order



## CURRENT SITUATION

At the moment, CMAL's statutory harbour area only extends up to the approximate location of the vehicle linkspan. It does not cover the 'head' of the loch including the area of the pontoons. There is therefore no consistent Safety Management System and no clear responsibility for marine safety in inner East Loch Tarbert.

The proposal to extend the outer harbour limits is also aimed at providing improved safety management from where the loch starts to narrow Westwards towards Tarbert.

Marine activity in East Loch Tarbert is expected to increase. Therefore the proposed HRO will provide the legal framework for management of all marine activity in compliance with the Port Marine Safety Code.

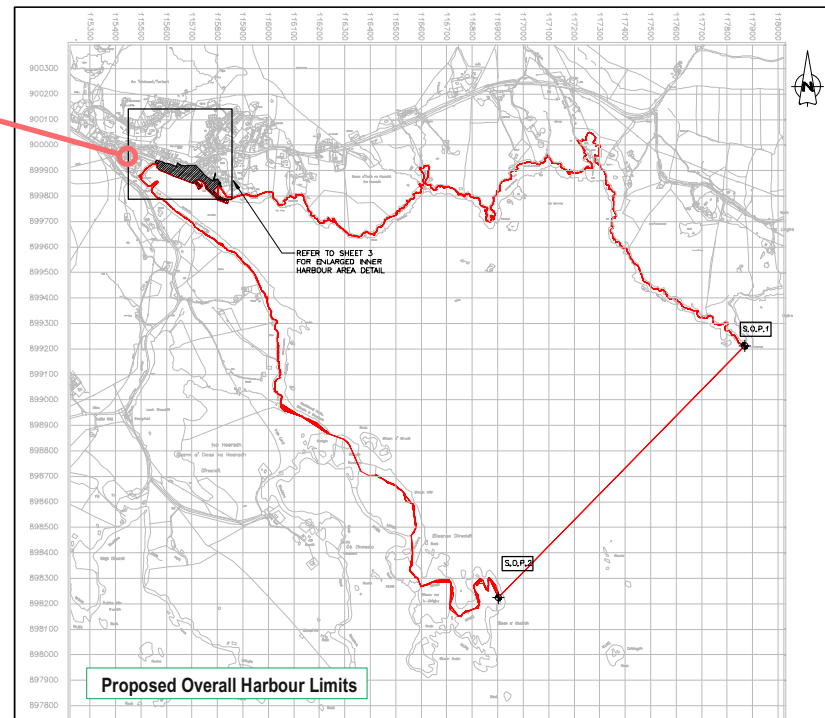
## THE PROPOSAL

Extend the harbour area as identified to:

- Provide a conservancy environment with clear, simple and safe navigation
- Reduce navigation risk to as low as reasonably practicable
- Provide effective management and response to marine incidents
- Provide effective governance
- Have a single harbour point of contact, providing a seamless interface for users
- Ability to quickly implement the existing SHA safety management system
- Achieve full compliance with the Port Marine Safety Code

## TIMESCALES

- Draft HRO to Transport Scotland for review - *February 2018*
- Formal submission of HRO to Transport Scotland with EIA - *June 2018*
- Formal consultation - *July/August 2018*
- Review and Management of Objections/Comments - *Aug to Oct 2018*
- Written Representations - *Oct/Nov 2018*
- HRO Decision - *Nov 2018*



SKYE TRIANGLE  
INFRASTRUCTURE WORKS

Tarbert



# Way Forward

## ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The EIA is underway. Seabed survey and sampling has been undertaken. Baseline terrestrial noise surveys have also been carried out.

A Traffic Impact Assessment, landscape and visual assessment, and underwater noise modelling are being progressed. The EIA report will be required for the HRO and Marine License application.

## HARBOUR REVISION ORDER (HRO)

A draft HRO has been prepared and will soon be submitted to Transport Scotland for initial review. Formal consultation on the HRO will start around July 2018.

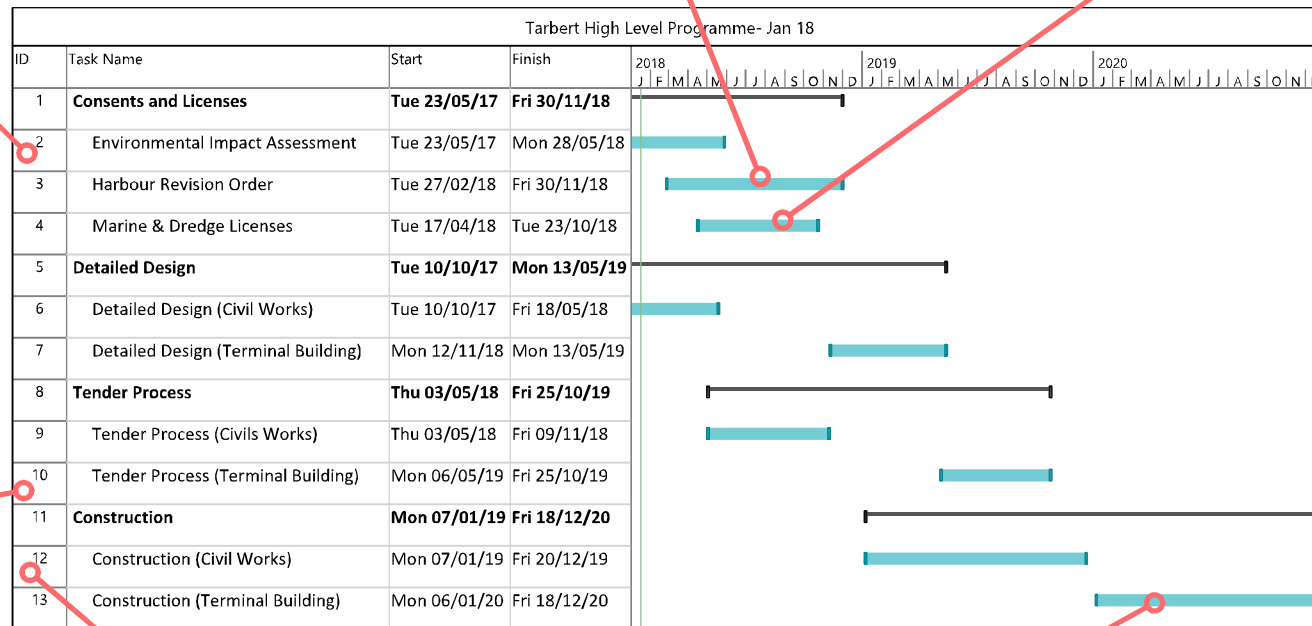
The HRO will be required prior to construction works commencing.

## MARINE AND DREDGE LICENSES

Licenses will be required from Marine Scotland for dredging and construction works below mean high water springs.

## PROCUREMENT

Early engagement with potential suppliers has already started with a view to promoting the project and getting feedback from the supply chain on the best approach to procurement.



## CONSTRUCTION (CIVILS WORKS)

Construction can only commence when the HRO is made, so likely to be early 2019 for the pier, marshalling area and dredging. Work will last approximately 12 months.

## Construction (TERMINAL BUILDING)

Due to the proximity to the pier works, it will be necessary to complete the pier works before the new terminal building is started. A temporary building will have to be in place until the new building is completed.

**SKYE TRIANGLE  
INFRASTRUCTURE WORKS**

# Tarbert

# Environmental Considerations



## TERRESTRIAL ECOLOGY

The effect of the development on otter that utilise the shore immediately east and north of the ferry terminal and fish in the local waters is being assessed.

Consideration of disturbance and habitat change will be considered for construction and operations.

## TRAFFIC IMPACT ASSESSMENT

Traffic Surveys around Lochmaddy will be carried out to inform a Traffic Impact Assessment. This assessment will model the impact of the proposed road/marshalling area layout and increase in vehicle capacity of the new ferry.



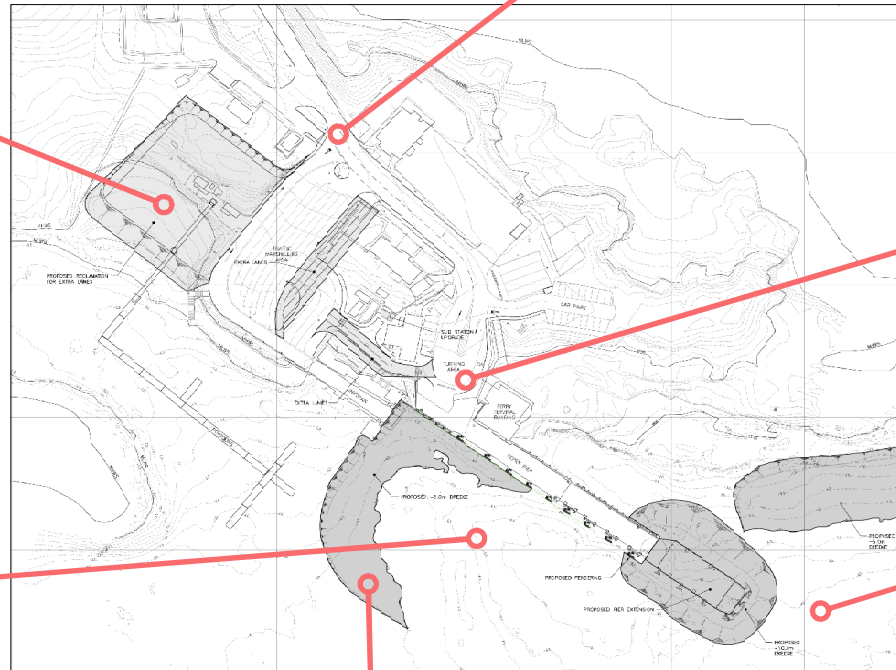
## TERRESTRIAL NOISE SURVEYS

Baseline noise surveys will be carried out in March 2018. The results of these surveys will be used in the determination of the noise impact of the construction work and operation of the improved ferry terminal.



## BENTHIC SURVEY

A Benthic Survey of the seabed will be undertaken in February 2018 to understand the sensitivity of the ecology of the seabed to inform the environmental impacts assessment and required mitigation measures.



## UNDERWATER NOISE STUDY

An underwater noise study has been commissioned to assess the impact of the construction of the works on marine mammals and determine the required mitigation measures. Rock blasting if required will give rise to high underwater noise levels. The local bathymetry affects the spread of noise in the water column.



## DREDGE SAMPLING

Vibrocore Samples of the seabed material in the proposed dredge areas will be taken in March 2018. These will be analysed to determine the suitability of the material for re-use in the works and where material not used can be disposed of.



# Lochmaddy

SKYE TRIANGLE  
INFRASTRUCTURE WORKS



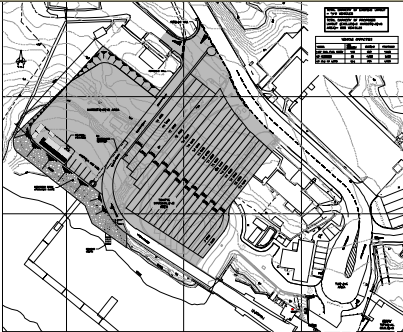


# Proposed Infrastructure

## RECLAMATION

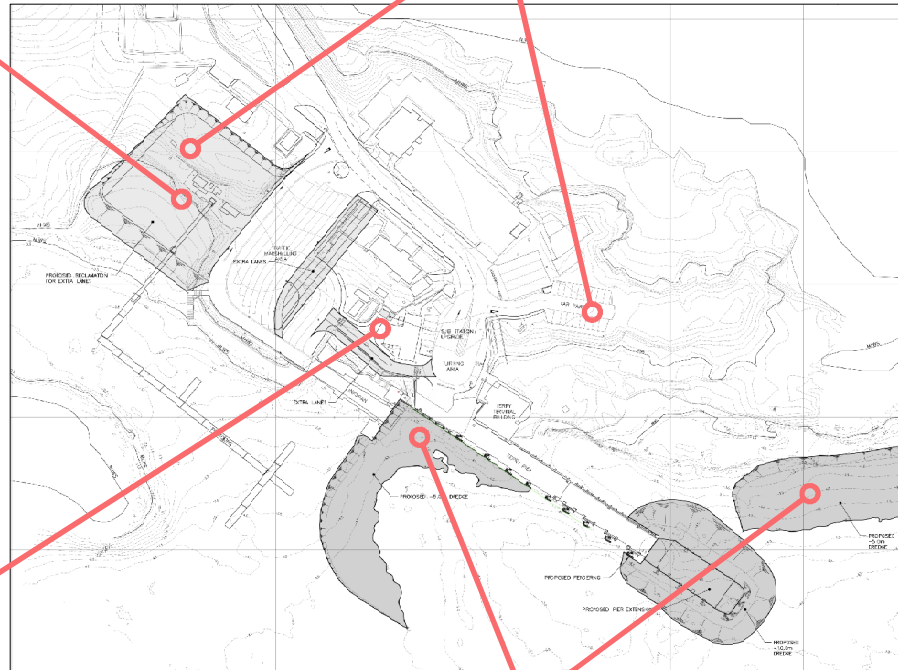
It is proposed that an area of beach to the West of the existing marshalling area be reclaimed by using dredged material from the site. This will bring the level of the reclamation up to the same level as the existing marshalling area, increasing the existing marshalling capacity.

Further discussions with North Uist Estate and Comann na Mara will be held in the near future regarding use of the land, layout of the marina facilities and continued access to the pontoons both during and after construction.



## PARKING

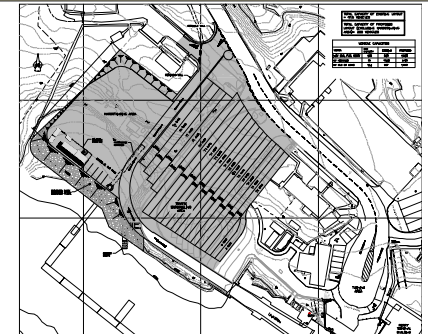
The land reclamation will provide additional area beyond the increased marshalling capacity. The provision of parking spaces on the site will be reviewed with a view to improving the space available.



## MARSHALLING AREA

The reclamation will enable the marshalling area capacity to be increased to approximately 150% of the new vessel capacity. This additional capacity is aimed at ensuring that, in busy times, there is less likelihood of arriving and waiting cars backing up onto the public road.

The entrance/exit road will be moved westwards to allow additional marshalling lanes to be added. The interface with the public road and proposed check in arrangements are currently being considered. This will be consulted with CnES and a Traffic Impact Assessment carried out to confirm the effectiveness of the proposed solution.



## POWER UPGRADE

A feasibility study has been carried out by SSE into upgrading the power supply to enable the new vessel to be powered from the shoreside electrical supply overnight rather than run its engines. This has identified the work required to the substation which will be included in the scope of works.

## DREDGING

Dredging will be carried out at the ferry berth close to the linkspan and at a shallow area to the North West of the pier. The material to be dredged will largely be rock. Initial Ground Investigation has been carried out to determine the position and nature of the rock at the ferry berth. Given the nature of the rock, it is possible that some blasting may be required.



# Lochmaddy

SKYE TRIANGLE  
INFRASTRUCTURE WORKS

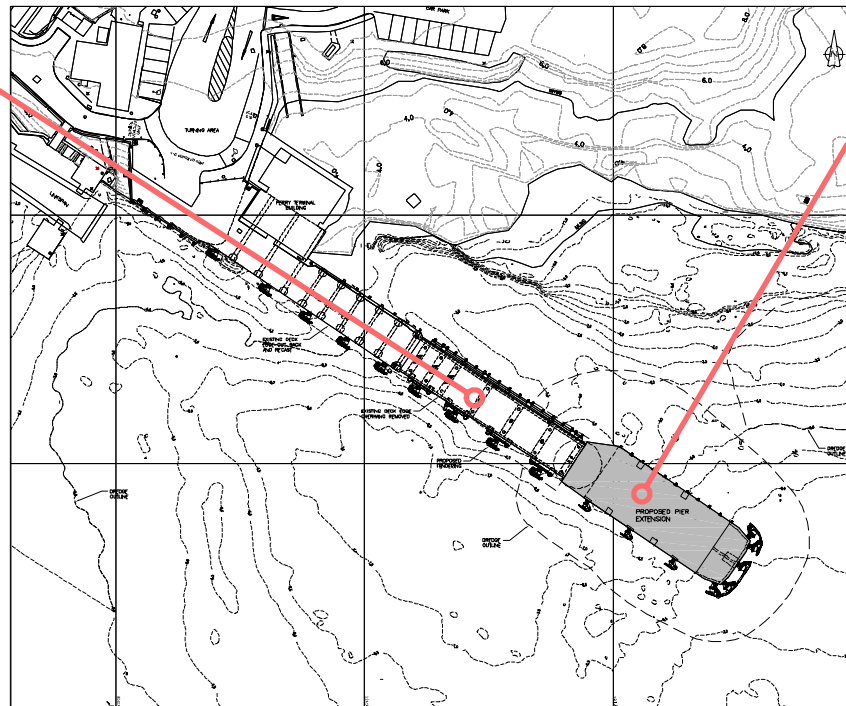
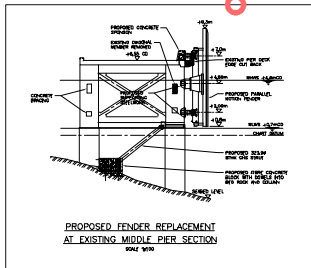


# Proposed Infrastructure

## EXISTING PIER

The middle section of the existing pier, constructed in the 1950s, needs to be strengthened for the berthing of the new vessel.

Concrete investigation has been carried out to understand the nature and condition of the material to specify the extent of strengthening. Corrosion of reinforcement has been found. This will be repaired as part of the development.

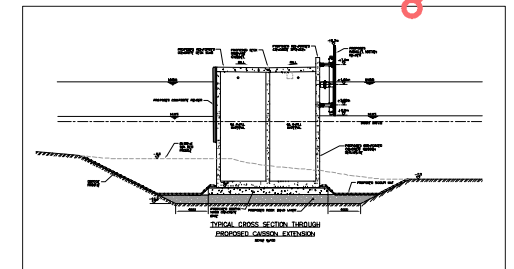


## PIER EXTENSION

The pier will be extended by circa 30m. To avoid closing the ferry terminal for this, the extension will be formed of a concrete caisson which will be fabricated off site. The foundation for the Caisson will be constructed while the caisson is being manufactured.

The caisson will then be towed by sea to site and grounded on the prepared foundation in the correct position. This positioning of the caisson will be carried out between ferry services to avoid ferry services being cancelled.

This approach was recently adopted successfully at Ullapool.



# Lochmaddy

SKYE TRIANGLE  
INFRASTRUCTURE WORKS



# Way Forward

## ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The EIA is underway. Seabed survey and sampling and baseline terrestrial noise surveys have been commissioned.

A Traffic Impact Assessment and underwater noise modelling will also be progressed. The EIA report will be required for the Planning Consent and Marine License application.

## MARINE AND DREDGE LICENSES

Licenses will be required from Marine Scotland for dredging and construction works below mean high water springs.

Lochmaddy High Level Programme- Jan 18																														
ID	Task Name	Start	Finish	2018												2019												2020		
				J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M
1	Consents and Licenses	Tue 23/05/17	Mon 26/11/18																											
2	Environmental Impact Assessment	Tue 23/05/17	Fri 29/06/18																											
3	Marine & Dredge Licenses	Mon 21/05/18	Mon 26/11/18																											
4	Planning Consent	Mon 21/05/18	Mon 26/11/18																											
5	Detailed Design	Mon 04/12/17	Fri 29/06/18																											
6	Tender Process	Thu 03/05/18	Fri 09/11/18																											
7	Construction	Tue 08/01/19	Fri 20/12/19																											

## PLANNING CONSENT

Planning consent will be required for the construction of the reclaimed/extended marshalling area.

## CONSTRUCTION

Construction can only commence when planning consent and marine license have been granted. Work will last approximately 12 months.

## PROCUREMENT

Early engagement with potential suppliers has already started with a view to promoting the project and getting feedback from the supply chain on the best approach to procurement

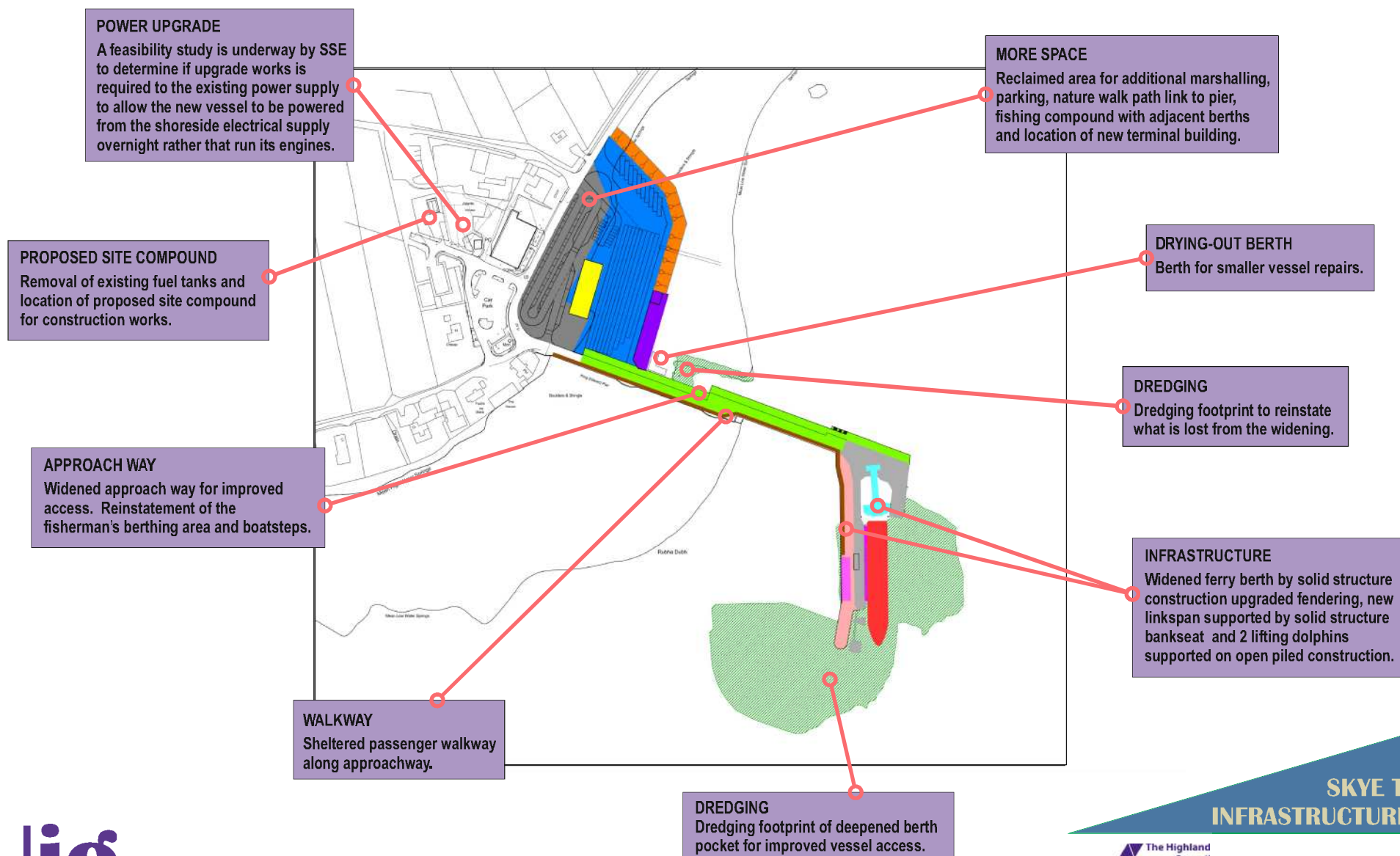
# Lochmaddy

**SKYE TRIANGLE  
INFRASTRUCTURE WORKS**



COMHARALE HARR EILEAN SÌM

# Proposed Infrastructure





# Plant/Methods of Construction



## ROCK ARMOURING

Rock armour placement around perimeter of land reclamation.



## DREDGING

Dredging by off-shore floating plant and disposal via barge.



## CONCRETE

Concrete approachway widened from barge or end-over construction.



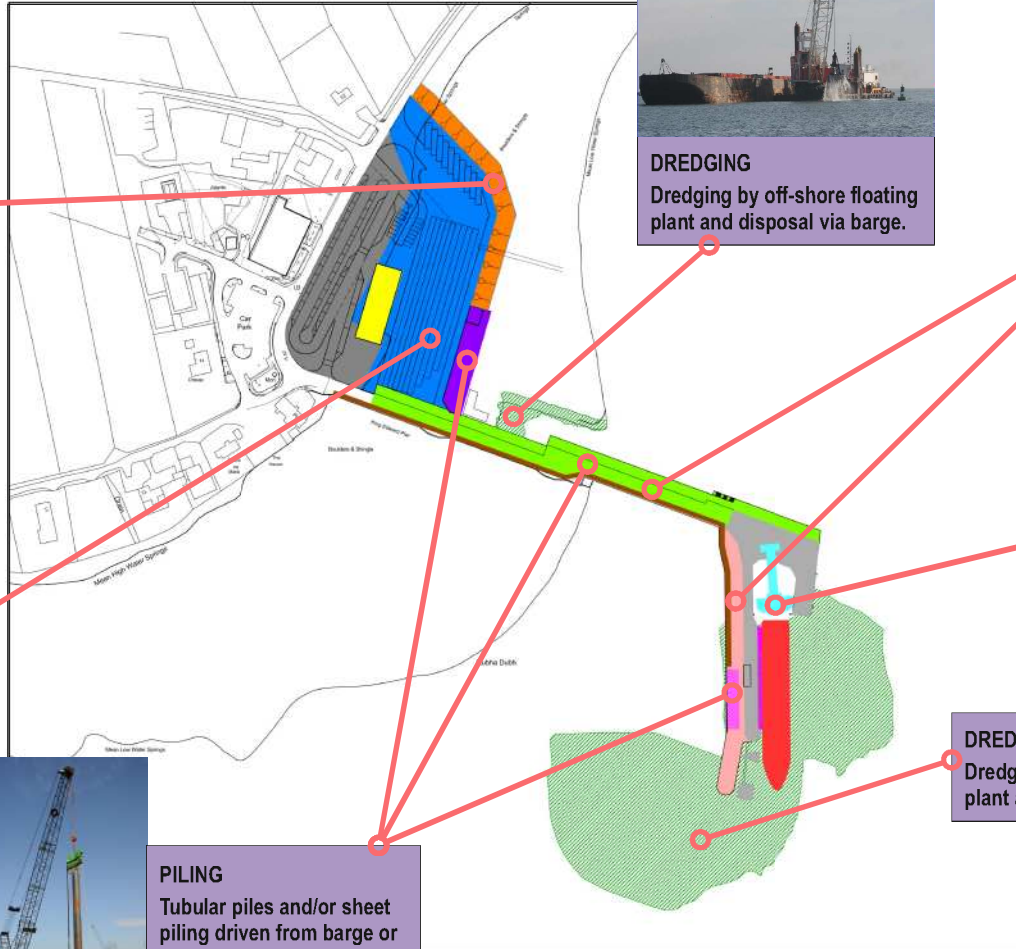
## RECLAMATION

Land reclamation by compaction of layers of granular material.



## DELIVERIES

Linkspan fabricated off-site and floated or lifted into position.



## PILING

Tubular piles and/or sheet piling driven from barge or over end construction.



## DREDGING

Dredging by off-shore floating plant and disposal via barge.

# Sea Disposal Site Search Area

## SEA DISPOSAL SITE AREA

An initial search area has been identified at the edge of Uig Bay for the selection of a site for the disposal of dredged material. Benthic and bathymetric surveys, sediment sample analysis and sediment dispersion modelling will inform the site selection within this initial search area.



# Environmental Considerations



## MARINE MAMMALS

Porpoises, dolphins and whales are observed in the area. The Inner Hebrides and Minches Special Area of Conservation (SAC) has been specifically designated to protect harbour porpoises. The closest protected area for seals is the Ascrib, Isay and Dunvegan SAC, located approximately 7 km to the west of Uig Bay. However, seals are occasional visitors to Uig Bay. Underwater construction noise effects on marine mammals will be considered.



## BORROWED MUD

The fine mud in Uig Bay is home to sea pens and burrowing marine life. These will be considered in the sea disposal site identification based on the results of the benthic survey and sediment sampling planned for February 2018. These will be considered in the sea disposal site identification.

## MARINE ARCHAEOLOGY

There are two known wreck sites in the vicinity of Uig Bay - a steam ship and a motor fishing vessel. An undated fish trap is located on the foreshore. These marine archaeological features will be considered in the design including the disposal site selection.

## UIG BAY SEDIMENTS

The concentrations of some heavy metals and hydrocarbons are above Cefas Action Levels in the sediment in Uig Bay. Sediment sampling and analysis was carried out at the dredge locations during the Ground Investigation from July to October 2017. Further sediment contamination testing is planned along the approachway and in the disposal site search area in February 2018. The suitability of dredged material will be carefully considered when identifying the dredge disposal site. Impacts on water quality will also be considered through sediment dispersion modelling.



## CULTURAL HERITAGE

There are three listed buildings in the vicinity of the development (two churches and the Uig Round Tower) and a scheduled monument (a cairn). No significant impacts to these buildings are expected from the development.

## INTERTIDAL ECOLOGY & ORNITHOLOGY

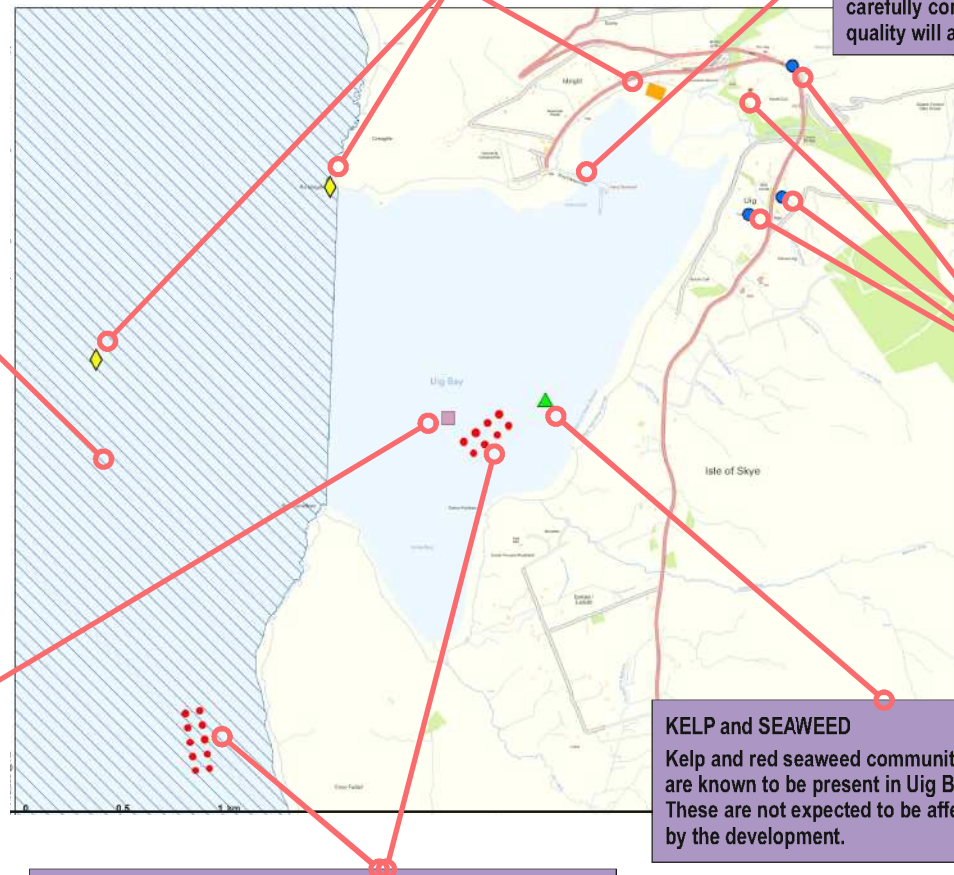
Intertidal surveys were carried out in October and November 2017. Wintering bird surveys were also carried out from September to December 2017. The results of these surveys will be used to inform the assessment of effects on benthic ecology and ornithology.

## KELP and SEAWEED

Kelp and red seaweed communities are known to be present in Uig Bay. These are not expected to be affected by the development.

## FISH FARMS

Fish farming is carried out in Loch Snizort to the south west of Uig Bay and is planned within the bay. This will be considered in the disposal site selection and project design.



# Uig

**SKYE TRIANGLE  
INFRASTRUCTURE WORKS**



# Way Forward

Uig Ferry Terminal Redevelopment		
*Indicative High Level Programme Estimates		
<b>Activity</b>	<b>Start</b>	<b>Finish</b>
<b>Consents/Approvals</b>		
Environmental Screening, Scoping and Impact Assessment	Summer 2017	Summer 2018
Dredge Disposal Site Characterisation Report	Autumn 2017	Winter 2018/19
Marine Licences	Summer 2018	Winter 2018/19
Harbour Revision Order (HRO)	Summer 2018	Winter 2018/19
Planning Permission	Summer 2018	Winter 2018/19
<b>Pre Construction</b>		
Detailed Design	Autumn 2017	Summer 2018
Tender Submission	Summer 2018	Winter 2018
<b>Construction</b>		
Construction	Winter 2018/19	TBC
Possible Linkspan Outage	Outage expected for 6-8 weeks	



# Liquefied Natural Gas (LNG) at Uig

## What is LNG?

Liquefied Natural Gas is natural gas which has been cooled into liquid form at around  $-162^{\circ}\text{C}$ . It is made up of mostly Methane with small groups of other hydrocarbons such as ethane and propane. It is odourless, colourless, non-toxic and non-corrosive. LNG is principally used for transporting natural gas to markets, where it is re-gasified and distributed.

Natural Gas is the gas which is used in domestic households as fuel for gas hobs and gas boilers for heating. An odorant is added to natural gas as a safety measure. Odorants cannot be added to LNG.

## Where will the LNG come from?

The supply of LNG (molecules) will be subject to a successful tender process which will identify a preferred supplier. Currently the only LNG receiving terminal which has the facility to fill cryogenic road tankers is situated at the Grain LNG Terminal in the South of England. It is expected that, initially, the LNG which will be used for bunkering CFL's vessels will be procured from Grain LNG Terminal.

Globally the main exporters of LNG are Qatar, Australia, Malaysia and Nigeria. The majority of LNG in Europe is imported.

## What are the environmental benefits of LNG?

Natural gas is the cleanest burning fossil fuel. When compared to traditional liquid oil fuels the following emissions reductions could be expected from burning natural gas; Sulphur Oxides 100%, Nitrous Oxide >85%, Particulate Matter 80%, Carbon dioxide 20%.

## Will CFL bunker from a truck like it does currently with Marine Gas Oil (MGO)?

While truck to ship bunkering is still a possibility it is not considered to provide as efficient a solution as a dedicated LNG bunkering infrastructure. The following factors have informed this decision;

**LNG Supply Chain** - At present the only LNG terminal in the UK capable of filling road tankers is the Isle of Grain terminal in Kent. Truck to ship bunkering would be facilitated by tankers travelling from that terminal. The mainland locations of the ports are Ardrrossan and Uig. CFL are concerned that the length of transit could have an impact on the condition of LNG at the time of arrival at the ship, e.g. the temperature of the LNG may be too high to undertake the transfer.

**LNG Transfer Rates (Truck to Ship)** - The maximum transfer rate from a road tanker to receiving vessel is currently (approximately) 18 tonnes per hour. This is not expected to meet CFL's requirements.



## Is LNG safe?

The global LNG industry has an excellent safety record stretching back to the 1960's and any storage of LNG in the UK is subject to control by the Control of Major Accident Hazards (COMAH) regulations. The IMO's International Code of Safety for Ships using Gases or other Low-Flashpoint Fuels (IGF Code) also sets out specific bunkering guidelines and practices.

The three main dangers associated with cryogenic liquids are (Low) Temperature, Pressure and Asphyxiation.

## Where will the LNG be stored and how will it be bunkered?

At this time it is expected that the storage of LNG will be sited within the ports of Uig. A pipeline will connect the storage facility with the bunker point at the edge of the berth. This bunker point will be positioned to meet the LNG bunker station on the ship.



 Caledonian MacBrayne  
Hebridean & Clyde Ferries

# Uig

**SKYE TRIANGLE  
INFRASTRUCTURE WORKS**



# Have Your Say !

## INPUT

We would like to hear your thoughts on:

- The updated infrastructure plans for each of the harbours;
- Likes, dislikes and/or concerns.

We will use your feedback to inform our studies and proposals moving forward.



## PROVIDING FEEDBACK

Please give us your views on the planned Terminal Upgrades by:

- Completing an online questionnaire at:  
<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

This feedback will then be incorporated into the final design and environmental assessment, where practicable.



## NEXT TIME

Once we have completed the majority of our Environmental Impact Assessment work and the detailed design of the Works, we will come and see you again.

We will present our findings and give you the last chance to provide feedback to us prior to the Marine Licence, Planning Consent and Harbour Revision Order submissions being made.



## AFTER SUBMISSION

Marine Scotland, Transport Scotland, Highland Council's Planning Department and Comhairle nan Eilean Siar's Planning Department will carry out public consultation once the various applications are submitted.

During their consultation, comments should be provided directly to them.

## THANK YOU

Thank you for taking the time to attend this Skye Triangle Consultation Event.

## STAY IN TOUCH

For the latest project information see:  
<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

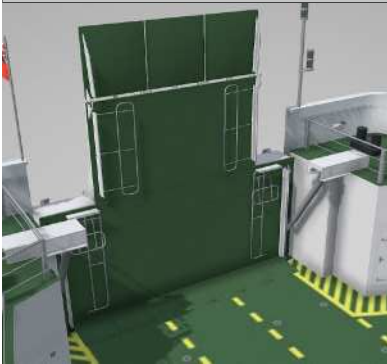
## SKYE TRIANGLE INFRASTRUCTURE WORKS



# Vessel 802

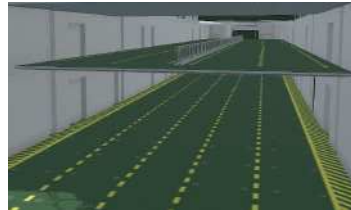
## ADAPTABILITY

Several novel design features, including this sliding stern ramp, allow the vessel to operate at various linkspans on the West of Scotland.



## VEHICLES

The vessel has been designed for modern cars, lorries and motor homes. Between the car deck and the hoistable mezzanine decks, this gives her 25% more vehicle space than the other ships in her class. The car deck has three passenger lifts and four passenger staircases. Furthermore, the car deck has an increased garage height of 5.1m below the stowed mezzanine decks.



## MAIN PARTICULARS

Length Overall = 102.4m  
Breadth = 17m  
Draught = 3.4m  
Service Speed = 16.5 knots  
Passengers = 1000  
Cars = 130  
HGV's = 16



## BOW DOORS & RAMP

A novel two-part bow ramp is quick to operate which means turnaround time in port is minimised.



## STERN

The vessel has a stern thruster that works with the bow thrusters to create lateral or rotational movement. Furthermore, the vessel boasts a set of high efficiency flap rudder.



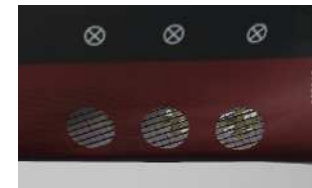
## DUAL-FUEL

The vessel can operate on traditional MGO or cleaner LNG. An arrangement of auxiliary dual-fuel and diesel generators and shaft motors means that the vessel can be operated on 16 different operating modes. This ensures maximum efficiency, cleanliness and equipment lifespan.



## BOW THRUSTERS

Three bow thrusters contribute to the ships increased manoeuvrability and station-keeping characteristics.



## SKYE TRIANGLE INFRASTRUCTURE WORKS

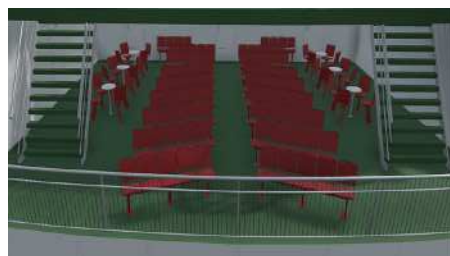


# Passenger Accommodation Concept



DECK 5  
Aft  
Lounge

DECK 5  
Forward  
Lounge



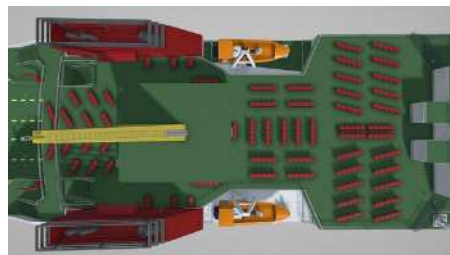
DECK 6 & 7  
External  
Lounge



DECK 6  
Observation  
Lounge

## CHALLENGES

Accommodate 1000 passengers  
Feed 1000 passengers  
Facilitate 1000 passengers  
LSA for 1000 passengers  
Range of Comfortable Seating  
Accessibility for Everyone



SKYE TRIANGLE  
INFRASTRUCTURE WORKS

# Passenger Accommodation Concept



## AFT LOUNGE

The aft passenger lounge on Deck 5 seats 250 people and consists of: a viewing lounge, family lounge, two pet areas, kids area, retail outlet and shop, ladies and gents WC's, a fully accessible WC, and baby changing facilities. This lounge has two lifts and two staircases.



## FORWARD LOUNGE

The forward passenger lounge on Deck 5 seats 240 people and consists of: three dining areas, the galley and servery, electronic games area, tourist information area, and luggage racks. This lounge also has two lifts and three staircases.



## OBSERVATION LOUNGE

The observation lounge on Deck 6 seats 160 people and consists of: recliner viewing lounge, alternative lounge, quiet lounge, vending machines, ladies and gents WC's and an accessible WC.



## EXTERNAL SEATING

The vessel has two fully accessible external seating areas: one covered area on Deck 6 and one large open area on Deck 7. There are a total of 350 external seats.

SKYE TRIANGLE  
INFRASTRUCTURE WORKS

## **Appendix C – Public Consultation Questionnaire Example**

## Your views on the potential Skye Triangle Ferry Terminal Upgrades

To assist in the design and community consultation of the Skye Triangle Ferry Terminal Upgrade, it would be appreciated if you could complete and return the following questions.

This is an anonymous survey and the results will be summarised and used to inform the proposed development, together with the findings from other engagement activities.

### What aspects of the project are you most interested in?

Construction ☐ Ferry Upgrade ☐ Access ☐  
Environment ☐ Please specify: \_\_\_\_\_  
Other, ☐ Please specify: \_\_\_\_\_

### Do you have any specific comments or questions regarding the proposed Terminal Upgrades?

### Which Ferry Terminals are you particularly interested in (tick all that apply)?

Lochmaddy ☐ Uig ☐ Tarbert ☐

### How often do you utilise the current ferries?

weekly ☐ monthly ☐ twice a month ☐  
quarterly ☐ less than quarterly ☐

On a scale of 1 to 5, Do you consider that we have provided sufficient information to give you a clear understanding of the proposed upgrade works (5 is excellent and 1 is very poor)?

If you do not believe we have provided sufficient information, please let us know below what further information we could provide going forward

**\*\*Please turn over and complete the remainder of the form\*\***

**Taking account of the information provided, do you think the developments should go ahead?**

Yes ☐ No ☐

**Please provide reasoning:**

**Do you want your comments included in the marine licence submission?**

Yes ☐ No ☐

**To ensure we include the views of people from across the community, please can you tell us about yourself.**

**What is your postcode:**

**Are you**

Male? ☐ Female? ☐

**How old are you?**

Under 16 yrs ☐ 16-24 yrs ☐ 25 – 39 yrs ☐

40 – 59 yrs ☐ 60 yrs plus ☐

**Are you?**

Employed ☐ Student ☐ Retired ☐

Self employed ☐ Other ☐

**In the future, would you like us to keep you updated on the progress of the projects?**

If you do not wish to receive these updates, please tick this box ☐

If you do wish to receive these updates tick the relevant box and fill in the required information

Newsletter ☐

Name:  
Address:

Postcode:

Email ☐

Email Address:

Website ☐

No information required. You can access anytime at  
**[www.cmassets.co.uk/project/skye-triangle-infrastructure-works](http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works)**

By entering your details we will include your details on our contact database and retain them in accordance with the Data Protection Act and will keep you updated on developments regarding the potential ferry terminal upgrades.

Thank you for completing this questionnaire. Please either:

- hand it in to a member of our team today,
- email it by 31st March 2018 to [operations@cmassets.co.uk](mailto:operations@cmassets.co.uk).
- post it back to us by 31st March 2018 at the address adjacent.

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



Additionally, this form may be completed online at [www.cmassets.co.uk/project/skye-triangle-infrastructure-works](http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works)  
until 31st March 2018.

## **Appendix D – September 2017 PAC event Questions and Responses**

Document Name	2017 stakeholder meetings QandA document.doc
Date	Monday, 13 November 2017
Reference	HP/900/9001

Questions that have been asked frequently will not be repeated, please check through list and if your question and suitable response not included please just let us know.

Item	Question	Reference	Response Provided	Updates August 2017
<b>Uig – 3<sup>rd</sup> April 2017, Tarbert – 4<sup>th</sup> April, Lochmaddy – 5<sup>th</sup> April</b>				
1.	The area behind the warehouse contains some Fuel tanks, clarity is sought on who is responsible for these, can they be removed and how can the area be developed.	Uig	CMAL/HC – have had initial discussions with HIE with respect to the wider opportunities for development at Uig, this includes the warehouse and the area behind it. Clarity will be checked with respect to ownership/responsibility for the land where the fuel tanks are. A wider plan will be progressed with HIE and taking into consideration the Fire Dept requirements and any commercial opportunities once the immediate priorities are in hand.	The Highland Council are responsible for the fuel tanks. The Highland Council Project Design Unit have met with Council Planners, HIE, Fire Scotland and CMAL to look at the development of the area. It is proposed that a development plan will be produced for the area and a consultation event organised by Council Planners will take place within the next 3-4 months.
2.	A drying out berth for small vessel repairs is required if the current facility will not be available following any works	Uig	We would request that details are provided in terms of need and these will be incorporated into the options development.	Any loss of fishing berths will be replaced within the improvement proposals with the intention of no loss to users.
3.	How will current businesses and small boat services be accommodated during works	Uig	At this stage there is no clear delivery plan for works however we will ensure that all parties are involved in the planning of works to allow delivery with as little disruption as possible.	The preferred options will be discussed with the business and small boat services and how the construction works can be delivered with minimal disruption.
4.	To consider upgrading the facilities for small boats and associated tourist activities – such as provided at Fort William.	Uig	Details and requirement to be established for consideration within the works	Communication is ongoing and the preferred options will be discussed with the small boat owners/operators and marine tourism companies operating at Uig and if any of their aspirations can be accommodated into the construction works. Unfortunately any additional works out with the projects scope are unlikely to be funded, however, it will be worthwhile looking at future

Item	Question	Reference	Response Provided	Updates August 2017
				<p>aspirations to ensure that the works will not impact or restrict any future works .</p> <p>Highland Council have met with Alan Rankin, Coigach Consulting, who has been employed to progress Scotland's Marine Tourism Strategy. Alan is aware of the proposals at Uig and the aspirations for improved marine tourism facilities. Uig is low in the prioritisation list of key ports for Marine Tourism.</p>
5.	Some of the fishing boat berths will be lost with the current development plan, how will these be replaced within the proposals.	Uig	HC are aware of this and will work with the Fishing community to identify on-going needs	Any loss of fishing berths will be replaced within the improvement proposals with the intention of no loss to users.
6.	There are bigger fishing boats are being built and any berthing needs to accommodate these.	Uig	Please provide the details of future requirements and these will be considered within in the plans	The preferred options will be discussed with the fishermen and details of bigger boats and their berthing requirements will be considered for inclusion in the detailed design.
7.	Current fendering for fishing boats is not suitable and needs to be upgraded	Uig	HC to identify needs and incorporate in plans	The fishermen's fendering requirements for their fishing boats will be discussed and considered for inclusion in the detailed design.
8.	There is a concern with respect to shelter that is available for fishing boats.	Uig	HC will explore this with the fishing representatives and give consideration to the concerns raised	The proposed works will be discussed with the fishermen to determine if the proposals can provide improvement.
9.	There are several small tourist boats and work boats using the facilities, how will these be accommodated within the development to improve facilities.	Uig	As the options are developed consideration will be given to requirements and incorporated into the plans when practicable.	As item 4.
10.	Will the ferry be able to berth overnight and in poor weather conditions if necessary	Uig	The resilience and availability of the pier should improve after suitable upgrade works have been completed. The suitability of the berth for an overnight stay will always be properly considered by the Master in light of current and forecast weather conditions.	Proposals to improve the wave climate at the ferry berth will be included in the required Harbour Revision Order. Further studies will be carried out (vessel simulation, wave/coastal modelling, skipper records of the new vessel on wind, wave and current conditions

Item	Question	Reference	Response Provided	Updates August 2017
				and berthing). If these studies conclude that additional pier upgrade works are required, these will be progressed and will improve the berthing and mooring conditions for all.
11.	There were earlier plans for a new slipway that was not progressed, could a slipway be included within the current development. Previous plans developed were provided at the later meeting and passed to HC.	Uig	The plans provided will be reviewed and provision of a slipway will be considered in the options.	The project provides for the new ferry vessel and is funded through harbour dues and is unable to include additional works out with the scope of the project. The existing slipway is located out with the works area and will not be affected. Depending on the solution to be adopted then during the design development of the land reclamation, consideration will be given to incorporation of a new slipway, to determine if this can be achieved at reasonable cost and at a location and orientation that will not adversely affect the operation and use of the car parking, marshalling and trailer drop areas. The opportunities will only become apparent as the detailed design develops and consultation with the local community will be held to consider any additional provision and any necessary approvals and consents that would be required.
12.	The fuelling area for fishing boats is exposed and there is too much movement when ferries are in to re-fuel, could an alternative location or better protection be provided.	Uig	As the options are developed consideration will be given to requirements and incorporated into the plans when practicable.	As Item 10.
13.	Can electric power be provided on the pier for fishing boats and will the vessel be able to be on shore power.	Uig	Part of the work that is ongoing is to understand the power requirements at all the ports and where possible we will look to provide shore power. This will depend on the requirements and the costs to provide.	The project provides for the new ferry vessel and is funded through harbour dues and is unable to include additional works out with the scope of the project. However, it will be worthwhile looking at future aspirations for shore power provision and ensure that the works will not impact or restrict any future opportunities to provide shore power. Consideration

Item	Question	Reference	Response Provided	Updates August 2017
				will be given to the installation of ducting to the works as the detailed design progresses.
14.	There is a requirement for fishing boats to be connected to shore power when crew remain on board overnight. Is this a legal requirement and can power be provided for fishing boats.	Uig	Legal requirements will be checked, The Terms & Conditions required by the Harbour Authority (Highland Council) will provide guidance for harbour users Reference above question 13 for provision of power	This is not a legal requirement.
15.	A Covered walkway at Uig is considered essential for passengers	Uig	This has been included in the initial options development	A covered walkway was considered in the Masterplan and is the preferred option for passenger access to the vessel.
16.	There is a plan available that shows a larger area for reclamation and development.	Uig	The plan that was shown at the meeting was a planning zone plan that is published on Council website. It is indicative that there are planning considerations in the area but is not representative of the extent of the proposals for the Pier.	
17.	Providing pontoons for yachts are believed to be beneficial for the wider community benefits and could provision of pontoons be considered within the scope of the project.	Uig	The scope of the project is currently for the provision of appropriate infrastructure for the provision of lifeline ferry services and to ensure current customers are accommodated at the pier. The group is supportive of any proposals that would bring wider community benefit however the current funding proposals will not extend to provision of pontoons. In design development, the provision of such a facility will be considered in order to ensure any works would not prohibit development at a future time. It may be that infrastructure can be designed to accommodate pontoons at a later date and this will be considered. The Council is under challenging fiscal constraints and have no additional funding to support at this time.	The provision of pontoons is out with the scope of this project. Due to challenging fiscal constraints, it is unlikely that the Highland Council could fund pontoons. However, the design proposed does not preclude the installation of pontoons by others, such as a local community group.

Item	Question	Reference	Response Provided	Updates August 2017
			The local community is encouraged to form a group to progress locally.	
18.	Can consideration be given to wider opportunities to be incorporated into the options and planning process.	Uig	Provided it is clear what is required plans will be developed as far as practicable to allow future development aspirations. Design will be progressed “for” but perhaps not “with” the opportunities identified such as pontoons and a slipway.	As Item 4 and 11.
19.	Are there any commercial development opportunities in the fringes of this project.	Uig	There is an opportunity to develop the current ticket office, warehouse and land area behind this building, interest has been expressed by a local business for expansion opportunities. This will be further explored once we have the current priorities underway. Consideration to the needs of the Fire Brigade will need to be accommodated in any development.	As Item 1.
20.	Who owns the current ticket office and warehouse.	Uig	CMAL own the warehouse, ticket office and an area of land behind it and are happy to explore opportunities using these areas in any future developments.	As Item 1.
21.	What is the plan for the provision of car parking within the development	Uig	The parking requirements are still to be established, it is intended to provide parking and drop of area within the current marshalling area.	
22.	A temporary fisherman’s compound will be required during the works.	Uig	HC will identify a suitable temporary compound in consultation with the users	This requirement will be included in the construction works contract documents.
23.	What are the proposals for a suitable fisherman’s compound within the scope of the redevelopment	Uig	A needs assessment will be undertaken and options for provision considered through engagement with users.	The fishermen’s requirements for a new compound will be discussed and considered for inclusion in the detailed design.
24.	What is the plan for providing the ship with LNG	Uig	CMAL and CFL are working with suppliers to identify the requirements in order these can be allowed for within the development.	

Item	Question	Reference	Response Provided	Updates August 2017
25.	Have you considered using a Catamaran on this route	Vessel	The ships being built meet the statement of requirements provided by CalMac and these could not be delivered with a catamaran design. All the current infrastructure would be redundant and need completely re-built if catamarans were to be considered. Catamarans would also reduce flexibility across the network in terms of vessel deployment.	
26.	When the Hebrides was introduced on the route there was an event for local school children to visit and see the new ferry, can this be done with this new ship also?	Uig	We will ensure this is captured on any events being planned for the new ship	
27.	Concern was raised about the varying speed limits on the road, it is too high at the ferry terminal. The road is a designated trunk road at this point and under the management of Transport Scotland	Uig	HC will look into this and raise with Transport Scotland colleagues with a view to improving the situation.	The issue has been discussed with Transport Scotland. This will be included in formal consultation with Transport Scotland as part of the detailed design and consent process which will include information from the traffic study.
28.	What are the profits from running the ferries used for? And could this profit not be used to assist the local community developments.	Operations	The provision of lifeline ferry operations do not make a profit and are heavily subsidised by Transport Scotland (less than half of the costs of providing these services are covered by fares paid by ferry customers).	
29.	Will there be linkspan closures and if so how long will this be for.	Uig	HC are currently looking at both replacement and refurbishment options, at the moment it has not been identified if a closure will be necessary , further details will be provided as the options are progressed. Any closures will be planned carefully with all parties to ensure minimum disruption.	Whilst some disruption is inevitable and unfortunately unavoidable with this scale of works, this will be minimised as far as practicable with minimal outage for linkspan replacement.



Item	Question	Reference	Response Provided	Updates August 2017
30.	Is it correct that Balfour Beatty are no longer working with Highland Council.	Uig	Balfour Beatty were engaged through the SCAPE framework with HC and have provided guidance in the initial stages of the project but have withdrawn due to the complex nature of the construction work. A more traditional contractor procurement process will be followed.	
31.	What are the next vessels in the network that need to be replaced.	Vessel	TS working with CMAL and CalMac to review the demand and capacity modelling, this identifies pinch points and future priorities, currently work is underway to develop a 10 yr plan that identifies and prioritises vessel replacement and associated infrastructure requirements. A further Vessel Replacement & Deployment Plan will be published later this year.	
32.	Have concepts such as hydrogen powered ships been considered.	Vessel	CMAL have been involved in a development project looking at hydrogen powered ship and this work is supported by Ministers and Transport Scotland.	
33.	Concern raised regarding the additional traffic that will be have to be accommodated on the roads locally and across the island.	Uig	It was suggested that these concerns should be raised with local councillors as the impact is out with the scope of this project.	As Item 27.
34.	There is an open electrical cabinet on the pier, is this not dangerous?	Uig	This will be investigated and rectified with utmost priority	The cabinet has been replaced.
35.	What will happen if there is no funding made available to provide the infrastructure improvements?	Infrastructure	The new ferry will be able to berth, get the ramps down and discharge and load passengers however operating limitations may be in place such as restrictions in certain weather conditions, carrying capacity not maximised.	Operating limitations may be applied under certain conditions (eg. restrictions in certain weather conditions, restrictions on berthing at low tides, vessel carrying capacity not maximised).
36.	Will the new ferry not create a bigger wake as it is more powerful?	vessel	The speed of approach and the wake created should be managed through the berthing procedures and operations	

Item	Question	Reference	Response Provided	Updates August 2017
37.	Who will manage berthing operations in bay	Operations	It is for the Harbour Authority (Highland Council) to manage berthing operations and activity in the bay in line with the statutory powers they have in place.	
38.	Will the timetables be affected by the need to bunker LNG	Operations	The ferry is designed to operate on Marine Gas Oil as well as LNG and it is not anticipated that there will be changes to timetables at this time.	
39.	When will the new ferry come into service?	Vessel	It is anticipated that it will be delivered from the shipyard to CMAL in summer 2018, following this CalMac will undertake familiarisation and training. Once that is complete it will enter service. The harbour infrastructure team is working on September 2018 to complete any works considered critical for operations. Other works required will be planned and delivered as appropriate and funding allows.	The shipyard are focusing efforts on NV 801 and the delivery date for NV 802 has not been updated at this time.
40.	Will there be any disruptions to the service when works are being undertaken?	Operations	The team will work to minimise any disruptions to operations and will fully engage with communities and customers to ensure that any impact is fully communicated and mitigated against.	
41.	Will the new vessel go faster than the current one and what will be the impact on the timetable?	Vessel	There is no proposal to change the current timetable	
42.	Will the new ferry operate in worse weather conditions than the current ferry	Vessel	The new ferry has been designed with enhanced sea-keeping capability and is more powerful than previous ships on this route. Therefore it is anticipated that the new ferry, along with infrastructure improvements to the ports, may improve the resilience of the service in adverse weather conditions. The final decision regarding whether or not to sail or to berth at a particular port in adverse weather always lies with the vessel's Master after properly considering the relevant risks to the ship, people and the infrastructure.	

Item	Question	Reference	Response Provided	Updates August 2017
43.	What is the internal seating capacity?	Vessel	Planned for 650 internal seats, there is additional external seating that is enclosed on three sides. This will comfortably accommodate current and forecast passenger numbers.	
44.	Would it be possible for the external seats to be incorporated in the internal structure?	Vessel	This is not possible as it will affect the stability and weight of the vessel.	
45.	Will the check in times change	Operations	It is not anticipated that there will be any changes to check in times and timetables	
46.	Could space be provided on the vessel for tourist information, paper leaflets have always proved popular	Vessel	The ferry will be designed to have visitor information on TV screens, comments on paper information has been noted and will be given considered.	
47.	It seems that in comparison to works undertaken in Brodick, Ullapool and Stornoway for example the considerations across the Skye Triangle appear to be a “sticking plaster” approach.	Infrastructure	The works planned at all three ports are being designed and delivered in a very similar way to works at Ullapool and Stornoway. The needs at Brodick are very different and it is difficult to consider on a like for like basis. It is not the intention to provide a sub optimal solution and as a priority the appropriate infrastructure required to operate the service will be provided.	
48.	What is the process for securing funding to deliver the harbour works?	Infrastructure	CMAL capital works are funded through GIA at 75% contribution from TS with balance from CMAL revenue. HC and WIC will fund works through Public Works Loan borrowing and funded through an agreed Harbour Charges model. CMAL are working with HC and WIC to pull together the finance model for all ports in for Transport Scotland to be in a position to inform budget processes during summer 2017.	<p>CMAL capital works are funded through Grant In Aid at 75% contribution from TS with balance from CMAL revenue budget.</p> <p>We have been working with TS on the approvals required to deliver the project. The commission for detailed design is now progressing.</p> <p>Works will be financed through Public Works Loan borrowing and funded through an agreed Harbour Charges model.</p> <p>CMAL have developed with CnES the finance model and this has been presented to Transport Scotland for consideration in the upcoming spending review.</p>

Item	Question	Reference	Response Provided	Updates August 2017
49.	The location of the marshalling at Lochmaddy is shown over the access the pontoons, why is that?	Lochmaddy	Currently we are reviewing options for marshalling areas, the plan is indicative only and we look to provide the best solution for all parties	A number of options for increasing the marshalling capacity were considered. Operationally, the most desirable solution is to have the additional marshalling area adjacent to the existing marshalling yard. It would not be feasible to add capacity to the south of the existing area due to the location of the pontoons. Provision of an additional area to the West, in the area of the current pontoon access and facilities was therefore considered identified as the preferred solution. Discussions are ongoing with North Uist Estate and Comann na regarding the use of this area.
50.	How is the current work being funded?	Infrastructure	The current design works are being funded by each party through revenue budgets and this will continue until design and tendering is complete. The capital funding will need to be secured in advance of any works contract being awarded.	The detailed design, tendering and construction work will be financed through Public Works Loan borrowing and funded through an agreed Harbour Charges model as detailed in 48 above.
51.	Has changing the pier orientation at Uig being considered, berthing in westerly wind conditions would be much easier if a north – south orientation was delivered. <b>Post meeting note:</b> <i>Following initial review the current ferry berth and linkspan is in a north-south orientation, further feedback requested.</i>	Uig	The initial plans for works at Uig have been discussed with the marine department at CalMac, this group involves masters who operate on this route. They have made valuable contributions to inform the works however there has been no representations about the general orientation of the pier. CFL were asked to identify requirements/improvements to the existing pier/berth, not consider a new pier construction (as recognised in the answer to Q59). Following recent discussions however CFL have now considered these additional options and have submitted comments for review. We will however take back the comments and re-visit the pier orientation through the review process. This will be undertaken alongside the simulation berthing trials that are on-going with Glasgow Nautical College, CMAL, FMEL and CalMac. We will provide feedback.	Considered in the Masterplan and previous modelling study concluded that the proposed orientation in the East/West direction was not considered to be operationally feasible by the prospective users of the berth. CFL have been re-consulted on the issue and confirmed that the east/west orientation provided no improvement to the berthing.  CMAL are working to develop Uig and NV 802 within the simulation environment.

Item	Question	Reference	Response Provided	Updates August 2017
52.	Is the open deck space bigger than the Hebrides for carrying livestock.	Vessel	The area is similar to that of the Hebrides, however we will check and provide feedback.	
53.	It has been suggested that the pier extension proposed at Lochmaddy should be longer at 45m, where has the current proposal come from.	Lochmaddy	Discussions with CalMac marine team have informed the preliminary pier extension dimensions. An extension of 30m has been suggested but also a clearance of 30m from the North side of the pier to the -3.5m seabed contour. Results of a recent bathymetric survey at Lochmaddy have now been received. These will be reviewed to determine the proposed length of the extension. Feedback will be provided in due course.	Discussions with CalMac marine team have informed the proposed pier extension dimensions. An extension of 30m has been requested but also a clearance of 30m from the North side of the pier to the -3.5m seabed contour in order to provide sufficient space for the vessel to berth safely regardless of wind direction. A bathymetric survey has been carried out and reviewed to confirm that the requested clearance to the -3.5m contour can be achieved in conjunction with the 30m extension. This is considered feasible and will be achieved by dredging of an area of rock to the North of the pier. This rock will be used as infill material for the proposed marshalling area reclamation at Lochmaddy and also Tarbert.
54.	Will there be access to all decks for those that are mobility impaired.	Vessel	There are 4 lifts on the vessel that will provide access to all passenger decks.	
55.	Will the annual docking schedule of the new ferry place as much disruption as current docking schedules.	Vessel	Annual docking is an important aspect of the continued M&R of the ferries. The schedule and requirements is determined by the vessel certification. The deployment of ferries to cover the route is at the discretion and planning of CalMac.	
56.	What will be the extent of disruption during the works	Infrastructure	At the moment we do not know. This will become clearer as the scope of works is clarified and the delivery methodology becomes clearer. The team will be working to ensure that works are delivered with as little disruption as possible and where there will be disruption communications and engagement is critical to success.	It is considered that the identified preferred options can be constructed without disruption to the ferry service. <b>Lochmaddy</b> - A key aspect of this will be the extension of the pier using a concrete caisson which will be constructed off site, floated and towed to site and then placed between scheduled services. This approach was successfully adopted in the recent past at Ullapool.

Item	Question	Reference	Response Provided	Updates August 2017
57.	How will LNG bunkering take place and will this impact on operations?	Operations	The ferry is designed to operate on Marine Gas Oil as well as LNG. CMAL and CFL are working with suppliers to identify the requirements in order these can be allowed for within the development.	
58.	How will it be decided on what the phasing of works will be?	Infrastructure	Phasing will depend on agreement and confirmation of funding, we are however designing for a full optimal operating solution and will endeavour to deliver all necessary works.	<b>Tarbert</b> - At present, it is planned to deliver the works in two phases. The first phase will be aimed at enabling the vessel to berth without restriction and will comprise pier extension, existing pier strengthening works, new fendering and dredging. The second phase will be aimed at allowing the full capacity of the vessel to be utilised and will encompass the marshalling area extension and power upgrades. Although in two phases, it is likely that the work will be delivered under the same construction contract.
59.	If a new pier was to be built in a better North-South (further clarification required) orientation with a new linkspan then there would be no disruption at Uig.	Uig	We will review the orientation of the pier as mentioned earlier however the costs of providing a completely new facility may be prohibitive.	As item 51.
60.	Will the new ferry be quicker?	Vessel	The new ferry as 2 service speeds of 14.5kts and 16.5kts as required in the specification.	
61.	Who will own the infrastructure at Lochmaddy once works are complete.	Lochmaddy	The infrastructure will continue to be owned and operated by CnES	
62.	Could a slipway at Lochmaddy be included in the plans	Lochmaddy	We will take the request into consideration and look at the options and delta in costs. We are happy to work with local groups to identify opportunities and improvements. If it is not possible to deliver works then	Given the driver for this project (ie. Introduction of a new ferry) and the funding model being adopted (ie. ultimately funded via ferry berthing dues), it would not be possible to fund the provision of a slipway as part of the project. Also, given the proximity of the

Item	Question	Reference	Response Provided	Updates August 2017
			we will look to design for and not with to allow for future development	pontoons and other moorings, there is accessible accommodation available for leisure craft. Any potential future provision of a slipway would need to be via an alternative means of funding.
63.	What is the programme for works and what if there are not complete before the ferry is in service	Lochmaddy	The ferry will be able to berth and operate from the existing facility but this is not an optimal situation. A programme for works has not been agreed or confirmed at this time however we appreciate the tight timescales. The Programme will be clarified as the scope, delivery method and funding is clearer.	The ferry will be able to berth and operate from the existing facility but this is not an optimal situation as operating limitations may be applied. Now that we have identified preferred solutions, we understand the approximate programme for carrying out the detailed design, securing the necessary consents and undertaking the construction works. Currently, we would anticipate that the work on site will start in Autumn 2018 and be completed in May/June 2019.
64.	Should Dunvegan not have been considered as an alternative port location.	Infrastructure	Building a new facility will be very costly and take many years, it was not part of this project to consider alternative locations.	
65.	Can HC and WIC not pay for the works from the Harbour Dues they already collect rather than increasing charges?	Infrastructure	HC and WIC will be asked to provide a response.	The current level of harbour dues enables the current harbour facilities to be operated, maintained and renewed as necessary. However, the introduction of a larger vessel, which necessitates enhancement to the current facilities, is not included in the existing level of harbour dues set.
66.	A new pier construction at Lochmaddy was asked to be included as an option given the condition and age of the existing pier structure and the costs of constructing an offline option would save on the disruption and maintain the ferry service. The whole life cost of this option against	Lochmaddy	Request will be reviewed by the project team	Investigation into the condition and capacity of the current pier has been carried out as part of the design development work. The inner pier section (oldest part) and outer pier section (newest part) are both in good condition and require no remedial work. The middle section (constructed in the 1960s) needs some concrete repair works but is repairable. The existing pier therefore will be serviceable for many years to come. In addition, it is considered that the project can be delivered without disrupting the ferry service. There is



Item	Question	Reference	Response Provided	Updates August 2017
	the other options should be considered.			therefore no business case at this time for provision of a new pier.

Item	Question	Reference	Initial Response-Sept 2017	Updates
<b>Uig – 4<sup>th</sup> Sept 2017, Tarbert – 5<sup>th</sup> Sept, Lochmaddy – 6<sup>th</sup> Sept.</b>				
67.	Would want further information on the internal layout of the new ferry. The extension of Lochmaddy pier (30m as opposed to the 35 proposed)	Vessel / Lochmaddy	<p>Vessel layout details will be presented at next public meeting</p> <p>The length of extension was determined in consultation with Calmac Masters. The combination of the 30m extension and removal of some of the rock to the North of the pier provides the flexibility required for berthing.</p>	
68.	Will there be enclosed gangway for new ferry? Plus as it is a new generation of ferry. Hope everything is done to for the heavier boat.	Lochmaddy	<p>No enclosed gangway proposed at this stage. Design will enable addition of enclosed gangway at a later stage however.</p> <p>The works are being designed for the new heavier vessel. In addition to this, consideration has been given to other vessels in the fleet such as Isle of Lewis (Lochmaddy and Tarbert) and Loch Seaforth (Tarbert) to ensure there is flexibility for other types of vessels.</p>	
69.	Car parking for public and CalMac staff. More information on work for CalMac	Lochmaddy	The proposed reclaim area to the West of the site at Lochmaddy will provide the facility for additional carparking. The precise 'allocation' of parking spaces between staff and public has not been determined as yet. This will be subject to further discussion between CMAL, CFL and CnES.	
70.	They seem to be starting much too late ie vessel half built but port works still at outline design stage!	Lochmaddy	It is correct to say that progress on the vessel is further ahead than the development of the infrastructure work.	

Item	Question	Reference	Initial Response-Sept 2017	Updates
	Apparent lack of communication between CalMac and port owners		However, we have been aware that the vessel will be able to access the ports even if the planned infrastructure works has not been completed. This was a condition of the design of the vessel. The situation would not be ideal however as some restrictions may have to be imposed (eg. restricting berthing velocity and avoiding very low tides) but operation would still be feasible.	
71.	No problems. Good presentation. I believe that one big ferry is going to create problems. Why not have two ferries running in tandem ie Uig/Tarbert and Uig/Lochmaddy giving 3 to 4 per day instead of two. This reduces the congestion at ferry terminals	Lochmaddy	Point regarding two vessels noted. This will be shared with Transport Scotland.	
72.	The Timescale? Will the new ferry be in service before the upgrades are completed?	Lochmaddy	Potentially yes. However, the ferry will be able to operate from the existing facilities, albeit some restrictions may apply with regard to speed of berthing and potentially at very low tides.	
73.	I'm not sure how much provision will be made for long stay parking at each terminal. At times during the summer season, I suspect it is heavily utilised. Long stay provides flexibility when vehicle spaces aboard are in short supply.	Lochmaddy	The proposed large reclaim area to the West of the site will provide potential for additional parking as only a part of this area will be used for marshalling and access to the marshalling area. The precise number of spaces provided and allocation of spaces across the whole site (ie. staff or public spaces) has still to be determined.	
74.	The change in a timetable for ferry route would make a big change with early sailings or a freight service.	Lochmaddy	CFL have no plans at the moment to change any timetables.	
75.	I would like to see a lift at the terminal to enable people with access issues to board the ferry the same was as able bodied people. They shouldn't have to	Lochmaddy	The provision of a bespoke mechanical access system (such as those at Ullapool and Stornoway for example) and	

Item	Question	Reference	Initial Response-Sept 2017	Updates
	battle the elements whilst taking the long route aboard via the car deck. Also would like to see a 'changing places' facility . There are no Changing Places facilities in the Western Isles, so this would be good PR for CMAL.		alterations to the building are not included in the current plans. This has been considered in some detail. However, with the current numbers of foot passengers using Lochmaddy or Tarbert, it is very difficult to justify the level of expenditure required in providing these facilities. With budget being challenging, the first priority needs to be getting the ferry in and operating without operational restriction. The potential inclusion of a PAS and alteration of the building have been considered in the overall plan and the plans developed such that these facilities can readily be provided in the future if demand requires them and the funds are available. We have considered the current gangway access to the vessels and will be altering this access to reduce the maximum slope onto the vessels at high tide.	
76.	It is important that I am informed when the interior of the terminals are being designed. I want to feed ideas for the interior design for disabled people, through the Harris Disability Access Panel.	Lochmaddy	There will be no works carried out to the building at Lochmaddy, only Tarbert. We will invite the Harris Disability Access Panel to participate in the detailed layout design of the proposed terminal building works.	
77.	There should be a FREIGHT sailing twice a week in the summer months. With the increase in tourism to islands the freight sailing would ease the pressure all round	Lochmaddy	CFL have no plans at the moment to change any timetables.	

Item	Question	Reference	Initial Response-Sept 2017	Updates
78.	The sooner the better, Firm start and finish dates and how the upgrades will affect the service	Lochmaddy	Estimated programme dates will be 'firmed up' over the coming months as the design and various consent applications progress. We will provide periodic updates on this.	
79.	At the ferry terminal in Lochmaddy there is an art Installation of lyrics from the World famous band RUNRIG (two of the band are from Lochmaddy) there is also a tune Welcome to Uist by Blair Douglas on the doors of the terminal. Will these artworks be relocated to the new ferry terminal ? Taigh Chearsabhagh Museum and Arts Centre who led on the project are willing to help.	Lochmaddy	There are no works planned to the existing ferry terminal building at Lochmaddy so the current artworks will be unaffected.	
80.	How will you maintain the pontoon access at Lochmaddy?	Lochmaddy	Alternative pontoon access will be provided from the proposed reclaim area. During construction, the contractor will have to maintain access to the pontoons- it will be a requirement of the construction contract that the contractor agrees the means of temporary access with the pontoon operators before work in this location of the site commences.	
81.	May I suggest that on the round heads at the seaward end of each of the three piers, that some form of small circular rail is fitted possible in the centre of each roundhead. This would allow the person mooring a vessel to wear a safety harness which he or she could clip a cord from the harness onto this rail. The length of the cord to allow the person to move around the entire deck area of the roundhead unrestricted but to be of such a length to only allow the person to reach the roundhead coping. This safety harness would then prevent the wearer from being blown off the roundhead by a strong gust of wind ending up in the sea, which could result in serious injury, or loss of	Lochmaddy	This will be considered with the design team with advice from CalMac and the Harbour Operators.	

Item	Question	Reference	Initial Response-Sept 2017	Updates
	life. This may be the right time to design and install such an important safety feature on exposed pier roundheads.			
82.	<p>There is a serious shortage at present at this port for Long and Short Term car and lorry parking, along with Artic Trailer changeover parking and Passenger drop off/pick up parking. At present some Artic Units arriving off the ferry have to drop their trailers on the two way road in front of Lochmaddy Hotel as there is seldom any available parking for this purpose, in order to return to the Assembly Area to hitch on to their outward bound trailer to return on the same sailing to Uig. This leaves other vehicles coming off the ferry with no alternative but to overtake these dropped trailers on the road in the wrong lane in the face of oncoming traffic, an accident waiting to happen ?. The answer to this serious lack of parking is, to infill the foreshore between the Terminal Building and the pier entrance, over what remains of the disused cattle ramp to provide the required number of parking bays for the port.</p> <p>It is my view that the caisson extension to the pier should be 35m in length to allow for an improved line of approach to the berth for vessels approaching through the North Channel.</p> <p>The fender piles on the North Face berth at the pier will require to be adjusted to maintain the same line as the fender piles on the inside berth (North Face) of the caisson pier extension, I do not see this fendering arrangement shown on the drawings ?</p>	Lochmaddy	<p>There is a proposal to reclaim the 'beach' area to the West of the existing marshalling area. This will be used to provide additional marshalling capacity but it will also provide a large 'hardstanding' area which could be used for additional parking and/or lorry trailer parking. The precise layout and use of the hardstanding area needs to be agreed with CnES and Calmac. We have considered also the area mentioned in the location of the cattle ramp. However, this would add significant further cost to the project and we consider that the additional area to the West of the site coupled with the existing parking and trailer areas will provide sufficient capacity for the site.</p> <p>The proposed length of pier extension (30m) was determined in consultation with Calmac Masters who have experience of navigating the route into the ferry terminal. The combination of the 30m extension and removal of some of the rock to the North of the pier provides the flexibility required for berthing.</p> <p>The fendering on the North side of the pier will be considered during the detailed design of the Caisson extension.</p>	

Item	Question	Reference	Initial Response-Sept 2017	Updates
83.	<p>Why has the approach been taken to try and make the old infrastructure good rather than construct new berths in deeper water that will have a much longer lifespan?</p> <p>All of these berths are old steamer piers that should have been replaced long ago. New berths should be built to accommodate vessels of a standard draft and around the length of the Loch Seaforth to make them future proof. Building new berths would also mean that there would be NO disruption to services on the Uig triangle which will no doubt be affected throughout 2018 and 2019.</p> <p>Lochmaddy - The caisson extension is a good idea but given the poor material condition of the rest of the berth a new pier should be considered in a location that would give the ferry more sea room</p> <p>It's time CMAL used some common sense when attempting to improve the ferry network. The design of the new ships was bent to fit the current berths however now all 3 berths need huge sums of money spent to accommodate the vessel designed for them. These ships are to stated to fit X amount of berths in the CMAL presentations so how many more berths will now need strengthening work to accommodate them? If new berths had been part of the initial plan CMAL could have built much better ships than what are currently under construction</p>	Lochmaddy	<p>Re-building existing Infrastructure is the most efficient and cost effective methodology to ensure resilience of facilities</p> <p>Review of alternative locations was not included within the scope and timescales of this project across the 3 ports.</p> <p>In scope vessels identified as suitable by CalMac have been included within the design works to provide a much flexibility across the fleet of vessels as possible.</p> <p>Your comments regarding improving ferry network will be fed into the Network Strategy Group that is led by TS and considers future vessels and infrastructure needs.</p>	
84.	<p>A lot of planning and detail has gone into the development project. It's a challenge with huge costs but it's a major benefit to the islands. I hope public safety will be of top priority to all passengers. We have a very good ferry service and looking forward to the new vessel.</p>	Tarbert	<p>Safety is always the first consideration for everyone involved in the operation of the ferry service, including the travelling public, staff and contractors. CMAL and Calmac are committed to ensuring that this is always the case.</p>	



Item	Question	Reference	Initial Response-Sept 2017	Updates
85.	It would be of major benefit widening the approach route in ferry terminal and extending one of the main car parks because there is such a heavy volume of traffic	Tarbert	We are actively considering how the marshalling area and surrounding road junctions and approaches can be improved as we are aware that it is not ideal at present. We have had discussions with the local authority roads department and will be speaking with them again soon to present ideas.	
86.	The current winter timetable does not allow daily access between Uig and Tarbert. The timetable should be amended to facilitate this.	Tarbert	CFL have no plans at the moment to change any timetables.	
87.	Tarbert - proposals are generally good and should improve unloading. However a solution (roundabout) is required to the issue of people turning vehicles at the head of the marshalling area. General - Building 2 boats (1 for each route) would have surely been less than the £55m to be spent coping with a bigger vessel.	Tarbert	As stated above, we are aware that the road layout at the marshalling area isn't ideal. Any need to turn at the marshalling area in particular is difficult. We are currently looking at how this could be improved. One of the options being considered is the provision of a roundabout to help turning and avoid blocking the road and/or marshalling area.	
88.	Will it still be possible to have running moorings as before? At least we would like to have the option.	Tarbert	Any running moorings on the North side of the loch will need to be removed to facilitate the construction of the extended marshalling area. Given the closer proximity of the extended marshalling area to the pontoons, it is unlikely that these will be reinstated.  There are no plans at this time to touch any running moorings on the South of the loch although this will be confirmed at detailed design stage.	

Item	Question	Reference	Initial Response-Sept 2017	Updates
89.	Is it best to dredge all of the loch, rather than just the area around the pier?	Tarbert	This is being considered. The limiting factor here will be the requirement to utilise the material dredged in the works as we do not have a nearby sea disposal site and disposal on land would be very expensive and potentially disruptive to the village given the number of lorries required. If we can use the material, we are open to considering additional dredging.	
90.	I would like to see a lift at the terminal to enable people with access issues to board the ferry the same way as able bodied people. They shouldn't have to battle the elements whilst taking the long route aboard via the car deck. Also would like to see a 'changing places' facility at the Tarbert Terminal (plus other two). There are no Changing Places facilities in the Western Isles, so this would be good PR for CMAL.	Tarbert	<p>The provision of a bespoke mechanical access system (such as those at Ullapool and Stornoway for example) is not included in the current plans. This has been considered in some detail. However, with the current numbers of foot passengers using Lochmaddy or Tarbert, it is very difficult to justify the level of expenditure required in providing these facilities. With budget being challenging, the first priority needs to be getting the ferry in and operating without operational restriction. The potential inclusion of a PAS and alteration of the building have been considered in the overall plan and the plans developed such that these facilities can readily be provided in the future if demand requires them and the funds are available. We have considered the current gangway access to the vessels and will be altering this access to reduce the maximum slope onto the vessels at high tide.</p> <p>Regarding the building, we are currently reviewing the requirements and the</p>	

Item	Question	Reference	Initial Response-Sept 2017	Updates
			provision of a 'changing places' facility is something that is actively being considered.	
91.	Grateful for assistance and answering questions. Can we please have a community feedback group with weekly meetings during the building works?	Tarbert	On other projects, we have held regular 'drop in' sessions to enable the community to discuss any issues with the project team. We are committed to doing something similar in this case.	
92.	More information on exit for vehicles leaving the ferry, entering the marshalling key vehicles going on ferry	Tarbert	As stated above, we are currently considering options for improvement of vehicular access. We will present this information in due course.	
93.	Lack of access at Tarbert for disabled and wheelchair pedestrian users - from piers onto ferry.	Tarbert	see response to T11 above regarding passenger access.	
94.	Impact on foot passengers transport connections by late sailings needs consideration	Tarbert	These will be taken into account	
95.	Tarbert - really need improved access for elderly and wheel chair users - poor if gangway still being used. At moment people/cars collect tickets at office, head west on one-way system, and have to complete three point turn to get into marshalling yard. This should not be part of the construction.	Tarbert	see response to T11 above regarding passenger access.  Regarding vehicle access and the requirement to complete a 3 point turn, options are actively being considered to provide a more appropriate means of access to the marshalling area from the direction of the terminal building.	
96.	Can you please dredge entire bay to help new marina project?	Tarbert	This is being considered. The limiting factor here will be the requirement to utilise the material dredged in the works as we do not	

Item	Question	Reference	Initial Response-Sept 2017	Updates
			have a nearby sea disposal site and disposal on land would be very expensive and potentially disruptive to the village given the number of lorries required. If we can use the material, we are open to considering additional dredging.	
97.	Please dredge entire basin to improve accessibility for leisure craft.	Tarbert	This is being considered. The limiting factor here will be the requirement to utilise the material dredged in the works as we do not have a nearby sea disposal site and disposal on land would be very expensive and potentially disruptive to the village given the number of lorries required. If we can use the material, we are open to considering additional dredging.	
98.	Rather late in starting, could upset next year visitors and locals. More exact times of work start and completion	Tarbert	The starting time for such works is always a balance in priorities. Ideally, the bulk of the construction work would be carried out through the summer months. However, this is when the potential for disruption is at its greatest. We are therefore looking to start the work in the Autumn/ winter with the hope that most of the work can be completed before the summer months. There are lot of tasks around consents and approvals to be completed before work can commence so it is not possible to provide more accurate starting dates at this time. We will provide more information however as and when it becomes available.	

Item	Question	Reference	Initial Response-Sept 2017	Updates
99.	It is important that I am informed when the interior of the terminals are being designed. I want to feed ideas for the interior design for disabled people, through the Harris Disability Access Panel.	Tarbert	Agreed that this is important. We will invite the Harris Disability Access Panel to participate in the detailed layout design of the proposed terminal building works.	
100.	Will there be accommodation for HGV drivers onboard equal to the MV Loch Seaforth?	Tarbert	No plans for this however there is a quiet lounge.	
101.	May I suggest that on the round heads at the seaward end of each of the three piers, that some form of small circular rail is fitted possible in the centre of each roundhead. This would allow the person mooring a vessel to wear a safety harness which he or she could clip a cord from the harness onto this rail. The length of the cord to allow the person to move around the entire deck area of the roundhead unrestricted but to be of such a length to only allow the person to reach the roundhead coping. This safety harness would then prevent the wearer from being blown off the roundhead by a strong gust of wind ending up in the sea, which could result in serious injury, or loss of life. This may be the right time to design and install such an important safety feature on exposed pier roundheads.	Tarbert	This will be considered with the design team with advice from CalMac and the Harbour Operators.	
102.	Why has the approach been taken to try and make the old infrastructure good rather than construct new berths in deeper water that will have a much longer lifespan? All of these berths are old steamer piers that should have been replaced long ago. New berths should be built to accommodate vessels of a standard draft and around the length of the Loch Seaforth to make them future proof. Building new berths would also mean	Tarbert	Re-building existing Infrastructure is the most efficient and cost effective methodology to ensure resilience of facilities Review of alternative locations was not included within the scope and timescales of this project across the 3 ports. In scope vessels identified as suitable by CalMac have been included within the	

Item	Question	Reference	Initial Response-Sept 2017	Updates
	<p>that there would be NO disruption to services on the Uig triangle which will no doubt be affected throughout 2018 and 2019.</p> <p>Lochmaddy - The caisson extension is a good idea but given the poor material condition of the rest of the berth a new pier should be considered in a location that would give the ferry more sea room</p> <p>It's time CMAL used some common sense when attempting to improve the ferry network. The design of the new ships was bent to fit the current berths however now all 3 berths need huge sums of money spent to accommodate the vessel designed for them. These ships are to stated to fit X amount of berths in the CMAL presentations so how many more berths will now need strengthening work to accommodate them? If new berths had been part of the initial plan CMAL could have built much better ships than what are currently under construction</p>		<p>design works to provide a much flexibility across the fleet of vessels as possible.</p> <p>Your comments regarding improving ferry network will be fed into the Network Strategy Group that is led by TS and considers future vessels and infrastructure needs.</p>	
103.	<p>When it comes to our ferry service, are you building one large ferry which requires all the link-spans in the 3 ports to be updated? Why can't there be two ferries, one for each leg, which would mean less expenditure beyond maintenance of the existing port infrastructure and provide additional capacity for when the inevitable arises: breakdown, annual service etc., which would mean that at least we would have one ferry to fall back on when one was out of action.</p> <p>I appreciate you have perhaps accessed particular funding against the environmental element of a dual fuel ferry but at what other costs?</p>	<p>Lochmaddy – received via email 06/09/17 responded to by LS 25/09/17.</p>	<p>We acknowledge that there are a number of different iterations that could address the services to the Outer Hebrides. This is also the case for other island groups that rely on the lifeline services.</p> <p>Transport Scotland chairs a monthly tri-partite meeting with CMAL and CalMac concerning the Network and there are very detailed discussions and considerations that need to be taken into account. Some of these are listed below</p> <ul style="list-style-type: none"> <li>• Current Age of Port Infrastructure</li> </ul>	

Item	Question	Reference	Initial Response-Sept 2017	Updates
			<ul style="list-style-type: none"> <li>• Future spend on renewal of existing infrastructure</li> <li>• Additional costs of infrastructure required for new vessels</li> <li>• Capital Cost of vessel/s</li> <li>• Cost of fuel</li> <li>• Emissions of CO2, NOx, SOx, Particulates</li> <li>• Lifetime running costs</li> <li>• Level of service and comfort provided</li> <li>• Profiling the customer (passenger, car, coach, freight) demand into the future with economic modelling</li> </ul> <p>‘When all of these aspects and others were taken into consideration it was decided that there would be an order for 2 new Dual Fuel Ferries. The existing Port Infrastructure will allow these vessels to operate however it is recognised that for operations to be optimised there was a requirement to enhance current facilities.</p> <p>Naturally with the quantum of expenditure these decisions are not taken lightly and are considered in detail prior to sign off by Scottish Government.</p> <p>It should also be noted that the vessels under construction can also operate on a number of other routes and therefore</p>	



Item	Question	Reference	Initial Response-Sept 2017	Updates
			there is future flexibility built into the plans in terms of future redeployment.	
104.	The current winter timetable does not allow daily access between Uig and Tarbert. The timetable should be amended to facilitate this.	Uig	CFL have no plans at the moment to change any timetables.	
105.	Uig - The improvements to marshalling/parking/relocation of office look like they will work well hopefully the timber wave screen will improve berthing days in rough weather. General - Building 2 boats (1 for each route) would have surely been less than the £55m to be spent coping with a bigger vessel.	Uig	Your comments have been noted, however the infrastructure at the ports (and many others across the network) is reaching the end of its serviceable life and significant upgrades would be required for existing vessels. The new vessels are the catalyst to the works being delivered.	
106.	I would like to see a lift at the terminal to enable people with access issues to board the ferry the same was as able bodied people. They shouldn't have to battle the elements whilst taking the long route aboard via the car deck. Also would like to see a 'changing places' facility. There are no Changing Places facilities in the Western Isles, so this would be good PR for CMAL.	Uig	The provision of a Passenger Boarding Bridge (PBB) or Passenger Access System (PAS) was considered in the Masterplan. However, considering the significant costs associated with providing a full PBB or PAS and given the distance from the terminal building to the vessel berth, it is difficult to justify the level of expenditure required in providing these facilities. A covered walkway with gangway was considered in the Masterplan and is the preferred option for passenger access to the vessel.  The request for a "changing places" facility is noted and will be passed to Council Architect for consideration for new terminal building at Uig.	
107.	Lack of access at Uig for disabled and wheelchair pedestrian users - from piers onto ferry. During relief ferry operations (e.g. MU finlaggar). There	Uig	Noted and will be considered as the detailed design develops.	

Item	Question	Reference	Initial Response-Sept 2017	Updates
	have been major failures in ability to cross and land at Uig pier - reorientation of Uig pier should be considered.		As item 51 for reorientation of the pier.	
108.	Uig - Passenger journey for ticket office to boat should be undercover.	Uig	A covered walkway was considered in the Masterplan and is the preferred option for passenger access to the vessel.	
109.	I would still have concerns regarding the work at Uig Pier and primarily how the new vessel is able to cope with westerly winds. Would need to be convinced that all avenues have been exhausted in terms of ensuring that weather related problems are kept to a minimum.	Uig	A wave/coastal modelling study will be carried out during detailed design to consider engineering options for improving wind, wave and swell at the berth. When the new vessel comes into service it is proposed to monitor the climate and berthing conditions/difficulties/disruption which will inform if the preferred engineering option is required in consultation with CFL.	
110.	Timescale of completion in relation to the arrival of the new ferry and resulting problems.	Uig	The ferry will be able to berth and operate from the existing facility, however, this is not an optimal situation as operating limitations may be applied.	
111.	Consideration must be given to local fishermen and pier users - ie consultation regarding positioning of drying berth	Uig	Meetings have been arranged in October 2017 to meet with harbour users and the community groups to consider the developing design.	
112.	Do not upset the fishermen	Uig	As 111 above.	
113.	Minimum access under present legislation does not allow for increased size of wheelchairs	Uig	Noted and will be considered as the detailed design develops.	
114.	I look forward to seeing full plans of the terminal buildings	Uig	Noted and these will be provided at detailed design completion.	

Item	Question	Reference	Initial Response-Sept 2017	Updates
115.	I work with people with disabilities. I am interested in the inclusion environment and access for all. I would like to ensure that the needs of people with disabilities (physical, visual and others) are considered in the design like accessible toilet, ease of passage from parking to ferry, on and off ferry. Meeting minimum standards is not acceptable.	Uig	Noted and will be considered as the detailed design develops.	
116.	Would like info on the waiting rooms layout when they are available	Uig	Noted and these can be provided.	
117.	No community benefit. Highland council should be upgrading facilities at the pier - nothing spent on it since the mid-eighties and that was very short sighted as we see now. Once again, nothing for the people in the community!	Uig	The project provides for the new ferry vessel and is funded through harbour dues and is unable to include additional works out with the scope of the project. Ongoing meetings have been arranged with harbour users and the community groups to consider the developing design.	
118.	One would hope this will not be a half hearted solution. There is an opportunity to provide a first class solution but is there the commitment. A cheap fudge will only lose more in the long run. The CalMac shed is sixty years old and long past its sell by date. it occupies an extensive footprint which could be better utilised and so much more attractive.	Uig	A Masterplan detailing the preferred options for the infrastructure improvements has been completed and submitted to Transport Scotland for consideration of approval of the preferred options and funding. A Mini Development Brief workshop has been arranged for 26 October 2017 to consider potential land uses and development opportunities for the landward area which will include the existing terminal building.	
119.	It is easy to draw fancy plans but will it be delivered	Uig	The plans detailed at the PAC and community consultation detailed the preferred options identified with the	

Item	Question	Reference	Initial Response-Sept 2017	Updates
			intention of constructing each of these options subject to approval and funding.	
120.	Looking forward to next discussion where facts for piling, environmental and funding issues will be available.	Uig	These will be developed as part of the Environmental Impact Assessment (EIA).	
121.	Will highland council invest in the roads? Is it suitable for the increased number of lorries? Will THC invest in facilities that will be open all year?	Uig	Any road improvements out with the vicinity of the pier approachway and marshalling area will be out with the scope of the project. The increase in traffic will be primarily associated with the A86 trunk road which is under the jurisdiction of Transport Scotland. The current harbour facilities are open all year and the intention will be to maintain this position.	
122.	Area for dog walking before ferry travel and fouling issues	Uig	There are currently footways within the vicinity suitable for dog walking and dog fouling disposal bins are available.	
123.	If there is a significant increase in road traffic, can the existing infrastructure cope? Has the environmental impact of additional traffic been taken into account?	Uig	As 121 above. It is envisaged that there would not be any transport and traffic impacts classified as being "significant" both during the operational and construction phase of the proposed development and therefore the production of an EIA would not be warranted in respect of Traffic and Transport.	
124.	With the amount of money being deployed I don't see any benefit to Uig. What I do see is the highland council and CalMac will be cutting corners. If they wanted this is should have been sorted out four years ago. Now it's rush, rush,	Uig	A Masterplan detailing the preferred options for the infrastructure improvements has been completed and submitted to Transport Scotland for consideration of approval of the preferred	

Item	Question	Reference	Initial Response-Sept 2017	Updates
	rush and once you start rushing you become a cowboy.		options and funding. The detailed design will progress and timescales will be dictated by the consenting process. Following Marine Licence consent and EIA/Environmental Statement the construction works will be carried out through a traditional tendering process with appropriate timescales.	
125.	Will there be accommodation for HGV drivers onboard equal to the MV Loch Seaforth?	Uig	No plans for this however there is a quiet lounge.	
126.	There should be a FREIGHT sailing twice a week in the summer months. With the increase in tourism to islands the freight sailing would ease the pressure all round	Uig	Your comments are noted and have been passed to the Network Strategy Group for consideration alongside the vessel replacement and deployment plan.	
127.	The sooner the better, Firm start and finish dates and how the upgrades will affect the service	Uig	These will be confirmed as the detailed design develops and timescales become clearer and fixed. The proposals will be discussed with CFL to confirm how the upgrades will affect their service.	
128.	Why are there no plans to include pontoons for other sea craft to encourage more sea tourists and activities?	Uig	The provision of pontoons is out with the scope of this project. Due to challenging fiscal constraints, it is unlikely that the Highland Council could fund pontoons. However, the design proposed does not preclude the installation of pontoons by others, such as a local community group.	
129.	I don't believe that Highland Council or Calmac {CMAL} have the interest of the community of Uig at heart my belief is that you are ticking boxers that the government have set out, at the drop in session on Monday the question that's	Uig	Following the decision by the Scottish Government, to provide a larger vessel (currently under construction) for the Uig/Tarbert/Lochmaddy Triangle lifeline ferry service to the Western Isles, The Highland Council, in conjunction with	

Item	Question	Reference	Initial Response-Sept 2017	Updates
	was ask no one could give a proper answer to, we have to live with the mess when you leave this is a opportunity that should be done right you have left it far to late in the day and now you are rushing bad management but I am not surprised.		Caledonian Maritime Assets Ltd (CMAL), CalMac and the Western Isles Council, has been working towards developing the three ports to accommodate the larger vessel and the potential for additional passengers and vehicle traffic. Detailed discussions are ongoing between Transport Scotland, CMAL, CalMac, The Highland Council and the Western Isles Council to identify the preferred works to each terminal and also to identify the funding and phasing of the works. Ongoing consultation with harbour users and community groups will continue to consider their concerns and consult on the developing design.	
130.	May I suggest that on the round heads at the seaward end of each of the three piers, that some form of small circular rail is fitted possible in the centre of each roundhead. This would allow the person mooring a vessel to wear a safety harness which he or she could clip a cord from the harness onto this rail. The length of the cord to allow the person to move around the entire deck area of the roundhead unrestricted but to be of such a length to only allow the person to reach the roundhead coping. This safety harness would then prevent the wearer from being blown off the roundhead by a strong gust of wind ending up in the sea, which could result in serious injury, or loss of life. This may be the right time to design and install such an	Uig	Noted and will be considered as the detailed design develops and discussed at future harbour users and community groups meetings.	

Item	Question	Reference	Initial Response-Sept 2017	Updates
	important safety feature on exposed pier roundheads.			
131.	<p>It has already been identified that there is a requirement at that pier for a Breakwater or Wave Screen, so why are Highland Council not providing it in phase 1, instead of waiting until after the vessel comes on service ?, or could they kick it into the long grass as it were ?. They say that they require data from the Master on the new vessel when in service, why can the Masters on the "Hebrides" not provide this data to them this coming winter ?. In 1986/87, the first winter of the "Hebridean Isles" using the new pier at Uig, it was soon identified that owing to the heavy swell coming through underneath the pier in certain wind directions, that a Breakwater was required. Despite numerous requests being made to Highland Council from the Masters on the vessel, Councillors from North Uist and Harris, Comhairle nan Eilean Siar and many service users, no action was taken by Highland Council and the problem still exists thirty one years later. Ironically around the same time Highland Council provided a Breakwater at Lochinver Pier which is mainly used by foreign fishing vessel, certainly not by a Life Line ferry service. The lack of a Breakwater or a Wave Screen at Uig has meant that the ferry cannot berth overnight at that pier except for a short period in the peak summer</p>	Uig	<p>A wave/coastal modelling study will be carried out during detailed design to consider engineering options for improving wind, wave and swell at the berth. When the new vessel comes into service it is proposed to monitor the climate and berthing conditions/difficulties/disruption which will inform if the preferred engineering option is required in consultation with CFL.</p>	



Item	Question	Reference	Initial Response-Sept 2017	Updates
	season, this greatly reduces timetable options for the service, which affects service users.			
132.	<p>Why has the approach been taken to try and make the old infrastructure good rather than construct new berths in deeper water that will have a much longer lifespan?</p> <p>All of these berths are old steamer piers that should have been replaced long ago. New berths should be built to accommodate vessels of a standard draft and around the length of the Loch Seaforth to make them future proof. Building new berths would also mean that there would be NO disruption to services on the Uig triangle which will no doubt be affected throughout 2018 and 2019.</p> <p>Uig - The cost of the works here are eyewatering when a new berth could be built in a much more suitable location in Loch Dunvegan.</p> <p>It's time CMAL used some common sense when attempting to improve the ferry network. The design of the new ships was bent to fit the current berths however now all 3 berths need huge sums of money spent to accommodate the vessel designed for them. These ships are to stated to fit X amount of berths in the CMAL presentations so how many more berths will now need strengthening work to accommodate them?</p> <p>If new berths had been part of the initial plan CMAL could have built much better ships than what are currently under construction</p>	Uig	<p>The scope of the project is currently for the provision of appropriate infrastructure for the provision of lifeline ferry services and to ensure current customers are accommodated at the pier. Due to challenging fiscal constraints, the current infrastructure will be used and improved to accommodate the new vessel and it is unlikely that funding for new infrastructure which does not utilising the existing infrastructure which has remaining serviceable life would be acceptable.</p>	

Item	Question	Reference	Initial Response-Sept 2017	Updates
133.	Have the lanes on the car deck of the new vessel been made wider to accommodate the larger motor homes that at present cause havoc on the decks of current vessels in the fleet?	Vessel	Yes the lanes of the new vessel car deck are wider than the older vessels. CFL will review cause of the issued experienced on existing vessels.	
134.	Working a 14 day I found it hard to attend the local consultation meetings. Perhaps for future reference later times would be more appropriate.	General		
135.	The Ferry does not have many (if any) seats that people can lie down on. In the winter rough seas people will end up on the floor rather than somewhere safer to ride out the motion of the boat. Can anything be done about this. The current ferry has significant couch seating to allow those who are badly affected to rest it out.	Vessel	A range of sofa seats are included in the design.	
136.	Timescale of completion in relation to the arrival of the new ferry and resulting problems.	Uig	The ferry will be able to berth and operate from the existing facility, however, this is not an optimal situation as operating limitations may be applied.	
137.	Can a slipway and/or boat cradle be provided at or near the fisherman's compound? This generates income elsewhere and would be good to have at Uig	Uig	This would likely be out with the scope of this project, however, any other potential projects would be carefully considered during the detailed design of the ferry infrastructure improvements such that these would not be precluded from development at a later date.	
138.	Can consideration be made as to the requirement to dredge around the fish quay (in particular the	Uig	This point was noted and has been incorporated into the scoping report for	

Item	Question	Reference	Initial Response-Sept 2017	Updates
	dredged “pocket” at the shoreward end) as the extension of the pier will make berthing and manoeuvring of vessels very difficult at low tides (fishing vessels can raft up to 3 deep at the existing quay.		the proposed scope of the EIA and included within the scope of the project. This has also been discussed at the harbour users and community groups meeting on 2 October and will be considered as the detailed design develops.	
139.	There were concerns that the drying out berth as proposed is in the wrong location i.e. Is situated at an area with a high bed level which will make access more tidally restricted.	Uig	This was noted and has been discussed at the harbour users and community groups meeting on 2 October and will be considered as the detailed design develops.	
140.	Skye and Lochalsh Access Panel - Access within the terminal building should be considered and designing to the minimum standards within the Equality Act 2010 and other legislation may not always be sufficient to allow turning of larger wheelchairs etc. Building corridors and vessel gangways should try and be sized above “minimum standards” and should avoid right-angled turns where possible and it should be noted that specialist wheelchairs may require larger activity space than standard wheelchairs considered within Legislation. There should be access to and within the new pier waiting room for disabled passengers not boarding the vessel by car.	Uig	Noted and will be passed to Council Architect for consideration although terminal building internals are at an early stage of design.	
141.	Can consideration of berthing on the non-ferry berth side of the extended pier be made?	Uig	This is unlikely to be feasible or practical given the westerly side’s exposure to wind, wave and swell and lack of fendering.	
142.	Can consideration be given to extending the proposed offshore wave screen to protect the exposed open piled end of the fish quay or introduction of a wave screen beneath the pier?	Uig	The detailed design of the new wave screen has not yet been carried out. Consideration will be given to designing the screen to mitigate waves to this area.	

Item	Question	Reference	Initial Response-Sept 2017	Updates
143.	There were some concerns regarding feedback in that there was a perception that following public meetings, several months had elapsed before an update was produced.	Uig	Noted. There has been no development of the detailed design since the public meeting in April 2018.	Meetings have been arranged in October to meet with harbour users and the community groups to consider the developing design.
144.	Could re-use of the existing ferry terminal building be investigated for use by the fisherman as a covered compound area which would negate the requirement for the marshalling area based compound and would free that area up for the potential introduction of a slipway?	Uig	Noted. Uses for the existing terminal building were currently being discussed but no definite solution had been reached.	Following the meeting on 2 October 2018 with harbour users and community groups, the preferred option location for the fishermen's compound was considered to be the most effective location in terms of operation and reducing harbour user conflicts.
145.	There were concerns raised regarding resilience, (infrequent) instances were recounted where the vessel was able to sail from Tarbert (Harris) to Uig but then find it impossible to be able to get alongside the ferry berth at Uig and then either have to circle in Uig Bay until weather abated or sail back to Tarbert.	Uig	Noted. By introduction of a larger more powerful vessel, it is hoped that this will not occur. The wave screen is a potential further option to provide additional protection to the berth.	
146.	There were several positive responses in relation to the possibility of a covered passenger walkway along the pier approachway.	Uig	Noted and is included as a preferred option infrastructure improvement.	
147.	There were several queries in relation to alternative forms of construction for the wave screen i.e. floating breakwater structure in the form of tyres or concrete units and whether these could attenuate waves better than the wave screen	Uig	At preliminary design stage, a timber wave screen was deemed the most effective form of construction. Floating wave attenuation options are normally only feasible for more sheltered locations. Also, see 131.	
148.	The Tarbert Disability Access Panel stressed that they very keen to be involved in the building design at an early stage. Advice had been given to CalMac at smaller locations.	Uig	Noted and will be considered as the detailed design develops.	
149.	Should two ferries not have been considered for the route? This would have allowed the potential to run one vessel from Uig to Tarbert to Uig to Lochmaddy to Uig with the other vessel operating Uig to Lochmaddy to Tarbert to Uig. This may then have introduced the	Uig	Noted. Transport Scotland had advised at a ferry user group meeting that two ferries may operate on this route sometime in the future if demand and operations	

Item	Question	Reference	Initial Response-Sept 2017	Updates
	possibility of an extra daily sailing from Uig to the Outer Hebrides which may have negated the requirement for larger single vessel and the associated infrastructure improvements.		necessitated, however, no timescales were determinable.	
150.	The lease holder of the fish farm within Uig Bay expressed concern regarding potential impacts from dredging and dredge disposal activities on fish farm operations. Could the Council as developer confirm with the fish farm operators and lease holder what the implications will be for the re-opening of the fish farm? Could the fish farm operators be involved in the identification of the dredge disposal site?	Uig	Discussions have taken place between THC and the lease holder of the fish farm. THC have confirmed that it will be acceptable to grant mooring rights to the fish farm subject to certain conditions. The site selection for the dredge disposal site and EIA will take into account the two potential fish farms in the vicinity of the project. Further discussions will be had with the lease holder and operators of the fish farms during the site selection process.	
151.	What will be visibly different for local residents?	Uig	The key visual differences for local residents will likely be the increased marshalling area on the reclaimed land, the new ticket office on the increased marshalling area, the LNG tank and wall on the berthing structure/pier head and the covered pedestrian walkway. There will be widening changes to the approachway and berthing structure but this will be in keeping with the existing infrastructure.	
152.	What will happen to the existing ticket office and who owns that land?	Uig	Discussions are on-going with the terminal building owners, CMAL, as to the possible options for the building following completion of the new terminal building.	
153.	Concern about proximity to LNG. What locations are being considered and what potential implications are there for local residents?	Uig	Two options are being considered by CFL for the location of the tank: the Berthing Pier and the Old Pier. The final location of the LNG storage facility will be determined following consideration of the following:	

Item	Question	Reference	Initial Response-Sept 2017	Updates
			available space, outcome of DNV-GL risk analysis, impacts to ferry operations, cost to accommodate facility and discussions with key stakeholders. CFL will advise on the final location and the implications for local residents and harbour users.	
154.	Can consideration of having two berths at Uig be made to allow for the possibility of having two vessels operating on the Skye Triangle?	Uig	A single berth has been considered as the most appropriate, cost effective option for Uig. Also, see 149 above.	
155.	Concern was raised as to where the fishermen would go.	Uig	During the works the works Contract will have an obligation to maintain the number of berths in so far as is practicable throughout the construction phase. Meetings have been arranged in October to meet with harbour users and the community groups to consider their concerns and consult on the developing design.	
156.	Will there be a dual carriageway along the pier?	Uig	The preferred option is for a double lane carriageway on the widened approachway. The intention is to retain single way traffic (to suit vessel loading and unloading), however, there will be space available for vehicles to pass in abnormal circumstances e.g. vehicle breakdown, accident etc. which is not currently possible.	
157.	Concern was raised about timescales and ensuring that all harbours would be ready for the new vessel to avoid delays similar to those experienced during the improvements to Stornoway Harbour.	Uig	Noted. It is possible for the new vessel to geometrically fit the existing berths at all three locations albeit with some operating limitations.	
158.	Could consideration be made to berthing the ferry on the opposite side of the pier to the current ferry berth?	Uig	Switching the ferry to the opposite side of the pier would likely involve significantly more expenditure than the current	

Item	Question	Reference	Initial Response-Sept 2017	Updates
			proposals. It is also not a favoured option of CFL given the westerly side's exposure to wind, wave and swell.	
159.	<p>Why are you building one large ferry which requires all the link-spans in the 3 ports to be updated? Why can't there be two ferries, one for each leg, which would mean less expenditure beyond maintenance of the existing port infrastructure and provide additional capacity for when the inevitable arises: breakdown, annual service etc., which would mean that at least we would have one ferry to fall back on when one was out of action.</p> <p>I appreciate you have perhaps accessed particular funding against the environmental element of a dual fuel ferry but at what other costs?</p>	General	<p>We acknowledge that there are a number of different iterations that could address the services to the Outer Hebrides. This is also the case for other island groups that rely on the lifeline services.</p> <p>Transport Scotland chairs a monthly tri-partite meeting with CMAL and CalMac concerning the Network and there are very detailed discussions and considerations that need to be taken into account. When all of these aspects and others were taken into consideration it was decided that there would be an order for 2 new Dual Fuel Ferries. The existing Port Infrastructure will allow these vessels to operate however it is recognised that for operations to be optimised there was a requirement to enhance the current facilities.</p> <p>With the quantum of expenditure these decisions are not taken lightly and are considered in detail prior to sign off by Scottish Government.</p>	



Item	Question	Reference	Initial Response-Sept 2017	Updates
			It should also be noted that the vessels under construction can also operate on a number of other routes and therefore there is future flexibility built into the plans in terms of future redeployment.	

## **Appendix E – February 2018 PAC Event Questions and Responses**

Document Name	2018 stakeholder meetings QandA document.docx
Author	Lorna Spencer
Date	01 April 2018
Reference	HP/900/9001

Questions that have been asked frequently will not be repeated, please check through list and if your question and suitable response not included please just let us know.

For questions asked in 2017 please refer to [www.cmassets.co.uk/project/skye-triangle-infrastructure-works](http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works) or email [operations@cmassets.co.uk](mailto:operations@cmassets.co.uk)

**Uig – 26<sup>th</sup> February 2018, Tarbert – 27<sup>th</sup> February 2018, Lochmaddy – 28<sup>th</sup> February 2018**

Item	Question	Reference	Response Provided
1.	Where are the facilities for the people who use the pier the most. These people want to redevelop their business and skills to help the community Grow and Prosper, it all seems to be about how it benefits calmac.	Uig	<p>The scope of the project is currently for the provision of appropriate infrastructure for the provision of lifeline ferry services and to ensure current user requirements are maintained at the pier, clearly such maintenance of existing facilities if replaced will be to a new and modern standard and fit for purpose so improvements will be forthcoming. Due to challenging fiscal constraints for The Highland Council no funding has been secured in the new capital programme over and above the essential repair of facilities unaffected by the new ferry. Any potential projects identified through consultation will be carefully considered during the detailed design of the ferry infrastructure improvements such that these would not be precluded from development at a later date.</p> <p>Uig Harbour Landward Area Development Brief initial ideas and aspirations workshop was held in Uig in October 2017 to consider potential future uses and development opportunities within the landward area. These ideas will be explored further and will inform the draft development brief which will be taken to the Highland Council Skye and Raasay Committee in due course.</p>
2.	Concerns about the lack of provision of pontoons for pleasure craft?	Uig	<p>AECOM presented their Optioneering for Pontoons in Uig Bay technical note at the Harbour Users and Community Group Meeting on 17 January 2018 with the three costed options for introduction of a system of pontoons in the harbour. The costs included for supply and installation of pontoons, access gangway, and vertical support steel tubular bearing piles. AECOM explained that traditional marina pontoons are only designed for a wave height of 300mm. As the maximum observed wave height in the sheltered Uig Bay is approximately 1000mm then these pontoons would need to be industrial open water pontoons to stop the</p>

Item	Question	Reference	Response Provided
			<p>pontoons locking up on piles with this wave height. The difference in cost between both pontoon methods of construction is significant. It was confirmed that the cost of the pontoon options would be out with the scope of the project and could not be funded by Transport Scotland or Highland Council.</p> <p>A pontoon has been considered to replace the existing steps, however, this is not deemed to be suitable for the wave climate in the inner harbour and would require a larger amount of quayside than an equivalent boat steps structure.</p> <p>The Council is happy to work with local communities to support community led developments and proposals.</p>
3.	There are clear opportunities to provide, when substantial works are taking place, to offer pontoons and provide for future leisure craft that would benefit the North of Skye tourism industry, why is this not being considered?	Uig	As Item 1 and 2 above.
4.	Can you please include the local disability access group in any discussions regarding the design and access to the building?	Uig	Noted and will be passed to Council Architect for consideration.
5.	The provision for visiting boats (yachts, small cruise ships, etc) has not been included – why is this not being included.	Uig	As item 1 and 2 above.
6.	There will be additional road traffic for LNG? Could you please consider deliver or bunker from ship as an alternative?	Vessel / Operations	Ship to Ship bunkering was considered by CFL but it is understood, through investigations with the supply market, that CFL's expected LNG volumes do not meet the demand required to provide bunkering/delivery by ship (not cost effective). Further, at present there are no suitable bunker vessels available locally (draft, size, capacity etc). As such the option has been discounted at present.
7.	I would like to see Quiet zones, wherever they are, boat terminal etc, to be screened from wifi+4ft – truly quiet zones.	Vessels / Uig	<p>There is one quiet zone on deck 6 of the vessel and Wi-Fi will be available in this area as the majority of customer feedback suggests this is preferred.</p> <p>Currently the proposed Terminal building design has two waiting areas, while neither of these are 'quiet areas' some of the seating will be slightly removed from the main area.</p>
8.	The sediment will be dumped close to some property and there is concern that this will wash ashore within a short time, how will you prevent this?	Uig	Careful consideration is being given to the expected dispersion profile of dredge deposits, through a site characterisation process which is currently underway. The aim of this study is to identify the best location for sediment deposit, which will

Item	Question	Reference	Response Provided
			retain the material in the disposal site. This is being informed by sediment dispersion modelling.
9.	Small boat access still inadequate to provide a safe alternative to the current steps, what can be done to resolve this?	Uig	As item 1 and 2 above. The design of the new boat steps is on-going, however, it is unlikely to be of the same design as the present structure. Consideration will be given to more platforms at closer spacing than at present and recessed fendering to make vessel access easier.
10.	There seems to be no provision of facilities for extra berthing, landing facilities for fisherman, cruise boats, leisure craft, this is disappointing despite the above points being raised at various meetings, why is this?	Uig	As item 1 and 2 above
11.	Why is nobody from The Highland Council Harbours present at any of the meetings as many questions are not answered by council officers present and no reason given for The Highland Council Harbours representative not present – not good enough.	Uig	Uig's Harbourmaster and Harbour Assistant attended the Harbour Users and Community Group Meeting on 17 January 2018.  The meetings which have been arranged are consultation meetings for the new development infrastructure proposals.  Harbour User meetings with Highland Council Harbours are organised when requested by the Harbour Users and these meetings cover the operational aspect of the harbour. Given the issues raised, a meeting will be arranged by THC Harbours in the near future.
12.	Extremely disappointed that changes were communicated only 2 days before consultation. Can you please ensure this does not happen again?	Uig	Timescales for future updates prior to community consultation meetings and events will be improved.
13.	Roundabout – can an artic coming from Scalpy make the turn?	Tarbert	We have checked the 'swept paths' of a range of vehicles in the design process and we can confirm that an articulated lorry can negotiate the turn from both an Easterly and Westerly direction of travel on the public road.
14.	Consideration should be given to number of camper vans coming into Tarbert via Uig. They are currently classed as "car".	Tarbert	A review of the carryings data is actively being undertaken to assess where constraints are experienced on the route, in relation to the number of motorhomes and campervans travelling. Demand management techniques are being considered for implementation in Summer 2019 timetable and these will involve full community consultation.

Item	Question	Reference	Response Provided
15.	Concerned that our newly financed marina is being squeezed – we must hope that future bore holes can be used for infill to increase the depth of the water around the marina	Tarbert	<p>The gap between the marina wave attenuator and the rock armoured slope will be circa 20m at MLWS. This should be suitable to enable access to the pontoons for all vessels using the facility.</p> <p>Regarding the water depth of the marina facility, we will review the boreholes and sample analysis results once we have carried out the additional ground investigation. This will enable us to review the viable options regarding dredging and reclamation construction. We will engage with the marina owners once we have had the report back from the GI contractor. The contractor is planned to be on site late March 2018 with completion on site by end April. Testing and reporting likely to be late May/ early June 18.</p>
16.	Concern re uncertainty of provision and / or timing of new terminal building. Can you provide assurance that this will be provided.	Tarbert	<p>At the current time, the year on year funding available from the Scottish Government has yet to be confirmed. At present, the building is planned to be constructed from early 2020 following completion of the civil engineering work. Whether the building work follows on directly upon completion of the civil engineering work cannot be confirmed at this time until funding is confirmed, but at present this approach is certainly what we are planning for. The design of the building is progressing on this basis.</p>
17.	Please provide building and water tank details, concern about impaired view from hotel and nearby homes.	Tarbert	<p>We will provide details as requested in the near future.</p>
18.	Concerned about passenger access at all 3 facilities, especially for elderly, disabled passengers, how will they be accommodated?	Tarbert / Uig / Lochmaddy	<p>Access to the vessel will continue to be provided by a gangway. New gangways will however be provided which will reduce the maximum slope up to the vessel from the pier (to a maximum of 20 degrees at high tide compared with a maximum angle of approaching 30 degrees if the current gangways were used).</p> <p>The provision of facilities similar to those at Ullapool and Stornoway has been considered. However, the foot passenger numbers on the 'Skye Triangle' routes are very low compared to the Ullapool/ Stornoway route and the cost of provision of similar passenger access arrangements on the Skye Triangle is therefore prohibitively high.</p> <p>Passengers that cannot use the gangways will continue to be given assistance via the car deck.</p>

Item	Question	Reference	Response Provided
19.	<u>Please</u> can we have the shore side works complete BEFORE the ship arrives	Tarbert / Uig / Lochmaddy	<p>We are endeavouring to complete the shoreside works as expediently as we can and are aiming for, at the least, having the dredging and pier works completed so that the new vessel can berth unrestricted. There are, however, a number of critical consents needed in order to be able to construct the works and while we can work towards obtaining these consents as quickly as we can, there are elements outwith our control which make it difficult to state with absolute certainty when the work will start. Confirmation of funding availability from the Scottish Government is also required to enable us to plan delivery of the works.</p> <p>We are progressing with a view to being on site in early 2019 however and will provide updates as the programme develops.</p>
20.	When will vessel 802 be ready and enter into service?	Vessel	The yard is currently building two vessels. Vessel 801 (MV Glen Sannox) is scheduled to be delivered in Winter 18/19. We are in the process of receiving a final production plan from FMEL which will detail the revised delivery date for vessel 802. Each vessel will require 6-8 weeks of trials and crew familiarisation before full scheduled deployment.
21.	Why has the ship been delayed?	Vessel	We should view this slippage in the wider context of the efforts that the workers and management of FMEL have made to construct two innovative vessels in parallel with the investment that has taken place to modernise the shipyard. All parties are working collaboratively to progress works and deliver the new vessels as effectively as possible.
22.	Where will the LNG come from?	Vessel	The LNG could come for the Isle of Grain in the South of England as it's currently the only UK LNG Terminal with the facility to fill road tankers, but as the supply of LNG will be subject to a tender process, this is only a supposition. We understand that this is a long journey, however, it is hoped that the adoption of LNG for ferries, along with the current LNG usage in the Scottish Independent Gas Network, will provide a catalyst for other businesses and organisations to consider using LNG for their own energy needs. This could then see the provision of LNG receiving facilities/terminal in Scotland. We accept this cannot happen overnight but



Item	Question	Reference	Response Provided
			are pleased to be playing our part in encouraging a switch from less environmentally-friendly fuels.
23.	How often will the vessel have to be re-fuelled with LNG?	Vessel	LNG bunkering demand will be dependent on usage and CFL are currently considering the possible bunkering requirements. For vessel 802, the LNG tank has capacity for around 6 to 7 days usage from when the tank is full.
24.	How many tankers does it take to fill the tank on the vessel?	Vessel	It will take 3 to 4 tankers to fill the LNG tank onboard to its maximum capacity.
25.	Will there be showers onboard?	Vessel	At the moment there are provisions for showers within the toilets on Deck 5 (first passenger deck). This is currently under review by CMAL.
26.	Have you considered moving Observation Lounge down to Deck 5.	Vessel	This has not been considered as the main point of the Observation lounge is to provide the optimum view for passengers. We believe this to be the best location.
27.	Orientation of crew beds due to motion (i.e. bed is in transverse direction rather than longitudinally)	Vessel	This issue has been discussed many times with CFL and feedback from them is that the crew prefer beds to be in the longitudinal direction.
28.	Why are there 1000 seats on the vessel when they will never be used?	Vessel	This is based on an original statement of requirements which required a vessel that could carry 1000 passengers and there is a requirement to have a seat for every passenger that the vessel is certified to carry, regardless of whether everyone is sat at once. Both vessels 801 and 802 are the exact same so therefore capacity has to be the same. However, this is currently being reviewed to see if the capacity can be reduced.
29.	Is there an alternative option to metal seats on External Seating areas? These seats can get very cold in the winter.	Vessel	At the moment the best option is for the meshed metal seats as plastic seats often break leaving sharp edges. Also, these do not fade as easy and water does not hold on top of them and maintenance is much easier on these as it is on the older plastic seating. However, we will investigate other possible options for future vessels.
30.	Will gangway be ok at Tarbert at high tide?	Vessel	Analysis of Gangway arrangements will be carried out as part of the overall project
31.	Why does the shop onboard vessel have to be so big? This is very rarely busy on current vessel, MV Hebrides.	Vessel	The shop has been made a standard size based on feedback from CFL. This may not be busy on certain routes but on other routes the shop and retail outlets are extremely busy.

Item	Question	Reference	Response Provided
32.	Are fixed window washing facilities provided for passenger windows?	Vessel	Portable window washing facilities are provided for passenger windows. We will consider this further.
33.	Will quiet lounge have Wi-Fi?	Vessel	Yes.
34.	Why are warm breakfasts served onto cold plates?	Vessel	All serveries onboard our vessels now come fitted with heated plate dispensers so that warm food is now placed onto warm plates.
35.	Will there be more space on vehicle deck and will it be easier to get out of vehicles?	Vessel	The vehicle deck has 25% more capacity when compared to similar vessels (i.e. MV Hebrides). This is providing more space for vehicles and will also make it easier for people to get in and out of their vehicles.
36.	How many crew will work onboard?	Vessel	The vessel has 34 crew cabins (24 crew, 2 cadets and 8 officers). The total number of crew working onboard to be determined by CFL.
37.	How much do these vessels cost and is the contract fixed price.	Vessel	The combined price of the contract is £97 million. Within the contract there is provision for modifications and changes, permissible delays.
38.	Will LNG be used straight away?	Vessel	We are currently investigating options but it is likely that LNG will be used within the first few months of the vessel entering service.
39.	How accessible is the vessel for disabled/wheelchair users?	Vessel	The two vessels will be the most accessible in the fleet. There are 3 passenger lifts and 4 passenger staircases that can take passengers from the car deck (deck 3) to the first passenger deck (deck 5). Also, the two aft lifts can go all the way up to the external seating area on Deck 7. There is also a staircase and lift that will take passengers from Deck 5 to the observation lounge on Deck 6.
40.	Will the vessel be able to berth at Uig?	Vessel	Yes, the vessel will be able to berth. They have been designed to fit the current infrastructure geometrically however to maximise the operational performance harbour works are required.
41.	What is vessel 802 going to be called?	Vessel	CMAL will do an online poll with 4 popular names. The public will have a chance to vote for their favourite and the winner of the poll will be what the vessel gets called.
42.	Is the passenger internals similar to Loch Seaforth?	Vessel	Yes, the look and feel is similar to Loch Seaforth, which we feel has worked well.
43.	How is the vessel evacuated?	Vessel	The vessel has two Marine Evacuation Systems (MES) – one port and one

Item	Question	Reference	Response Provided
			starboard. In an emergency, passengers will be escorted to these stations by the crew. Passengers slide down into rafts which have been deployed from Deck 7. The Fast Rescue Craft (FRC) is also deployed and attaches onto the life rafts. Once the rafts are filled with people the FRC will tow the rafts to safety.
44.	How much space is there for pets?	Vessel	There is currently two pet areas in the Aft Lounge on Deck 5 (one port, one starboard). This equates to 39 seats. There will also be an overspill area around the family area for pets.
45.	What makes this vessel better than the previous vessel on the route?	Vessel	<p>The vessel:</p> <ul style="list-style-type: none"> <li>• Is fully accessible for disabled/wheelchair users</li> <li>• Has more modern passenger and crew accommodation</li> <li>• Has increased and more modern facilities onboard</li> <li>• Is more fuel efficient and gives off less harmful emissions</li> <li>• Has increased redundancy of machinery systems</li> <li>• Has increased garage height</li> <li>• Has increased vehicle carrying capability</li> <li>• Is built to improved modern safety standards</li> <li>• Has an open vehicle deck without centre casing that restricts space</li> </ul>
46.	Can we please give consideration at future consultation/communication events to accessibility of the display material for those who have a physical disability (eg. position and height of display boards).	Tarbert / Uig / Lochmaddy	This is noted and we acknowledge that there was a problem at the last series of events. At future events, we will endeavour to make the display material accessible. If this is not possible, we will make alternative arrangements so that the material can be viewed by anyone who cannot access any of the displays (eg. by providing alternative material with the same content).
47.	Can we provide 24 hour access to the proposed Changing Places facility at Tarbert ?	Tarbert	The decision on restricting availability to the opening hours of the ferry terminal was made following Changing Places Consortium advice, and on the basis of making sure there is always someone available should assistance be required or problems with the facility being noted. This approach mirrors that adopted elsewhere.

Item	Question	Reference	Response Provided
			We note the suggestion to engage with a third party to provide 'coverage' outwith ferry terminal opening hours, however this would be difficult to accommodate as this is part of the main building and would require allowing a 3rd party to access the building unsupervised.
48.	Can you confirm whether the upstairs area of the proposed terminal building will be used as a working area for staff ?	Tarbert	<p>The original intention was that the attic area would be used for plant and equipment only and that external stairway access would be provided for occasional access only by maintenance personnel.</p> <p>There has been subsequent consideration to providing some useable space (offices) on the first floor. Advice from building control is that, although an internal stairway would be required for this, a lift would not be required as long as equivalent facilities were available on the ground floor to accommodate an employee or employees with a disability. We acknowledge that there are concerns that this is not an inclusive approach and that for a new building we should be aiming for a situation where any employee can access anywhere in the building.</p> <p>We would stress that consideration of using the attic space is an option only at this stage and no decision has been taken. We will feed the comments on access and inclusion into the review process.</p>
49.	Can you confirm where accessible parking spaces will be situated at the proposed new terminal building ?	Tarbert	At present, we have concentrated on the location of the building and internal layout and have not considered the layout of parking in any detail. This will be considered in the near future and accessible parking shown on layout plans.
50.	How are the existing storage facilities in the existing CMAL terminal building being catered for elsewhere? Do CFL have any requirement to relocating this storage facility or will the opportunity to use this storage area be removed?	Uig/Operations	Throughout the project via liaison with CFL requirements are being incorporated into the new ferry terminal building.
51.	As the approachway widening construction works are carried out in sections, will consideration be given to temporary berthing to the newly constructed sections? How will these new sections cater for larger vessels with regard to sufficient dredge depth?	Uig	<p>Whilst some disruption is inevitable and unfortunately unavoidable with this scale of works, this will be minimised as far as practicable and consideration will be given to providing temporary berthing to the newly constructed sections and to the dredge requirements to accommodate the range of vessels.</p> <p>Temporary berthing is proposed to be accommodated at the seaward end of the existing pier. This will have the deepest available depth for berthing larger vessels.</p>

Item	Question	Reference	Response Provided
			It is also intended to include temporary moorings during the construction phase which if used will attract a discount from the standard harbour dues.
52.	Can Highland Council provide details of the profit that all their harbour facilities make? It would be interesting to know how profitable Uig Harbour is given that there is no additional Capital expenditure proposed to enhance the facility other than for the new vessel.	Uig	The financial details of the profitability of Highland Council Harbours will be presented and discussed at the next Uig Harbour Users meeting.
53.	What is the extent of the solid sheet pile bank seat? Will it be sufficient width to reduce the effects of the new vessel thrusters and the sediment effects from ferry backwash? Would extending the solid sheet piling improve the sediment effects for other Harbour Users?	Uig	The final size of the bankseat is still to be determined, however this will require to extend at least the full width of the single lane linkspan and will provide some reduction in propeller wash from the new vessel.
54.	Will an independent design risk assessment/audit be carried out for the new elements of the infrastructure improvements? Would this be carried out by Drennan Marine Consultancy Ltd similar to the review of the approachway berthing on open and closed face berthing structures?	Uig	No independent risk assessment audit is proposed. The designers risk assessment produced by AECOM will be updated as design progresses and will be reviewed by The Highland Council.  Design is carried out to comply with current design regulations, design guidance and approved code of practice.
55.	Would chevron parking bays with one way aisle within the new drop off area provide a better layout and reduce the footprint of the land reclamation required?	Uig	The final design for the car park/drop-off areas is still to be undertaken. This comment will be forwarded for the design team to consider.
56.	Pedestrian connectivity should be considered carefully to include likely pedestrian desire lines/routes which should include consideration of a central crossing point within the drop off area.	Uig	The final design for the car park/drop-off areas is still to be undertaken. This comment will be forwarded for the design team to consider.
57.	When will the construction works start and how will they be phased?	Uig	Construction works are currently proposed to commence in late 2018/early 2019, however dates will be subject to any impacts from consenting and funding.
58.	Will marine mammal observations be made at Uig during the construction works?	Uig	All legislation including Marine Scotland MMO requirements will be fully met by the Principal Contractor.  An assessment of the potentially significant effects on Marine Mammals is currently being undertaken, including consideration of potential effects on Harbour Porpoise, which is a designated species of the Inner Hebrides and

Item	Question	Reference	Response Provided
			<p>Minches SAC.</p> <p>This is being supported by underwater noise propagation modelling. An appropriate programme of Marine Mammal mitigation will be set out within the EIA, whilst we cannot pre-judge the outcomes of the EIA, it is likely that the mitigation measures will include the presence of Marine Mammal Observer(s) during activities likely to generate underwater noise e.g. piling works.</p>
59.	Which heavy metals have high levels in the sediment at Uig? A member of the public noted that the high Chromium levels could be due to the basalt in the area.	Uig	<p>A sediment sampling programme has been undertaken both at the disposal site and relating to sediments at the pier. Chemical and biological analysis is currently being carried out for samples taken from the search area for the disposal site. Chemical analysis of sediments from the pier is also currently being undertaken. These analysis results will be reviewed and evaluated by our team of technical specialists, including our ground contamination and geology team.</p> <p>Recorded levels will be considered within the context of surrounding natural sources and geology.</p>
60.	How will dredge disposal operations affect foreshore properties and the planned fish farm in Uig Bay? Is there a risk of the dredged material being washed ashore during storm events?	Uig	As item 8 above.
61.	Will the results of the EIA and associated surveys and modelling be made available to the public? Will this information be accessible to members of the public or presented in technical language?	Uig	<p>The EIA report will be a public document and will be included as part of the consent application submission. Consultation is a key part of EIA.</p> <p>Copies will be made available at public locations and online. There will also be Non-Technical Summary document provided with the EIA Report, which will provide a summary of the environmental issues which have been considered</p>
62.	How will the infrastructure improvements help accommodate the increased numbers of tourists in Skye?	Uig	The harbour redevelopment will accommodate larger numbers of vehicles and passengers than at present, through increased marshalling, more parking and a larger terminal building.
63.	A local resident expressed concern about light from the fish farm feeding barges and the pier at night for properties along the shore. They weren't sure who they should talk to about this.	Uig	The issue should be raised with the Uig Harbourmaster who will consider if anything can be done to improve the situation.
64.	Are the existing boat steps simply going to be replicated in	Uig	The design of the new boat steps is on-going, however, it is unlikely to be of the

Item	Question	Reference	Response Provided
	the new design?		<p>same design as the present structure. Consideration will be given to more platforms at closer spacing than at present and recessed fendering to make vessel access easier.</p> <p>A pontoon has been considered to replace the existing steps, however, this is not deemed to be suitable for the wave climate in the inner harbour and would require a larger amount of quayside than an equivalent boat steps structure.</p>
65.	Will a pontoon not provide better, lower risk access to harbour users than steps?	Uig	A pontoon has been considered but is not deemed to be suitable for the wave climate in the inner harbour and would require a larger amount of quayside than an equivalent boat steps structure.
66.	Is there a possibility of moving the location of the boat steps/providing pontoon access further landward i.e. near the “chicane” or with an access gangway off the edge of the marshalling area near the fisherman’s compound?	Uig	The current position of the boat steps is considered to be at the optimum location as it will cater for all vessels which require to use the structure and has sufficient depth of water available at all states of tide.
67.	Is there sufficient depth at the proposed drying out berth for larger vessels? If not could dredging be undertaken?	Uig	The proposed dredging work will replicate the existing dredged footprint and depth.
68.	Where will goods which are currently delivered to existing CFL terminal building be stored? (palletised)	Uig	Throughout the project via liaison CFL requirements are being incorporated into the new ferry terminal building.
69.	Can the dredging of the pocket in the Inner Harbour to suit approachway widening be undertaken without a dredging disposal site being confirmed?	Uig	If no dredging disposal site is available at the time of dredging of the inner harbour, alternative disposal solutions will be adopted, this may include temporary storage/reuse through to disposal to landfill as a last resort.
70.	Is there a possibility of another meeting with Tom Drennan present?	Uig	There is currently no requirement for Tom Drennan to attend a future meeting, however, if independent marine advice is required in the future for the project then Tom Drennan’s advice and attendance would be considered.
71.	Wind-driven spray which can travel across Uig Bay to local residences from overtopping of the solid approachway occurs in storm events, will this not be an issue (albeit in a different location) with the proposed solid ferry berth pier widening?	Uig	Consideration will be given during the design of the solid structure and wall having regard for wave overtopping and spray.
72.	What is the routeing of foot passengers if accessing the terminal building from the footways on the local trunk road i.e. would they still have to cross the trunk road and/or cross the 2 new junctions of the proposed marshalling area and	Uig	The final design for the car park/drop-off areas is still to be undertaken. This comment will be forwarded for the design team to consider.



Item	Question	Reference	Response Provided
	entrance to car park/drop off area?		
73.	Is there a possibility of a second fuel berth?	Uig	AECOM presented their Additional Fuelling Points technical note at the Harbour Users and Community Group Meeting on 17 January 2018 where the provision of a new second supply line was considered which could connect into the existing MGO tank and the second fuel point could be located between the existing steps eastwards to the end of the pier. The works required to provide this will be out with the scope of the project and could not be funded by Transport Scotland. However, an additional fuelling berth will be considered if there is a business case which can demonstrate that any expenditure to provide this facility was financially beneficial to Highland Council.

## **Appendix F - Uig Community Council Questions and Responses**

Project: Uig Pier Redevelopment  
Uig Community Comments on the Highland Council Proposals

UCT/AN/05Mar2018

Item	Current Comment	Justification (for eligibility for ferry upgrade related funding)	THC Response
1. Demolition of defunct fuel tanks and appropriate remediation of contaminants	We welcome HC's proposals to require the Project contractor to demolish the defunct tanks and appropriately remediate contaminated areas. We think the area occupied by the defunct tanks should be zoned for vehicle parking and for related uses such as park-and-ride services to local beauty spots.	Resolves a legacy issue from a previous generation of ferries, recognising also that this Project currently envisages installing new LNG fuel tankage for the new ferry	As part of the Uig Development Brief Consultation Draft which was presented at Isle of Skye and Raasay Committee on 4 June 2018, this area has its preferred use zoned as car parking. The proposal to relocate the vehicle parking within the marshalling area to this area behind the existing terminal building is currently unable to be considered until such time as Transport Scotland commit to the funding for the new terminal building which would provide the mechanism for HIE releasing this area of land for development for vehicle parking. THC is currently progressing the current parking proposals to ensure certainty over delivery.
2. Demolition and remediation of the existing CMAL terminal building	We welcome CMAL's commitment to demolish and remediate the area occupied by the existing terminal building following re-location of Calmac and the Fire & Rescue Service. We think this area should be zoned for an extension of retail/starter business units.	HC's proposals include a new terminal building. Accordingly, decommissioning of an asset that will no longer be needed and which has significant structural/contamination risk issues, should be an integral part of the Project to prevent new blight.	<p>The existing terminal building is owned by CMAL who will be unable to commit to releasing the site until funds are secured from Transport Scotland for a new terminal building and the associated demolition costs.</p> <p>This area has been zoned in the Uig Development Brief Consultation Draft which was presented at Isle of Skye and Raasay Committee on 4 June 2018 as two options:</p> <p>Option 1: Brewery (or similar single commercial occupier) with associated retail/tourism uses on ground floor facing the seafront.</p> <p>Option 2: Mixture of retail/tourism uses on ground floor with residential component facing seafront with smaller commercial units behind.</p>
3. New terminal building	We welcome HC's proposal to construct a new terminal building and for it to be managed in a way that provides extended hours public convenience/showers/motor-home wastewater disposal	The new terminal building is essential in order to re-house the existing terminal operations out of a life-expired building and to provide future-proofed capacity to	The new terminal building design is being progressed and construction will be subject to funding from Transport Scotland. During consultation with Scottish Water with regard to

Item	Current Comment	Justification (for eligibility for ferry upgrade related funding)	THC Response
	facilities. The building will be in a prominent location and should, we think, provide a welcoming and positive impression of the Ferry Port. It must not be a plain shed.	deal with the new ferry traffic.	the new toilet facilities within the new terminal building, Scottish Water have advised that no campervan chemical toilets or similar will be permitted to discharge to the septic tank or upstream network under any circumstances. No shower facilities are proposed for the toilets within the new terminal building, however, provision will be made for a changing places facility.
4. Ferry traffic marshalling area	<p>We are concerned about the vast extent of this area and the likelihood of a very austere outlook. We think consideration should be given to:</p> <ul style="list-style-type: none"> <li>- tarmac surfacing in phases as traffic levels increase</li> <li>- including landscaped strips with suitable trees/shrubs</li> <li>- including clearly marked pedestrian crossing corridors</li> </ul>	We understand that the currently indicated extent is needed to future-proof terminal capacity.	The final design for the car park/drop-off areas is still to be concluded. Consideration will be given to improving the amenity of the marshalling area with a civic area beside the new terminal building, 2-3metre wide walkway along the eastern edge of the marshalling area and consideration of pedestrian connectivity within the marshalling area.
5. Car parking	We are concerned about the extent of new car parking spaces shown on HC's proposals between the new and existing terminal building. We think that this will exacerbate the austere outlook created by the marshalling area. We think that efforts should be made to move most of the long-stay and short-stay car-parking, together with associated circulation access roads, to the hinterland area west of the existing terminal building. We think the existing public conveniences should be demolished once replacement facilities are made available from the new terminal building.	HC's current proposals require the existing long-stay car park spaces to be re-located in order to provide the future-proofed ferry traffic handling capacity. Additional short-stay car parking for terminal visitors and staff is also needed in order to future-proof the ferry terminal capacity.	This will be considered, however, as detailed in item 1 & 2 above, HIE currently owns the site to the west of the existing terminal building. The aspiration of the community, which is shared by the Council and HIE, is for new commercial development to be located on the land of the existing terminal building and to the west of this area and further west for additional parking. However, without the commitment of CMAL to sell the building and land, HIE are obliged to ring fence their vacant site to accommodate the potential expansion of the Isle of Skye Brewery.
6. Large Commercial Vehicle parking	HC's current proposals include a bank of spaces for 10 LCVs in a prominent location right at the Uig Ferry Port entrance. We are concerned about the visual blot this will create for some residents and the generally adverse visual impact this will have at	HC's current proposals require the existing LCV spaces to be re-located and increased in number in order to future-proof ferry traffic marshalling capacity.	The proposed location of the drop trailer area is critical to the effective operation of the marshalling area. If the drop trailer area was considered to be relocated elsewhere within the marshalling area, additional land area and land reclamation would be required to

Item	Current Comment	Justification (for eligibility for ferry upgrade related funding)	THC Response
	the entrance to the Ferry Port. We think some less visually intrusive location should be found for these "long-stay" LCV spaces.	(We understand that the current use of LCV spaces on a long-stay basis is not supposed to happen but nevertheless does so.)	accommodate the space required for safe manoeuvrability of the HGV vehicles. The current location also provides separation from passengers and passenger vehicles and reduces the likelihood of conflicts. If the HGV drop trailer area was located out with the marshalling area the efficiency of the loading/offloading operations would be reduced. Consideration will be given to screening to reduce the visual impact of the HGV drop trailer parking.
7. Perimeter walkway	We welcome HC's commitment to provide a perimeter walkway from the pier, alongside the fishermens' compound and around the marshalling area back to the A87 at the Ferry Port entrance. We think this should include some landscaping with trees/shrubs and benches to soften the austere environment created by the marshalling area.	HC's current proposals require the existing perimeter walkway to be re-located in order to provide increased ferry traffic marshalling area. The proposed landscaping is a direct consequence of the austerity created by the much-increased marshalling area.	Unfortunately trees/shrubs are unlikely to survive given the extreme climate effects likely to be experience at such a location within the marshalling area. However, consideration will be given to the installation of benches.
8. Fishermens' compound	HC's latest proposals suggest this will be of the order of 47 by 16 metres (i.e. 750 m2 in total or is the rectangular shape on the plan within the compound intended for harbour authority use?) whereas the existing is about 22 by 32m (i.e. 700 m2). The narrower width will make it important to zone the layout of containers and equipment in consultation with the fishermen – and before construction starts. We have yet to understand HC's proposals for the adjacent drying-out berth. A vessel using this berth needs to be able to tie-up securely and lean on a supporting structure – and to have crane access for removing an engine etc.	HC's current proposals require that the fishermen's compound and drying-out berth be re-located in order to provide the increased ferry traffic marshalling area and the two-way roadway for ferry traffic on the pier.	The intention is for the fishermen's compound area to be approximately 47metres x 16metres. The harbour users will be consulted with regard to the layout of the marshalling area.  The arrangement of the dry berth area will be similar to existing where a vessel using the berth has the ability to tie-up securely on bollards adjacent to the berth and crane access being available.
9. Small boat access facility (including for tourists, small	We are dismayed by HC's current proposal to replace the existing steps. Those steps pose serious risks now, especially to tourist trip boat passengers who are not seafarers, but also to others.	HC's current proposals require that the existing steps be demolished in order to provide the two-way roadway for ferry traffic on the pier.	As previously advised, a pontoon has been considered to replace the existing steps, however, this is not deemed to be suitable for the wave climate in the inner harbour and would require a larger amount of

Item	Current Comment	Justification (for eligibility for ferry upgrade related funding)	THC Response
<p>work boats, the landing of emergency casualties and small boat access for the disabled)</p>	<p>HC's marine risk consultant indicated that steps were an inappropriate means of providing access to small boats – and pointed to HSE and Marine Information Notes which support that view.</p> <p>HC's proposed replacement steps might address the fender issue which causes people boarding or landing to have to make a leap across a wide gap – but they will still need to make a leap between a pitching boat and a narrow step when the tide covers the intermediate platforms. This is not acceptable on health and safety grounds. It completely ignores the needs of the disabled and emergency casualties.</p> <p>A small boat access facility is needed but, as suggested by HC's marine risk consultant, we firmly believe that this should be pontoon based so that people can board from a pontoon that rises and falls with the tide. Our preferred location would be close to where the steps are presently located but alternatives do exist and might provide clearer separation of tourist/small boat use and heavier fishing/commercial boat use. Those locations include adjacent the pier widening/fishermens' compound and north of that.</p> <p>Uig fishermen have indicated that they would be content to see the steps removed provided a heavy-duty pontoon that can accept 8m long fishing boats alongside is provided for small boat access.</p>	<p>Accordingly, a replacement small boat access facility is needed.</p> <p>It should not be steps – that would reinstate a facility which does not meet modern safety good practice.</p> <p>It should be a pontoon-based facility which does meet modern safety good practice. Various configurations of pontoon bridge are available to minimise the length of quay-side that would otherwise be occupied by such a small boat access facility. It would be a pontoon suitable for small boat access NOT for deep keel yachts.</p> <p>We also understand that HC harbour staff are now routinely refusing to issue instructions to boats to keep clear of the steps except when landing or boarding. The consequence is that large commercial fish farm boats are now routinely mooring in a manner that blocks access to the steps by small boats. Small boats then have no satisfactory means of landing or boarding tourists or emergency casualties. It is a matter of significant concern that small boats with non-seafarers, or boats with a casualty, could enter harbour when no harbour staff are on duty and find no ready means of landing those people safely. HC should brief its harbour staff on the need to operate the pier in the interests of all users. And design should aim to design-</p>	<p>quayside than an equivalent boat steps structure.</p> <p>However, following the public consultation at the end of February 2018, and following the concerns raised by the harbour users, the new boat steps have been revised with an increase in the number of platforms which provide more safe access points at different tide levels.</p>

Item	Current Comment	Justification (for eligibility for ferry upgrade related funding)	THC Response
		out the problem completely.	
10. Fendering/Moorings etc for Fishing/ Commercial Boat Berths	<p>We welcome HC's proposal to review proposals for fendering, moorings, ladders, lighting etc for all of the northern and eastern fishing/ commercial boat berths with local harbour users.</p> <p>HC's marine risk consultant has identified in outline the facilities needed to meet modern safety standards. It has been identified that existing berths, particularly at the eastern end, have deficient moorings and fenders at overly wide centres which leads, on occasions, to small boats being sucked underneath piled pier structures.</p>	<p>HC's current proposals require that the existing berths be relocated in order to provide the two-way roadway for ferry traffic on the pier.</p> <p>We understand that HC have accepted the safety case aspect to not providing the facilities on a like-for-like basis if, as is the case here, that would not meet modern safety standards. We agree with that.</p>	The detailed design is being progressed to include the previously agreed arrangement where the open berth structure would provide fender spacing along the full length with closer spacing to suit short, medium and long length vessels in different sections of the pier.
11. Ferry berth wave protection	<p>We welcome HC's proposal to provide a solid face to the western side of the ferry berth. We think this is appropriate in order to permit the new ferry to be berthed when high winds from the WSW-WNW would otherwise create high waves at the berth.</p> <p>We understand that the new solid facing will connect seamlessly with the solid section of the pier approach-way so that wave protection will also be afforded to all of the berths on the pier north face. We welcome that.</p>	We understand that the latest wave climate analysis has indicated that this work is essential in order to operate the new ferry reliably.	The improvements to the berthing structure will provide a solid structure extending as far as the existing outer berthing dolphin which provides the required berth strengthening and also brings improvements to the environmental conditions at the berth.
12. Fuelling berths	We welcome HC's willingness to examine further whether a second fuelling berth can be created. We suggest this must include suitability for fuelling small boats (i.e. incl. a small-bore hose at a suitable location).	The existing fuelling berth is adversely affected by the ferry wash. This is set to get much worse due to a more powerful ferry and the solid protection to the ferry berth which together could dramatically increase the ferry wash effect on vessels at the fuelling berth.	As previously advised the works required to provide this additional fuelling berth will be out with the scope of the current project. An additional fuelling berth will only be considered if there is a business case which can demonstrate that any expenditure to provide this facility was financially beneficial to Highland Council.
13. Pier-head berths	We understand that HC's proposals now include re-location of the link-span 10m or so north of its	The new ferry, coupled with proposals for a solid faced ferry berth and a re-located	The installation of a solid sheet pile bank seat will reduce the effects of the new vessel thrusters and the



Item	Current Comment	Justification (for eligibility for ferry upgrade related funding)	THC Response
	<p>current location with a new sheet-piled bank seat.</p> <p>We are nevertheless dismayed to learn that sheet-piling will not provide a solid face connection with either the solid pier approach-way or the existing fuelling berth. This configuration will, we believe, greatly exacerbate conditions for vessels on the northern and eastern berths. The wash from a more powerful ferry would go around either side of the new bank seat and result in concentrated water jets impinging on vessels at those berths as well as causing unnecessary siltation of the berths.</p> <p>We remain of the view that both the northern and eastern faces of the pier head should be fully protected from the wash and sediment transfer impacts of the new ferry. We commend again a solution such as outlined in our proposals of 29Jan2018 which envisaged the ferry wash being directed to a discharge path that would take water and sediment harmlessly south of the pier approach-way.</p>	<p>link-span, will greatly exacerbate wash and sediment transfer impacts on the pier head berths. Accordingly Project funding should, we think, be forthcoming to mitigate those impacts.</p>	<p>sediment effects from ferry backwash. However, the issue of the impacts of the wash and sediment transfer impacts of the new ferry will be raised with CFL.</p>
14. Dredging of Fishing/ Commercial Boat Berths	<p>We do not think that HC's current stated policy of "The only additional dredging is to replicate existing conditions" is sensible or acceptable.</p> <p>The ferry upgrade works require fishing/commercial boat berths to be re-located because of the pier approach-way widening. Some berths will be lost. This will inevitably lead to an increasing incidence of small fishing boats having to be rafted three abreast rather than two abreast as at present. Simply widening the dredged channel north of the pier by 6m equivalent to the width of the approach-way widening will not be sufficient. Boats will not then always be able to</p>	<p>HC's current proposals require that the existing berths be relocated in order to provide the two-way roadway for ferry traffic on the pier. This and the pier approach-way widening will lead to an increased incidence of rafting boats three abreast and indicate that the navigable channel should be widened by, say, 12m.</p> <p>The berths should be dredged to appropriate operational depths as part of the Project as otherwise there is a risk of the Port not being able to discharge its conservancy duties to keep the harbour</p>	<p>The intention is that the new proposals will not reduce the operational capacity of the existing harbour or introduce operational restrictions.</p> <p>As previously advised, to increase current dredge depth would be out with the scope of the project and there is no availability of funds to carry out these improvement works. However, the issue highlighted with regard to the rafting width will be considered to ensure there is no reduction in the existing operational capability of the harbour.</p>

Item	Current Comment	Justification (for eligibility for ferry upgrade related funding)	THC Response
	<p>pass rafted boats and approach the western-most berths or the drying-out berth.</p> <p>We think that widening the dredged channel by 12m and ensuring that all navigable areas are dredged to a depth appropriate for operational purposes (e.g. 3m below Chart Datum for commercial boats, 2m below CD for small boats, 3m above CD for the drying-out berth) is the right policy. Otherwise the pier upgrade will leave a quite unnecessary maintenance burden and risk of operational restrictions.</p> <p>It is clear that a high proportion of dredging costs is incurred in mobilising and demobilising equipment. Accordingly, in the absence of sound data about siltation rates, it is appropriate to plan dredging so that all dredged harbour areas are left at their operational depths at the same time.</p>	<p>in a fit state and open to all users.</p>	
15. Crane	<p>Many Scottish harbours have cranes that can be used by appropriately qualified and insured fishermen to offload catch and load supplies.</p> <p>We think that HC should be pro-active firstly in investigating what needs to be done to bring the crane back into use. Secondly, an oft-repeated point that we have made, is that HC as harbour authority should convene a Harbour Users Consultation Group to thrash out detailed issues such as a Safe Operating Procedure, Training, Annual Certification and Insurance related to use of the crane. We are not aware of this type of consultation, which is good practice advocated by the Port Marine Safety Code, having been done in recent years.</p>	<p>The new ferry, including re-location of the link-span, will leave the crane in an un-useable location. We believe re-location should be eligible for ferry-upgrade related funding but if there is other maintenance back-log work then that should be for the harbour authority's account.</p>	<p>As previously advised the crane is currently disused due to H&amp;S compliance and insurance issues. The Council are unable to insure fishermen to operate Council machinery and the fishermen would require to obtain insurance. The relocation of the crane will be reviewed if the insurance issue is resolved and any proposed relocation will be agreed in consultation with the Uig Harbour Users and Community Group.</p> <p>Harbour User meetings with Highland Council Harbours are organised when requested by the Harbour Users and these meetings cover the operational aspect of the harbour. Given the issues raised, a meeting will be arranged by THC Harbours in the near future.</p>

## **Appendix G – Community Event January 17<sup>th</sup> 2018 Notes of Meeting**

**Scheme:      UIG HARBOUR INFRASTRUCTURE IMPROVEMENTS  
HARBOUR USERS AND COMMUNITY GROUP MEETING  
UIG COMMUNITY HALL, UIG**

**NOTE OF MEETING  
5pm – 7pm 17 January 2018**

Redacted

	<b>Item</b>	<b>Action</b>
<b>1.</b>	<p><b>Introduction</b></p> <p>Those attending introduced themselves.</p> <p>The Harbour Users and Community Group confirmed that they supported the development upgrade works, provided there is no detriment or it does not impact on the harbour user industry and community.</p>	

	<p>A question was raised as to whether CMAL/CFL would consider purchasing Uig Harbour. Colin Howell, THC, stated that CMAL/CFL are moving away from further purchase of assets.</p> <p>The Harbour Users and Community Group asked if they could get information from THC on which of the THC owned piers are profitable and which are not profitable. A request can be made to the Council Harbours Section.</p> <p>A statement was made that the tourist vessels paid double the harbour dues than the fishing vessels at Uig. THC will pass this to the Council's Harbours section.</p>	
<b>2.</b>	<p><b>Project Update</b></p> <p>A Maciver, THC, gave an update and confirmed that following the last Harbour Users and Community Groups meeting in October 2017, the concerns and issues raised had been considered and technical notes had been prepared by AECOM to inform a review of the technical aspects and costs associated with their concerns and these technical notes would be discussed during the meeting.</p>	
<b>3. i.</b>	<p><b>Approachway Widening – Approachway Opened Piled and Closed Face Alternatives</b></p> <p>AECOM presented their technical note on the berthing concerns of an open and closed berthing structure and Tom Drennan presented his Independent Review of the approachway widening proposals of an open and closed berthing structure.</p> <p>The fishermen confirmed that the issue for berthing vessels was not flow of water along the pier face or under the pier but in fact the spacing of the current vertical timber fender piles that the fishermen state are spaced too far apart particularly at the shore end of the approachway for the smaller vessels using the facility.</p> <p>Following discussion it was generally agreed that the open berth structure would be acceptable provided the fender spacing would be considered for the full length of the open berth structure with closer spacing to suit short, medium and long length vessels.</p> <p>AECOM to provide updated approachway layout drawings showing setting out of timber fender piles but without the steel sheet pile skirt or baffle options which were agreed at the meeting were not necessary over the current berthing/mooring length on the approachway.</p>	<b>AECOM</b>

	<p>The lack of berth space at the fishermen's berthing area was discussed and it was agreed that a sheet pile skirt from the existing steps eastwards to the end of the pier would be considered. There is an issue with the boat thrusters creating large swell under the pier which means that vessels cannot moor safely when the CFL vessel is berthed.</p> <p>Formalising the berthing from the existing steps eastwards to the end of the pier would provide replacement berthing for fishing vessels from the length of berthing lost from the land reclamation and would provide temporary berthing during the construction works.</p> <p>It was stated that fish farm vessels and fishing vessels currently berth at the existing boat steps. While these vessels are berthed this prevents access to the boat steps for the tourist vessels. This is an operational concern that should be addressed by THC Harbour Master.</p> <p>There were discussions regarding extending the sheet pile skirt around the existing fuelling berth, to prevent silting from the new vessel thrusters. It was agreed that this would be considered, however, it would be difficult to justify for funding as part of this project.</p> <p>Post meeting – Following the Harbour Users and Community Group meeting in January 2018 and review of the wave modelling, the proposals have been revised to include a widened solid wall ferry berth and linkspan set back with sheet pile bank seat. These improvements will reduce the effect of storm waves on vessels and protect the easterly berths from climate impacts. The installation of a solid sheet pile bank seat will reduce the effects of the new vessel thrusters and the sediment effects from ferry backwash.</p>	
3. ii	<p><b>Steps</b></p> <p>AECOM presented their technical note on the Optioneering for New Boat Steps at Approachway Widening and the replacement of the existing steps with open or closed face piles was discussed. Given Tom Drennan's recommendation to provide a hinged walkway with pontoons, it was agreed that this should be considered as an option to replace the steps. This may require a vertical single pile c/w navigation light to protect the pontoon from vessel impact. It was agreed that this option would assist both tourist boat operators and fishing vessels. AECOM to review location and length of pontoon and location and orientation of access gangway to limit loss of berth space on the approachway.</p> <p>Post Meeting – The proposal for the pontoon has been reviewed in</p>	<b>AECOM</b>

	<p>detail and it is considered that the wave climate, even following redevelopment of the pier, would be unfavourable for a pontoon. The reliability of maintaining a working floating pontoon is considered unsustainable in terms of maintenance and cost. Also, the use of the pontoon as emergency access would be unsuitable because of the slopes the pontoon would need to be installed at to limit berthage loss on the pier. The means of emergency access would require to be appropriate for the emergency services and at most states of the tide this would be in excess of 1:10. The potential loss of berthing will be greater with a hinged walkway and pontoon compared to new steps and any loss of berth is a major consideration for all harbour users. Also, the installation of a pontoon would require additional investment and this would be deemed as non-ferry infrastructure.</p>	
<b>3. iii</b>	<p><b>Pier Furniture</b></p> <p>Consideration will be given to additional fender piles, bollards, mooring rails, ladders, water and electrical connection points and any proposed additional provision will be agreed in consultation with the Uig Harbour Users and Community Group.</p>	<b>THC/ UHUCG</b>
<b>4.</b>	<p><b>Construction Works Disruption – Additional Harbour Moorings Technical Note</b></p> <p>AECOM presented their Additional Harbour Moorings technical note.</p> <p>It was agreed that moorings within Uig Bay were considered helpful if provided as part of the proposal and would include a 25% reduction in the harbour dues paid for by the fishermen. The additional moorings would be removed following construction and stored to be used for spare parts. The annual cost of inspection and maintenance would be too high to keep in place following the end of the construction works.</p> <p>It was also agreed that a stakeholder group with the harbour users and community group would be set up by the contractor as a requirement during the construction works and would be written into the contract. AECOM stated that this will be a live construction project and that some disruption to the harbour users will take place during construction. AECOM to include in the contract that disruption to the harbour users must be kept to a minimum and contractor to include limit to disruption in their programme and construction methodology.</p>	<b>AECOM</b>

5.	<p><b>Slipway – Upgrade of Existing or Provision of New Slipway Technical Note</b></p> <p>AECOM presented their Upgrade of Existing or Provision of New Slipway technical note.</p> <p>During discussion it was clear that the slipway would not be justifiable to Transport Scotland for inclusion in the works. This would be considered as a separate project if the funding became available. However, any works should not preclude the construction of a slipway. THC stated that if the Community Group developed an economic business case for the construction of a new slipway or upgrade of the existing slipway then this will be looked at by THC.</p>	
6.	<p><b>Additional Fuelling Berth – Additional Fuelling Points Technical Note</b></p> <p>AECOM presented their Additional Fuelling Points technical note where the provision of a new second supply line had been requested which could connect into the existing MGO tank and the second fuel point could be located between the existing steps eastwards to the end of the pier. The works required to provide this will be outwith the scope of the current contract. An additional fuelling berth will be considered if there is a business case which can demonstrate that any expenditure to provide this facility was financially beneficial to Highland Council.</p>	
7.	<p><b>Pontoons – Optioneering for Pontoons in Uig Bay Technical Note</b></p> <p>AECOM presented their Optioneering for Pontoons in Uig Bay technical note with the three costed options for introduction of a system of pontoons in the harbour. The costs included for supply and installation of pontoons, access gangway, vertical support steel tubular bearing piles. AECOM explained that traditional marina pontoons are only designed for a wave height of 300mm. As the maximum observed wave height in the sheltered Uig Bay is approximately 1000mm then these pontoons would need to be industrial open water pontoons to stop the pontoons locking up on piles with this wave height. The difference in cost between both pontoon methods of construction is significant. It was confirmed that the cost of the pontoon options would be outwith the scope of the project and could not be funded by Transport Scotland or Highland Council.</p>	
8.	<p><b>Drying Out Berth</b></p> <p>The details of the drying out berth are as previously agreed where</p>	



	<p>replacement dry berthing will be provided with a concrete base and berthing lost by the marshalling area land reclamation will be replaced. The only additional dredging is to replicate the existing condition. There is a depth of -3mCD at the old pier fuel berth. To provide -3mCD would be out with the scope of the project and there is no availability of funds to carry out these improvement works.</p>	
<b>9.</b>	<p><b>Power and Water Points</b></p> <p>The replacement of the existing power and water points would be provided along the approachway. AECOM to confirm spacing of electrical and power points to meet the full range of vessels anticipated to use the approachway berthing face.</p>	<b>AECOM</b>
<b>10.</b>	<p><b>Fuel Tanks</b></p> <p>It was confirmed that existing fuel tanks behind the existing ticket office were being considered for removal and contaminated ground issues require to be considered.</p>	<b>THC</b>
<b>11.</b>	<p><b>Walkway at East Edge of New Marshalling Area</b></p> <p>It was confirmed that consideration will be given to including a 2 metre wide walkway to the east edge of the new marshalling area to replace the existing footway connection route.</p>	
<b>12.</b>	<p><b>Power Cabinet at Bakar Bar</b></p> <p>The removal of the power cabinet would be discussed with the landowner and would be considered for relocation as part of the electrical supply/ design proposals.</p>	
<b>13.</b>	<p><b>Parking</b></p> <p>It was confirmed that the long term parking requirement of CFL regarding their crew would be provided out with the marshalling area and drop off/parking area.</p>	
<b>14.</b>	<p><b>Scheduled Bus Service</b></p> <p>It was confirmed that Citylink are being consulted regarding the proposals. The covered walkway may remove the mini bus service, however, bus timings do not always coincide with ferry arrival/departure times.</p>	

<b>15.</b>	<b>Funding and Harbour Dues</b>  TS will be funding the improvement works and these will be dependent on the scope of works and funding being ratified by CMAL and Transport Scotland. Given the Council's financial situation and anticipated Capital budget cutbacks, there are no Capital improvement works included in the proposed Capital programme other than essential works to replace the existing old pier structure.	
<b>16.</b>	<b>AOB</b>  Toilets – The aspiration of the project is to remove the current public toilets and reach an agreement with CFL to have a shared agreement with the new toilets within the new terminal building and would be proposed to be open at similar times as the existing facility operating hours.	
<b>17.</b>	<b>Date of Next Meeting</b>  There will be a community consultation event held out in Uig on 26 February 2017 in Uig Community Hall.	
Meeting Concluded		

## **Appendix H – Uig Harbour Users and Community Group Proposal Review Response**

**Scheme:      UIG HARBOUR REDEVELOPMENT**

**UIG HARBOUR USERS AND COMMUNITY GROUP PROPOSALS  
REVIEW RESPONSE**

The Requirement: Having attended a number of consultation events, we believe the main points of the proposed requirement for commercial and leisure boats can be summarised as follows:

The responses are detailed in red text below and will be dependent on the scope of works and funding being ratified by CMAL and Transport Scotland. Given the Council's financial situation and anticipated Capital budget cutbacks, there are no Capital improvement works included in the proposed Capital programme other than essential works to replace the existing old pier structure.

- berths for overnight layover of fishing boats 8 – 20 m in length, up to 5 m beam

R1 – Thank you for this information and this will be used to identify the fender spacing on the different sections of the pier. It is our intention to replace the existing fendering for the fishing berths and include additional wooden fender piles to limit the spacing between the timbers.

- berths for overnight layover of fish farm or other workboats up to 20 m 5 m beam

R2 – Thank you for this information and this will be used to identify the fender spacing on the different sections of the pier. It is our intention to replace the existing fendering for the fishing berths and include additional wooden fender piles to limit the spacing.

- 1 berth for layover of one larger vessel up to 50m? - 10 m beam?

R3 – Given the limited berth length available at Uig Harbour, accommodating this vessel is likely to be dependent on availability of berth space. Highland Council do not have funds to carry out improvements and any improvements would be out with the current project scope.

- Dredging to -3 m CD to dog leg plus sufficient dredging to allow vessels to approach drying out berths on high tide.

R4 – The only additional dredging is to replicate the existing condition. There is a depth of -3mCD at the old pier fuel berth. To provide -3mCD would be out with the scope of the project and there is no availability of funds to carry out these improvement works.

- 1 additional fuel berth (2 separate dispensers, one small bore hose to facilitate filling of smaller vessels and jerry cans)

R5 – The works required to provide this additional provision will be outwith the scope of the current project. An additional fuelling berth will only be considered if there is a business case which can demonstrate that any expenditure to provide this facility was financially beneficial to Highland Council.

- Move the crane to the berth outward from the pontoon (it will be unable to be used in its current location with the size of the new ferry)

R6 – The crane is currently disused due to H&S compliance and insurance issues. The Council are unable to insure fishermen to operate Council machinery and the fishermen would require to obtain insurance. The relocation of the crane will be reviewed if the insurance issue is resolved and any proposed relocation will be agreed in consultation with the Uig Harbour Users and Community Group.

- 1 pontoon for marine tourism boat operations (for safe transfer of passengers) and for use by emergency services (injured person transfer)

R7 – The proposal for the pontoon has been reviewed in detail and it is considered that the wave climate, even following redevelopment of the pier, would be unfavourable for a pontoon. The reliability of maintaining a working floating pontoon is considered unsustainable in terms of maintenance and cost. Also, the use of the pontoon as emergency access would be unsuitable because of the slopes the pontoon would need to be installed at to limit berthage loss on the pier. The means of emergency access would require to be appropriate for the emergency services and at most states of the tide this would be in excess of 1:10. The potential loss of berthing will be greater with a hinged walkway and pontoon compared to new steps and any loss of berth is a major consideration for all harbour users. Also, the installation of a pontoon would require additional investment and this would be deemed as non-ferry infrastructure.

- 1 drying out berth for boats up to 20m length 3 m draft with craneage for engine lift and other maintenance

R8 – The existing arrangement utilised for drying out of a 3m draft vessel will be maintained perpendicular to the existing berthing line. The current bed level is 2.3m CD. See R6 above for relocation of the crane.

- Ladders at suitable intervals for accessing berthed vessels from 8 – 20 m in length

R9 – Consideration will be given to additional ladders and any proposed additional provision will be agreed in consultation with the Uig Harbour Users and Community Group.

- Fenders, bollards and running mooring points (bull rails, mooring travellers) horizontal on pier deck and vertical on face of pier to suit vessels 8 – 20 m in length

R10 – Consideration will be given to additional fender piles, bollards and rails and any proposed additional provision will be agreed in consultation with the Uig Harbour Users and Community Group.

- Sheet pile skirtings on all open piled quay faces of the pier that are open to:

- storm waves driving into Uig Bay
- sediment transfer as a result of the ferry backwash

in order to make berths suitable for layover during storms and to prevent them silting up as a result of the increased power and prop backwash expected from the new ferry

R11 – Following the Harbour Users and Community Group meeting in January 2018 and review of the wave modelling, the proposals have been revised to include a widened solid wall ferry berth and linkspan set back with sheet pile bank seat. These improvements will reduce the effect of storm waves on vessels and protect the easterly berths from climate impacts. The installation of a solid sheet pile bank seat will reduce the effects of the new vessel thrusters and the sediment effects from ferry backwash.

A Possible Solution: is indicated on the drawing overleaf and may be summarised as follows:

- pontoon at the position of the existing steps with a bridge down to it recessed into the pier deck from a widened additional section in the older section of the pier at the western end.

R12 – Please refer to R7 above.

- It would be flanked on either side by fishing boat berths with the necessary sheet pile skirts to stop the backwash from the ferry and the waves from making the outer berths unacceptable as laying over berths. The skirt for the berths should also continue along the southern berth (current fuelling berth) to stop silt from being washed into the approach-way for the ferry. The back of the pier must be left open to allow the wash and silt to exit into the shore area behind the solid pier wall (west facing).

R13 – Please refer to R11 above.

- To allow fuel to be dispensed when the 50 m berth is in use, a second fuel point would be at one end of the pontoon on the main deck of the pier with two hoses, one 50mm for larger vessels and one 25mm hose being able to be laid out onto the pontoon for the fuelling of small pleasure boats.

R14 – Please refer to R5 above.

- Reposition existing crane to new position to allow use which will be impossible with a larger vessel approaching the ferry berth.

R15 – Please refer to R6 above.

