



UK Government

Tarbert (Loch Fyne) Harbour Authority

Proposed Marshalling Area Upgrade - EIA
Screening Report

May 2023

Tarbert (Loch Fyne) Harbour Authority

**Proposed Marshalling Area Upgrade - EIA
Screening Report**

May 2023

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	25/05/2023	GW	GC	JC	First Issue

Document reference: 107065|04|A

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	7
1.1	Overview	7
1.2	Project background	7
1.3	Purpose of this screening request	8
1.4	Structure of this report	10
2	Development Proposal	11
2.1	Site location and context	11
2.2	The Proposed Development	11
2.3	Construction activities	12
2.3.1	Construction method	12
2.3.2	Construction compound	12
2.3.3	Construction programme	12
3	Environmental considerations	13
3.1	Introduction	13
3.2	Ecology	13
3.2.1	Baseline sources	13
3.2.2	Baseline	13
3.2.3	Potential effects and mitigation	14
3.3	Archaeology and cultural heritage	15
3.3.1	Baseline sources	15
3.3.2	Baseline	15
3.3.3	Potential effects and mitigation	16
3.4	Air Quality	16
3.4.1	Baseline sources	16
3.4.2	Baseline	17
3.4.3	Potential effects and mitigation	17
3.5	Noise and vibration	18
3.5.1	Baseline sources	18
3.5.2	Baseline	18
3.5.3	Potential effects and mitigation	18
3.6	Water environment	19
3.6.1	Baseline sources	19
3.6.2	Baseline	19
3.6.3	Potential effects and mitigation	19
3.7	Landscape and visual amenity	20
3.7.1	Baseline sources	20
3.7.2	Baseline	20
3.7.3	Potential effects and mitigation	21

3.8	Population and human health	21
3.8.1	Baseline sources	21
3.8.2	Baseline	22
3.8.3	Potential effects and mitigation	22
3.9	Materials and Waste	22
3.9.1	Potential effects and mitigation	22
3.10	Material assets	23
3.10.1	Baseline sources	23
3.10.2	Baseline	23
3.10.3	Potential effects and mitigation	23
3.11	Climate change	23
3.11.1	Baseline sources	23
3.11.2	Baseline	23
3.11.3	Potential effects and mitigation	24
3.12	Major accidents	24
3.12.1	Baseline	24
3.12.2	Potential effects and mitigation	24
3.13	In-combination and cumulative effects	24
3.13.1	Baseline sources	24
3.13.2	Baseline	25
3.13.3	Potential effects and mitigation	25
4	Summary of Environmental Considerations	26
A.	Location Plan	32
B.	Proposed Development Drawing	34
C.	Environmental Constraints Map	36

Tables

Table 4.1: Summary of environmental considerations, potential effects and mitigation	26
--	----

Figures

Figure 1.1: Location of the Proposed Development.	8
---	---

1 Introduction

1.1 Overview

Mott MacDonald has been commissioned on behalf of Tarbert (Loch Fyne) Harbour Authority (THA) to complete an Environmental Impact Assessment (EIA) Screening Report for the proposed works to increase marshalling capacity at Tarbert Ferry Terminal, hereafter referred to as the “Proposed Development”.

This EIA Screening Report has been prepared as part of a formal request for an EIA Screening Opinion under Regulation 10(1) of the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (hereafter referred to as the EIA Regulations) to Marine Scotland, the consenting authority for works below Mean High Water Spring (MHWS).

A planning application (reference: 22/02514/PP) has been submitted to Argyll and Bute Council addressing the Proposed Development. Whilst this report has been prepared to address the requirements of the EIA Regulations, the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 have also been taken into account to ensure that the report meets both.

1.2 Project background

In 2022, THA commissioned Mott MacDonald to work together with a team of architects, business consultants, and tourism advisors to progress a range of proposals intended to improve Tarbert Harbour and its surrounding environment.

The focus of this report is the proposed works at Tarbert Ferry Terminal, centred at National Grid Reference (NGR) NR 87129 68888. The Proposed Development comprises the reclamation of a small area of land from the sea to construct an extended marshalling area for the existing ferry terminal. Further details are outlined in Chapter 2.

The location of the Proposed Development is shown in Figure 1.1.

Figure 1.1: Location of the Proposed Development.



1.3 Purpose of this screening request

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

The EIA Regulations form the legislative framework for undertaking EIA for certain projects and define an 'EIA project' as either a 'Schedule 1 works; or Schedule 2 works likely to have significant effects on the environment by virtue of factors such as its nature, size or location'.

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

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

- (a) any part of that development is to be carried out in a sensitive area; or
- (b) any applicable threshold or criterion in the corresponding part of Column 2 of that table is respectively exceeded or met in relation to the works.

With regards to (a), the Proposed Development is not located within a sensitive area.

With regards to (b), the Proposed Development is considered to fall under Category 13:

"Any change to or extension of works of a description mentioned in paragraphs 1 to 12 of Column 1 of this table where those works are already authorised, executed or in the process of being executed."

The relevant description is within Category 10 (g):

"Construction of harbours and port installations, including fishing harbours (unless included in schedule 1)."

Although the purpose of the Proposed Development is not to combat coastal erosion, secondary aspects of the Proposed Development may fall under Category 10 (m):

“Coastal work to combat erosion and maritime works capable of altering the coast through construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works.”

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

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

In accordance with Part 2/10(2) of the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017, a request for an EIA Screening Opinion must be accompanied by:

(a) a description of the location of the proposed works, including a plan sufficient to identify the area in which the works are proposed to be sited;

(b) a description of the proposed works, including in particular –

(i) a list of all of the regulated activities which are proposed;

(ii) a description of the physical characteristics of the proposed works and, where relevant, works to be decommissioned; and

(iii) a description of the location of the proposed works, with particular regard to the environmental sensitivity of geographical areas likely to be affected;

(c) a description of the aspects of the environment likely to be significantly affected by the proposed works; and

(d) a description of any likely significant effects, to the extent of the information available on such effects, of the proposed works on the environment resulting from either, or both, of the following: –

(i) the expected residues and emissions and the production of waste, where relevant;

(ii) the use of natural resources, in particular soil, land, water and biodiversity.

This information is provided within the subsequent chapters.

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

- Construction: Impacts that may arise from construction activities of the Proposed Development. Typically, the effects are short-term and can generally be managed through the implementation of a Construction Environmental Management Plan (CEMP). Additionally, some impacts during construction may cause permanent effects e.g., excavation and loss of an archaeological feature; and
- Operation: Impacts that may result from the operation of the Proposed Development. Typically, the effects are long term for the operational life of the project.

There are no anticipated changes to the operational activities currently undertaken at Tarbert Ferry Terminal following construction of the Proposed Development. Although the marshalling

area will have increased in size, the appearance of the port will not have significantly changed from that of the existing port. Existing assets will either be relocated or replaced like-for-like. Additionally, the Proposed Development will improve traffic safety as the number of vehicles queuing along Pier Road (A8015) will be significantly reduced. Therefore, operational impacts are not considered to be significant and are not considered further in this EIA Screening Report. The EIA Screening Request therefore focuses on construction impacts only.

1.4 Structure of this report

This EIA Screening Report is structured as follows:

- Chapter 1: Introduction;
- Chapter 2: Development Proposal;
- Chapter 3: Environmental Considerations; and
- Chapter 4: Summary of Environmental Considerations.

2 Development Proposal

2.1 Site location and context

Tarbert is a bustling harbour village in the west of Scotland with an active fishing fleet and fish quay, a busy marina, a vibrant retail offer including craft and gift shops, galleries and a range of cafes, pubs, bistros and restaurants. The village's current day economic drivers are the blue economy and the visitor economy. The village hugs the natural harbour and quayside and the ruins of the Royal Castle of Tarbert and Tarbert Parish Church dominate the skyline.

The Proposed Development (centred at NGR NR 87129 68888) is located on the foreshore immediately outside the entrance to the inner harbour at Tarbert, within East Loch Tarbert. The site is accessed via Pier Road (A8015). The Yacht Club is located approximately 10m west of the site and Prentice Seafoods is located approximately 20m north of the site. Residential dwellings are located to the south side of Pier Road (A8015), approximately 15m south of the site.

Key existing features of the site include the following:

- A reinforced concrete slipway, which is 10m wide and 45m long (much of this below MHWS);
- Marshalling area for ferry traffic with space for six vehicles;
- Parking area for 14 vehicles, which is used primarily by ferry foot passengers and those visiting Prentice Seafoods; and
- Timber waiting shelter, benches and refuse bins.

The site is owned by THA and is in use as a ferry terminal, for the Tarbert to Portavadie ferry route, operated by CalMac Ferries Ltd on behalf of the Scottish Government.

A location plan highlighting the application boundary of the Proposed Development is shown in Appendix A. Temporary working areas are not covered within this location plan as they will be agreed with THA during detailed design.

2.2 The Proposed Development

The Proposed Development will increase the marshalling capacity at Tarbert Ferry Terminal to address the current shortfall in marshalling space which leads to vehicles queuing on the public road. This issue will be exacerbated by the planned future introduction of a larger ferry on the Tarbert to Portavadie ferry route. The Proposed Development will improve traffic safety as the number of vehicles queuing along Pier Road (A8015) will be reduced. Details of the Proposed Development are outlined below:

- Increase marshalling capacity at Tarbert Ferry Terminal to accommodate the larger (25 Passenger Car Unit) ferry planned for the Tarbert to Portavadie route;
- Marshalling area extension will be constructed on reclaimed land (approximately 120m² of land below the mean high water springs (MHWS)) between the slipway and Pier Road (A8015);
- Imported fill material will be used to raise ground levels and a rock revetment will be constructed to the seaward edge of the reclaimed land. Although the size of the rock forming the revetment will be confirmed during detail design, it is anticipated that the size of rock armour units will be in the range of 300kg to 1,000kg;
- A single tree will be felled to accommodate marshalling area extension;
- The existing ferry shelter will be relocated to accommodate the marshalling area extension;

- Provision of pedestrian route along Pier Road (A8015) and between the relocated ferry shelter and the slipway; and
- Area adjacent to relocated ferry shelter landscaped with trees planted.

A map showing the Proposed Development is available in Appendix B.

2.3 Construction activities

2.3.1 Construction method

The following activities and methods are anticipated for the construction of the Proposed Development:

- Set-up site compound;
- Remove and temporarily store existing waiting shelter;
- Fell the single tree;
- Remove topsoil and superficial deposits across site and store for re-use;
- Dig toe trench for rock revetment and place rock to form toe of rock revetment;
- Sequentially place layer of fill material, add next course of rock armour, place and compact fill material behind until required finished ground level achieved;
- Re-grade overall site to required levels;
- Lay road kerbing, place sub-grade and lay surfacing;
- Reinstall existing waiting shelter in new location on new base;
- Complete landscaping works; and
- Remove site compound.

2.3.2 Construction compound

Materials to be used on site will likely be stored within the hardstanding of a temporary site compound, located within the existing car parking area (NGR NR 87118 68906) at Tarbert Ferry Terminal. The exact location of the site compound is to be agreed with THA at a future stage.

Construction transport is expected to use local roads (e.g., Pier Road (A8015)) within the vicinity of the Proposed Development.

2.3.3 Construction programme

Construction of the Proposed Development is dependent on THA securing funding to undertake the works. However, once funds are secured, the construction programme is anticipated to last approximately 12-16 weeks.

Although working hours are to be agreed at a later stage of the project, it is anticipated that the maximum working hours will be between 07:00-19:00 Monday to Saturday. Tide levels will be taken into consideration where required (i.e., construction of the rock revetment toe). No Sunday or night-time working is anticipated. Construction works will not interfere with existing ferry operations with regard to service.

3 Environmental considerations

3.1 Introduction

The following sections describe the baseline for each environmental topic and consider the likely impacts from the Proposed Development, potential effects and mitigation measures which can be implemented.

A map showing the environmental constraints discussed throughout Chapter 3 is provided in Appendix C.

3.2 Ecology

3.2.1 Baseline sources

Baseline information and data were gathered from the following sources:

- National Biodiversity Network (NBN) Gateway, (NBN, visited at <https://nbn.org.uk/> in February 2023); and
- Scotland's Environment Map (Scotland's Environment, visited at <https://map.environment.gov.scot/sewebmap/> in February 2023).

3.2.2 Baseline

For ecology, the study area includes habitat and species receptors within 500m of the Proposed Development boundary, 5km for European sites and 1km for all other designated sites.

3.2.2.1 Designated sites

Special Areas of Conservation (SAC)

There is one SAC within 5km of the Proposed Development boundary:

- Tarbert Woods SAC (approximately 1.4km southeast and 1.6km west of the Proposed Development boundary), which is designated for its old sessile oak woods.

Special Protection Areas (SPA)

There is one SPA within 5km of the Proposed Development boundary:

- Sound of Gigha SPA (approximately 2.6km southwest of the Proposed Development boundary), which is designated for great northern diver (*Gavia immer*), Slavonian grebe (*Podiceps auratus*), eider (*Somateria mollissima*) and red-breasted merganser (*Mergus serrator*).

Ramsar Sites

There are no Ramsar Sites within 5km of the Proposed Development boundary.

Sites of Special Scientific Interest (SSSI)

There are no SSSIs within 1km of the Proposed Development boundary:

3.2.2.2 Species and habitats

The following habitats are within 500m of the Proposed Development boundary:

- Coastal water;

- Littoral rock and other hard substrata;
- Broadleaved deciduous woodland;
- Amenity grassland; and
- Transport networks and other constructed hard-surfaced areas.

The primary habitats within the footprint of the Proposed Development boundary are littoral rock and other hard substrata, amenity grassland, coastal water and constructed hard surfaces around the port.

A single mature tree is present at the southern extent of the Proposed Development boundary,

A data search identified zero species within the Proposed Development boundary. However, the rocky coastline either side of the Proposed Development boundary does have suitable habitat for otters, which are a European Protected Species.

3.2.3 Potential effects and mitigation

3.2.3.1 Designated sites

There is likely to be no direct impacts to any designated site as a result of the Proposed Development as these sites are located a sufficient distance away. There is potential for indirect impacts to the Sound of Gigha SPA as species, such as great northern diver (*Gavia immer*) and Slavonian grebe (*Podiceps auratus*), may visit East Loch Tarbert, which will be impacted by the Proposed Development. However, this impact is not considered significant as these species have extensive bodies of water to visit that are closer to the Sound of Gigha SPA than East Loch Tarbert.

3.2.3.2 Species and habitats

Construction of the Proposed Development (primarily linked to the rock revetment works) will affect marine ecology in the immediate vicinity of the Proposed Development footprint in terms of habitat loss (coastal water and littoral rock and other hard substrata). Approximately 120m² of land below the MHWS will need to be reclaimed. Construction works may impact on marine mammals, particularly otter, although none are known to be present with the Proposed Development boundary. These species may be sensitive to noise generated during construction of the Proposed Development. However, it should be noted that the areas is heavily disturbed by existing ferry activity in and around the port.

As such, the following mitigation measures in relation to ecology will be implemented during construction:

- Toolbox talks will be completed prior to works commencing, as part of a site induction package where all staff are made aware of the potential presence of nesting and breeding birds, marine mammals, their legal protection and mitigation measures to be implemented during the works;
- Prior to the removal of any tree, a check for nesting and breeding birds will be carried out by a suitably qualified ecologist;

- If at any point, a marine mammal is observed passing through the site, works should stop until the marine mammal has dispersed from the area; and
- Best practice guidance working measures will be used in accordance with SEPA's Guidance for Pollution Prevention. The primary guidance for such activities is SEPA's 'GPP5: Works and maintenance in or near water'.

3.3 Archaeology and cultural heritage

3.3.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Datasets of designated heritage assets as held by Historic Environment Scotland (HES) (HES, visited at <https://hesportal.maps.arcgis.com/apps/viewer/> in February 2023);
- Datasets of the National Record of the Historic Environment (NRHE), a database of non-designated heritage assets held by HES (Canmore, visited at <https://canmore.org.uk/site/search/> in February 2023); and
- PastMap (Past Map, visited at <https://pastmap.org.uk.map> in February 2023).

3.3.2 Baseline

For Archaeology and Cultural Heritage, the study area includes designated heritage assets within 1km of the Proposed Development boundary and 500m for non-designated heritage assets.

3.3.2.1 Designated sites

There are no World Heritage Sites, Historic Marine Protection Areas, Gardens and Designed Landscapes or Battlefields within 1km of the Proposed Development boundary.

Listed Buildings

There are 11 listed buildings within 1km of the Proposed Development boundary. The closest listed buildings are:

- 'Queensgate' Pier Road (approximately 185m southwest of the Proposed Development boundary);
- Columba Hotel, Pier Road (approximately 255m southeast of the Proposed Development boundary); and
- Pier House, Pier Road (approximately 366m east of the Proposed Development boundary).

Scheduled Monuments

There are three Scheduled Monuments within 1km of the Proposed Development boundary. The closest Scheduled Monuments are:

- Tarbert Castle (SM276) (approximately 275m southwest of the Proposed Development boundary);
- Tarbert, medieval burgh and environs (SM3410) (approximately 275m southwest of the Proposed Development boundary); and
- Meall Darroch (SM5523) (approximately 980m southeast of the Proposed Development boundary).

Conservation Area

The site is located entirely within Tarbert Conservation Area.

3.3.2.2 Non-designated sites

There are a number of non-designated heritage assets within 500m of the Proposed Development boundary identified on Canmore (National Record of the Historic Environment) which are summarised below.

Canmore – Terrestrial Sites

There are 10 non-designated heritage assets within 500m of the Proposed Development boundary. The closest being Tarbert, Pier Road, Queen's Gate (ID: 157199), which is located approximately 185m southwest.

Canmore – Maritime Sites

There are 11 maritime non-designated heritage assets within 500m of the Proposed Development boundary. Eight of these assets are located approximately 135m northwest of the Proposed Development boundary and include the following:

- Kandy, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 220075);
- Queen of May, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 112382);
- Inverary Castle, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 267211);
- Christian, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 282252);
- Juma, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 301924);
- Kelpie, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 301925);
- Bethia, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID: 301926); and
- Margaret, East Loch Tarbert, Lower Loch Fyne, Firth of Clyde (ID 301927).

The remaining assets are located over 200m away from the Proposed Development boundary.

3.3.3 Potential effects and mitigation

There are no heritage assets directly within the footprint of the Proposed Development boundary, although the entirety of the site is located within a Conservation Area. There is likely to be no significant physical or setting impacts on assets identified in Section 3.3.2 from the works. A single tree will be removed to accommodate the extension of the marshalling area, however, new trees will be planted, and the area landscaped. As the existing tree is situated within Tarbert Conservation Area, and therefore protected as if by Tree Preservation Order (TPO), permission to remove this tree will be required from Argyll and Bute Council. The materials used to construct the rock revetment will be similar to existing assets and in fitting with the existing setting of the area.

As such, it is anticipated that there will be no likely significant effects in relation to Archaeology and Cultural Heritage.

3.4 Air Quality

3.4.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Air Quality Management Areas (AQMA) Interactive Map (Defra, visited at <https://uk-air.defra.gov.uk/aqma/maps/> in February 2023);
- Google Maps (Google, visited at <https://www.google.co.uk/maps/> in February 2023); and
- Scotland's Environment Map (Scotland's Environment, visited at <https://map.environment.gov.scot/sewebmap/> in February 2023).

3.4.2 Baseline

For air quality, the study area includes receptors within 300m of the Proposed Development boundary.

There are no declared AQMAs within the Argyll and Bute Council area.

The Proposed Development is located within Tarbert Ferry Terminal. Therefore, it is likely that port activities (people, motor vehicles and ferries) will be the predominant contributor of local sources to ambient air pollution.

Potential receptors of local air quality impacts include:

- Users of Tarbert Ferry Terminal and East Loch Tarbert (within the footprint of the Proposed Development);
- Pedestrians, cyclists and motorists using Pier Road (A8015) (adjacent to the Proposed Development);
- Residents and visitors of residential properties (approximately 15m south of the Proposed Development boundary);
- Staff and visitors of the Yacht Club (approximately 10m west of the Proposed Development boundary; and
- Staff and visitors of Prentice Seafoods (approximately 20m north of the Proposed Development boundary).

3.4.3 Potential effects and mitigation

During the construction of the Proposed Development, operation of site equipment such as vehicles and machinery is likely to result in emissions of exhaust gases. There will also be a small increase in traffic due to the transportation of materials to site, which could result in an increase of emissions locally. Construction works have the potential to generate dust, although this is likely to be minimal as there are limited excavations associated with the Proposed Development. The only excavation will be to form the toe trench of the rock revetment. Exhaust gas emissions and dust could lead to a deterioration in air quality due to dust and particulate matter emissions, which in turn has the potential to affect human health, particularly around the construction site and access routes.

However, these air quality impacts and consequent impacts on health are considered unlikely to be significant, due to the temporary and short-term nature of construction. These impacts can be mitigated through the application of good practice construction management measures to control air emissions. Good practice management measures outlined in a Construction Environmental Management Plan (CEMP) will include:

- The use of modern equipment and plant, meeting emission control standards;
- The use of dust control methods, such as spraying water to damp down soils and ensuring that excavated material (if any) from the works is compacted or covered when stockpiled; and
- Ensuring vehicles entering and leaving sites are covered where appropriate to prevent escape of materials during transport.

Overall, the effects on air quality from construction of the Proposed Development are not expected to be significant with the application of good practice management measures.

3.5 Noise and vibration

3.5.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Google Maps (Google, visited at <https://www.google.co.uk/maps/> in February 2023); and
- Scotland's Environment Map (Scotland's Environment, visited at <https://map.environment.gov.scot/sewebmap/> in February 2023).

3.5.2 Baseline

For noise and vibration, the study area includes human receptors within 300m of the Proposed Development boundary. It should be noted that for underwater noise, this is primarily related to ecological receptors. Ecological receptors are covered in Section 3.2 Ecology.

The Proposed Development is not within a noise management area. Baseline noise levels within the area are relatively low, due to the remoteness of the area and low density of people. The main sources of noise include:

- Road traffic noise from Pier Road (A8015);
- Operation of CalMac Ferries;
- Users of CalMac Ferries;
- Users of the East Loch Tarbert;
- Users of businesses within the local area; and
- Residents within the local area.

Potential receptors of local noise impacts include:

- Users of Tarbert Ferry Terminal and East Loch Tarbert;
- Pedestrians, cyclists and motorists using Pier Road (A8015);
- Residents and visitors of residential properties (approximately 15m south of the Proposed Development boundary);
- Staff and visitors of the Yacht Club (approximately 10m west of the Proposed Development boundary; and
- Staff and visitors of Prentice Seafoods (approximately 20m north of the Proposed Development boundary).

3.5.3 Potential effects and mitigation

Construction works are unlikely to generate significant levels of noise, with the primary source of noise being operation of site equipment and presence of construction workers. There will be a short-term increase in noise during the removal of the existing tree, which has the potential to impact nearby human receptors. There will be a slight increase in noise associated with local transport due to a small increase in traffic needed to deliver materials to site. Noise generated is likely to be minimal, temporary, and unlikely to be noisier than existing noise generated from operation of the ferry terminal.

During construction of the rock revetment, reclamation, and surfacing works there is potential for noise and vibration impacts on nearby human receptors.

To manage noise and vibration, a CEMP will be in place throughout the construction works which will outline best practices to ensure noisy works are minimised as far as practicable. It is therefore anticipated that short-term construction impacts on noise receptors will be reduced by adopting the following mitigation measures that will be included in the CEMP:

- Providing notification to the nearest residents and businesses of likely commencement of rock revetment works at least one week in advance; and
- Switching off plant and equipment when not in use and safe to do so.

As such, with the above measures in place during construction, residual effects on noise receptors are not considered significant.

3.6 Water environment

3.6.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Scotland's Environment Map (Scotland's Environment, visited at <https://map.environment.gov.scot/sewebmap/> in February 2023);
- Scottish Environment Protection Agency (SEPA) Flood Map (SEPA, visited at <https://map.sepa.org.uk/floodmap/map.htm> in February 2023); and
- SEPA Flood Risk and Land Use Vulnerability Guidance (SEPA, 2018, visited at <https://www.sepa.org.uk/media/143416/land-use-vulnerability-guidance.pdf> in February 2023).

3.6.2 Baseline

There are no Bathing Waters, Shellfish Water Protected Areas, or Marine Planning Zones within 1km of the Proposed Development boundary.

3.6.2.1 Flood risk

Coastal Flooding

SEPA flood maps indicate that the Proposed Development is located within an area where each year there is a 10% chance of flooding from coastal sources.

River Flooding

There is no specific likelihood of river flooding identified for this area.

Surface Water Flooding

There is no specific likelihood of surface water flooding identified for this area.

3.6.2.2 Groundwater

No groundwater bodies have been identified within 1km of the Proposed Development boundary.

3.6.2.3 Coastal water

The Proposed Development is located adjacent to 'Loch Fyne – Outer Basin' coastal water body (ID: 200042) which is 132.9km² in area and monitored and classified by SEPA as having good overall status.

3.6.3 Potential effects and mitigation

3.6.3.1 Flood risk

The works will involve the extension of the existing marshalling area and construction of the rock revetment. The Proposed Development is a Water Compatible Use as defined within

SEPA's Flood Risk and Land Use Vulnerability Guidance (LUPS-GU24 v.4). Land use with such a classification in an area with a 10% chance of flooding each year is considered to be generally suitable for development by SEPA. Construction activities are unlikely to impact flood risk or the coastal or ground waters in the area. It is therefore considered that a flood risk assessment is not required.

3.6.3.2 Groundwater

Given works involve the extension of the existing marshalling area and construction of the rock revetment, it is unlikely that groundwater will be impacted by construction of the Proposed Development.

3.6.3.3 Coastal water

During construction of the rock revetment, there is a risk of impacting water or sediment quality of 'Loch Fyne – Outer Basin' coastal water body. Any effect on water or sediment quality is not anticipated to be significant, given that the contractor will adhere to good practice and management measures outlined in a CEMP. These measures will reduce the risk and likelihood of releasing materials and pollutants into the marine environment. It is considered that any dissolved pollutants above background levels will be highly localised and temporary in nature.

There will be a permanent impact to 'Loch Fyne – Outer Basin' coastal water body associated with the construction of the rock revetment at the seaward edge of the reclaimed land. Approximately 120m² of land below the MHWS will need to be reclaimed. This is not considered to have a significant effect on the water body.

3.7 Landscape and visual amenity

3.7.1 Baseline sources

Baseline information and data were gathered from the following sources:

- NatureScot Coastal Character Map (NatureScot, visited at <https://www.nature.scot/doc/national-coastal-character-map> in February 2023);
- NatureScot Digital Map of National Landscape Character Assessment (NatureScot, visited at <https://www.nature.scot/professional-advice/landscape/landscape-character-assessment/scottish-landscape-character-types-map> in February 2023); and
- NatureScot Landscape Character Assessment (NatureScot, visited at <https://www.nature.scot/sites/default/files/LCA/LCT%20354%20-%20Farmed%20and%20Settled%20Voers%20and%20Sounds%20-%20final%20pdf.pdf> in February 2023).

3.7.2 Baseline

For landscape and visual amenity, the study area includes receptors within 1km of the Proposed Development boundary. There are no National Scenic Areas or National Parks within the footprint of the Proposed Development or wider study area. However, the entire footprint of the Proposed Development is located within Tarbert Conservation Area.

Landscape and Seascape

The Proposed Development is within Landscape Character Type 53: Rocky Coastland. Key characteristics include:

- Uneven, hummocky landform with rocky outcrops and narrow glens;
- Raised beaches, cliffs and distinctive rounded knolls;

- Rocky, indented coastline with offshore islands and small sandy bays;
- Relatively small-scale landscape with a diverse mix of colours and textures;
- Steep wooded cliff and hummocky, gorse-covered slopes;
- Stone walls provide partial enclosure;
- Relatively well-settled, with scattered isolated farm buildings and small villages in sheltered sites;
- A wide variety of archaeological sites; and
- Complex transitional landscape.

The off-shore Coastal Character Type around Tarbert is Type 9, Sounds, Narrows and Islands. Physical characteristics include a generally low and rocky coastline, with the occasional sandy beach.

Visual Amenity

The nearest visual receptors to the Proposed Development boundary are:

- Users of Tarbert Ferry Terminal and East Loch Tarbert (within the footprint of the Proposed Development);
- Pedestrians, cyclists and motorists using Pier Road (A8015) (adjacent to the Proposed Development);
- Residents and visitors of residential properties (approximately 15m south of the Proposed Development boundary);
- Staff and visitors of the Yacht Club (approximately 10m west of the Proposed Development boundary; and
- Staff and visitors of Prentice Seafoods (approximately 20m north of the Proposed Development boundary).

3.7.3 Potential effects and mitigation

The Proposed Development will involve the removal of a single tree and an area of amenity grassland, as well as the construction of rock revetment at the eastern extent of the Proposed Development boundary. As the site is located entirely within Tarbert Conservation Area, this tree is protected as if by a TPO. Permission will be sought from Argyll and Bute Council to remove this tree. Additionally, new trees will be planted, and the site landscaped to mitigate for the loss of this tree. The works will not change the key landscape or seascape features of this area.

There is likely to be impacts on visual amenity during construction due to the presence of construction machinery and other equipment. However, the impacts are likely to be minor and short-term. Once construction is complete, new trees (alder, rowan and silver birch) will be planted, and the area landscaped to mitigate for the loss of the existing tree. Additionally, the rock revetment will be implemented in a way to tie into the existing coastline.

As such, no significant effects are anticipated in relation to landscape and visual amenity.

3.8 Population and human health

3.8.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Google Maps (Google, visited at <https://www.google.co.uk/maps> in February 2023); and

- Scotland's Environment Map (Scotland's Environment, visited at <https://map.environment.gov.scot/sewebmap/> in February 2023).

3.8.2 Baseline

The nearest receptors to the Proposed Development are:

- Users of Tarbert Ferry Terminal and East Loch Tarbert (within the footprint of the Proposed Development);
- Pedestrians, cyclists and motorists using Pier Road (A8015) (adjacent to the Proposed Development);
- Residents and visitors of residential properties (approximately 15m south of the Proposed Development boundary);
- Staff and visitors of the Yacht Club (approximately 10m west of the Proposed Development boundary);
- Staff and visitors of Prentice Seafoods (approximately 20m north of the Proposed Development boundary); and
- The wider area of Tarbert (approximately 750m southwest of the Proposed Development boundary).

3.8.3 Potential effects and mitigation

During construction of the Proposed Development, there is likely to be some disruption to people who live, work or use facilities within the area from the presence of site equipment, meaning increased noise, changes to local air quality and changes to visual amenity (see Air Quality, Section 3.4, Noise and Vibration, Section 3.5 and Landscape and Visual Amenity, Section 3.7). Access to the ferry terminal for pedestrians, cyclists and vehicles will remain open at all times during construction works. There is the potential for minor disruptions to the local road network as there will be an increase in traffic delivering construction materials to the site. However, the Proposed Development will improve traffic safety as the number of vehicles queuing along Pier Road (A8015) will be significantly reduced. There could also be a benefit to the surrounding area if the local workforce is utilised. Overall, the impacts from disruption will be minimal, temporary and short-term and can be managed through good practice measures outlined in a CEMP (see specific measures outlined in other environmental topic sections).

As such, disruption impacts to human receptors are not anticipated to be significant.

3.9 Materials and Waste

3.9.1 Potential effects and mitigation

Although quantities of construction materials will be confirmed throughout detailed design, engineering fill material will be required to raise the ground level. Regarding construction of the rock revetment, it is anticipated that the size of rock armour units shall be in the range of 300kg to 1,000kg.

It is anticipated that all arisings will be reincorporated into the permanent works, where possible. However, this will be confirmed through detailed design.

A Site Waste Management Plan (SWMP) will be prepared to ensure adequate measures for waste management are in place prior to and during construction. Measures will include:

- Workers will ensure that all debris and material is removed from the containment with any waste material removed from the site by licenced waste carriers; and

- The Contractor will comply with all relevant waste legislation in relation to waste handling, storage, transport and disposal (e.g., The Waste Framework Directive) and with all required licences or exemptions in place where appropriate.

Overall, there are no significant effects anticipated, as waste produced from the Proposed Development is minimal and will be managed through a SWMP.

3.10 Material assets

3.10.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Google Maps (Google, visited at <https://www.google.co.uk/maps> in February 2023).

3.10.2 Baseline

Material assets within 500m of the Proposed Development boundary include:

- Tarbert Ferry Terminal; and
- Local roads.

3.10.3 Potential effects and mitigation

The construction of the Proposed Development will utilise material assets (local roads and areas of the existing pier). Access to the ferry terminal for pedestrian and vehicles will remain open at all times during works, as such disruption impacts on usage and functioning of these material assets will be minimal. Therefore, no significant effects are anticipated in relation to material assets.

3.11 Climate change

3.11.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Argyll and Bute Council Website (Argyll and Bute Council, visited at <https://www.argyll-bute.gov.uk/climate-change> in February 2023);
- Met Office Climate Projections Data (CP18) (Met Office, visited at <https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/data/index> in February 2023); and
- Scottish Government Website (Scottish Government, visited at <https://www.gov.scot/policies/climate-change/reducing-emissions/> in February 2023).

3.11.2 Baseline

Carbon emissions are identified as a primary cause of climate change as they contribute to increased levels of greenhouse gases in the atmosphere.

The Climate Change (Scotland) Act 2009 requires us to act and contribute to carbon emissions reduction targets and to climate change adaptation. The ambition of Scotland's emission reduction target is to be net zero by 2045. There is also an interim target of a 75% reduction in emissions by 2030, relative to 1990 levels of carbon dioxide, methane and nitrous oxide and 1995 levels of hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride and nitrogen trifluoride.

Scotland's Climate Change Plan is a statutory delivery plan for meeting Scotland's reduction targets which is published at least every five years. The latest update in December 2020 sets out a pathway to meeting Scotland's emission reduction targets over the period to 2032.

Climate change over the next few decades is likely to mean wetter winters and hotter drier summers in the UK, with sea level continuing to rise.

3.11.3 Potential effects and mitigation

In relation to greenhouse gases, carbon emissions from the Proposed Development during construction are expected to be limited to transport movements (including transport of materials), running of machinery and embodied carbon of construction materials.

It is considered that the Proposed Development will not result in a significant effect upon climate given the nature of the development. Although a single tree will be removed in order to extend the existing marshalling area, new trees will be planted to offset this loss and the area landscaped. Embodied carbon emissions from the construction materials (e.g., tarmac, rock) are expected to be very low, given the Proposed Development is small scale. The main source of carbon emissions is likely to be from use of new material.

Any increase in emissions from construction works is likely to be negligible, and pollution and emissions control during construction will be discussed within a detailed CEMP (as identified in Air Quality, Section 3.4).

As discussed in Section 3.6, the Proposed Development is a Water Compatible Use as defined within SEPAs Flood Risk and Land Use Vulnerability Guidance (LUPS-GU24 v.4). Land use with such a classification in an area with a 10% chance of flooding each year is considered to be generally suitable for development by SEPA.

3.12 Major accidents

3.12.1 Baseline

The existing ferry terminal is operational and is not a high-risk development site (e.g., no risk of using dangerous equipment, materials, or chemicals) for major accidents during its day-to-day functioning. There are no existing high-risk development sites or potential external hazards within the vicinity of the ferry terminal.

3.12.2 Potential effects and mitigation

Construction of the Proposed Development is unlikely to result in a major accident due to the nature of the works which comprise the extension of the existing marshalling area at Tarbert Ferry Terminal. It does not interact with sources of external hazards which may be vulnerable to a major accident.

Therefore, due to the nature of the works, the Proposed Development is unlikely to be at risk or be a risk of a major accident.

3.13 In-combination and cumulative effects

3.13.1 Baseline sources

Baseline information and data were gathered from the following sources:

- Argyll and Bute Council Planning Portal (Argyll and Bute Council, visited at <https://www.argyll-bute.gov.uk/planning-and-enevironment/find-and-comment-planning-applications> in February 2023).

3.13.2 Baseline

3.13.2.1 In-combination

In-combination effects can be described as the inter-relationships of different environmental disciplines impacts on a single receptor from the Proposed Development.

3.13.2.2 Cumulative effects

Cumulative effects can be described as the interactions and combined effects of the Proposed Development with other reasonably foreseeable developments on a single receptor.

A search of planning applications and marine licence applications within 1km of the Proposed Development boundary within the last two years was undertaken on 11 April 2023. The following notable developments were identified:

- Land at Portavadie Ferry Slip, Pier Road, Tarbert, Argyll and Bute (Reference: 22/02209/PP): Installation of one rapid electric vehicle charging unit and canopy (within the boundary of the Proposed Development).
- Tarbert Lochfyne Yacht Club, Pier Road, Tarbert, Argyll and Bute, PA29 6UF (Reference: 22/02575/PP): Refurbishment and extension of the existing yacht club facility, provision of waiting room, changing places and WC for adjacent ferry slipway, installation of new pontoon and felling of one tree (immediately west of the Proposed Development boundary).
- The Boatyard, Pier Road, Tarbert, Argyll and Bute, PA29 6UF (Reference: 22/02513): Redevelopment of existing boatyard including future proofing the site against rising tides (approximately 100m west of the Proposed Development boundary).
- East Pier, Pier Road, Tarbert, Argyll and Bute (Reference: 22/02515/PP): Demolition of existing timber pier structure and erection of larger replacement pier structure, repair/renovation of existing section of masonry pier and refurbishment of pier building (approximately 325m east of the Proposed Development boundary).
- Adjacent to the Harbour Masters Office, Garval Road, Tarbert, Argyll and Bute, PA29 6TR (Reference: 22/02507/PP): Erection of new activity hub, installation of new gangway, mooring pontoons and accessible launch and hoist, steps to access foreshore and alterations to foreshore (approximately 470m west of the Proposed Development boundary).

3.13.3 Potential effects and mitigation

There is potential for in-combination effects which will likely to relate to ecology, air quality, noise and visual amenity impacts on receptors within the study area. However, given the nature of the works which are temporary and short-term and will be managed through implementation of a CEMP it is unlikely that in-combination effects will be significant.

There is potential for cumulative effects with other developments identified in Section 3.12.2. The cumulative effects of construction traffic has the potential to increase emissions and noise locally, as well as disrupt the local road network. However, given the nature of the Proposed Development and that these developments are relatively small scale, it is unlikely that any cumulative effects will be significant.

4 Summary of Environmental Considerations

As identified in Section 1.3, the Proposed Development is considered a Schedule 2 development and therefore must be considered against the Schedule 3 criteria to determine the potential for likely significant impacts. Schedule 3 provides criteria to assist with determining whether a Schedule 2 development constitutes an EIA development. These criteria are the characteristics of development, the location of development and the characteristics of the potential impact. The environmental constraints and considerations taken into account in determining the potential for likely significant impacts are outlined in Table 4.1. Overall, it is considered that there will be no likely significant effects for all topics in relation to construction and operation of the Proposed Development with appropriate mitigation in place. As such, it is considered that the Proposed Development is not an EIA development.

Table 4.1: Summary of environmental considerations, potential effects and mitigation

Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
Ecology	Single mature tree within the Proposed Development boundary. Coastal waters and littoral rock and other hard substrata	A single mature tree will be felled as part of the Proposed Development, which could <div data-bbox="1099 715 1518 836" style="background-color: black; height: 76px; width: 100%;"></div> Approximately 120m ² of land below MHWS will need to be reclaimed, which will impact ecological receptors (habitats). The following mitigation measures will be implemented during construction: <ul style="list-style-type: none"> • Toolbox talks will be completed prior to works commencing, as part of a site induction package where all staff are made aware of the potential presence of nesting and breeding birds, marine mammals, their legal protection and mitigation measures to be implemented during the works; • Prior to the removal of any tree, a check for nesting and breeding birds will be 	No

Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
		<p>carried out by a suitably qualified ecologist;</p> <ul style="list-style-type: none"> • If at any point, a marine mammal is observed passing through the site, works should stop until the marine mammal has dispersed from the area; and • Best practice guidance working measures will be used in accordance with SEPA's Guidance for Pollution Prevention. The primary guidance for such activities is SEPA's 'GPP5: Works and maintenance in or near water'. 	
Archaeology and Cultural Heritage	<p>Eleven Listed Buildings (closest approximately 185m southwest of the Proposed Development boundary). Three Scheduled Monuments (closest approximately 275m southwest of the Proposed Development boundary). The site is located within Tarbert Conservation Area. Twenty-one non-designated assets (closest approximately 135m northwest of the Proposed Development boundary).</p>	<p>Although construction will involve the removal of a single tree, new trees will be planted, and the area landscaped. Permission from Argyll and Bute Council will be required to remove this tree. Materials used to construct the rock revetment will be similar to existing assets and be in fitting with the existing setting of the area.</p>	No
Air Quality	<p>Residential and business receptors (approximately 15m south and 10m west of the Proposed Development boundary). Users of the ferry terminal and East Loch Tarbert.</p>	<p>Operation of site equipment, as well as the transportation of materials to site, will likely result in emissions of exhaust gases to the atmosphere. There is potential to generate dust, although this is likely to be minimal. These air quality impacts and consequent impacts on health are considered unlikely to be significant, due to the temporary and short-term nature of construction. Good practice construction management measures to control air emissions will be incorporated into a CEMP. This will include.</p>	No

Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
Noise and Vibration	Residential and business receptors (approximately 10m south and 10m west of the Proposed Development boundary). Users of the ferry terminal and East Loch Tarbert.	<ul style="list-style-type: none"> • The use of modern equipment and plant, meeting emission control standards; • The use of dust control methods, such as spraying water to damp down soils and ensuring that excavated material from the works is compacted or covered when stockpiled; and • Ensuring vehicles entering and leaving sites are covered where appropriate to prevent escape of materials during transport. <p>There will be a short-term increase in noise during the removal of the existing tree, which has the potential to impact nearby human receptors.</p> <p>During construction of the rock revetment, reclamation, and surfacing works there is potential for noise and vibration impacts on nearby human receptors.</p> <p>A CEMP will be in place through the works which will outline best practices to ensure noisy works are minimised as far as practicable. Measures will include:</p> <ul style="list-style-type: none"> • Providing notification to the nearest residents and businesses of likely commencement of rock revetment and reclamation works at least one week in advance; and • Switching off plant and equipment when not in use and safe to do so. 	No
Water Environment	Loch Fyne – Outer Basin coastal water body (ID: 200042).	The Proposed Development is a water compatible site, and construction activities are unlikely to impact flood risk or the coastal or surface water in the area. It is	No

Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
		<p>unlikely that groundwater will be affected by construction of the Proposed Development.</p> <p>Any effect on water or sediment quality is not anticipated to be significant, given that the contractor will adhere to good practice and management measures outlined in a CEMP. These measures will reduce the risk and likelihood of releasing materials and pollutants into the marine environment.</p> <p>There will be a permanent impact to 'Loch Fyne – Outer Basin' coastal water body associated with the construction of the rock revetment at the seaward edge of the reclaimed land. Approximately 120m² of land below the MWHs will need to be reclaimed.</p>	
Landscape and Visual Amenity	<p>Landscape Character Type 53: Rocky Coastland.</p> <p>Coastal Character Type around Tarbert is Type 9, Sounds, Narrows and Islands.</p> <p>The site is located within Tarbert Conservation Area.</p> <p>Residential and business receptors (approximately 15m south and 10m west of the Proposed Development boundary).</p> <p>Users of the ferry terminal and East Loch Tarbert.</p>	<p>Although the works involve constructing rock revetment and reclaiming an area of land, this will not change the key landscape or seascape features of the area.</p> <p>A single tree will be removed during construction to allow for the extension of the marshalling area. Upon completion of the works, new trees will be planted within the Proposed Development boundary and the area landscaped. As the site is located within Tarbert Conservation Area, permission from Argyll and Bute Council will be required to remove this tree.</p> <p>There is likely to be visual amenity impacts during construction, due to the presence of construction machinery and other equipment. However, the impacts are likely to be minor and short-term.</p>	No
Population and Human Health	<p>Residential and business receptors (approximately 15m south and 10m west of the Proposed Development boundary).</p>	<p>There is likely to be some disruption to people from the presence of site equipment,</p>	No



Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
	Users of the ferry terminal and East Loch Tarbert.	<p>meaning changes to air quality, increased noise and changes to visual amenity.</p> <p>There is the potential for minor disruptions to the local road network as there will be an increase in traffic delivering construction materials to the site.</p> <p>The Proposed Development will improve traffic safety as the number of vehicles queuing along Pier Road (A8015) will be reduced.</p> <p>However, the disruption impacts will be minimal, temporary and short-term. These impacts can be managed through good practice measures outlined in a CEMP. Ferries will operate as normal during the construction works.</p>	
Materials and Waste	Anticipated that all arising will be reincorporated into the permanent woks.	<p>Engineering fill material will be required to raise the ground level. Regarding construction of the rock revetment, it is anticipated that the size of rock armour units shall be in the range of 300kg to 1,000kg.</p> <p>The volume of waste generated, and materials consumed, are anticipated to be minimal, if any. A Site Waste Management Plan will be prepared to ensure adequate measures for waste management are in place.</p>	No
Material Assets	Tarbert Ferry Terminal and local roads.	Access to the ferry terminal for pedestrian and vehicles will remain open at all times during the works, as such disruption impacts on usage and functioning of these material assets will be minimal.	No
Climate Change	Tarbert / Scotland	In relation to greenhouse gases, carbon emissions from the Proposed Development are expected to be low and limited to transport movements, running of machinery	No

Environmental Topic	Key Receptors	Summary of Potential Effects and Mitigation	Significant Effects Likely?
		<p>and embodied carbon of construction material.</p> <p>The Proposed Development will not result in a significant effect upon climate given the nature of the development. Embodied carbon emissions from the construction materials are expected to be very low, given the Proposed Development is small scale.</p>	
Major Accidents	Tarbert Ferry Terminal	<p>The Proposed Development is unlikely to result in a major accident due to the nature of the works, which involve the extension of an existing marshalling and construction of rock revetment. It does not interact with any sources of external hazards that may be vulnerable to major accident.</p>	No
Cumulative Effects	<p>Five developments (electric vehicle charging unit, refurbishment and extension of the existing yacht club facility, redevelopment of the existing boatyard, reconstruction/refurbishment of East Pier and erection of new activity hub).</p>	<p>There is potential for cumulative effects with other developments. The cumulation of construction traffic has the potential to increase emissions and noise locally, as well as disrupt the local road network. However, given the nature of the Proposed Development and that these developments are relatively small scale, it is unlikely that any cumulative effects will be significant.</p>	No

A. Location Plan



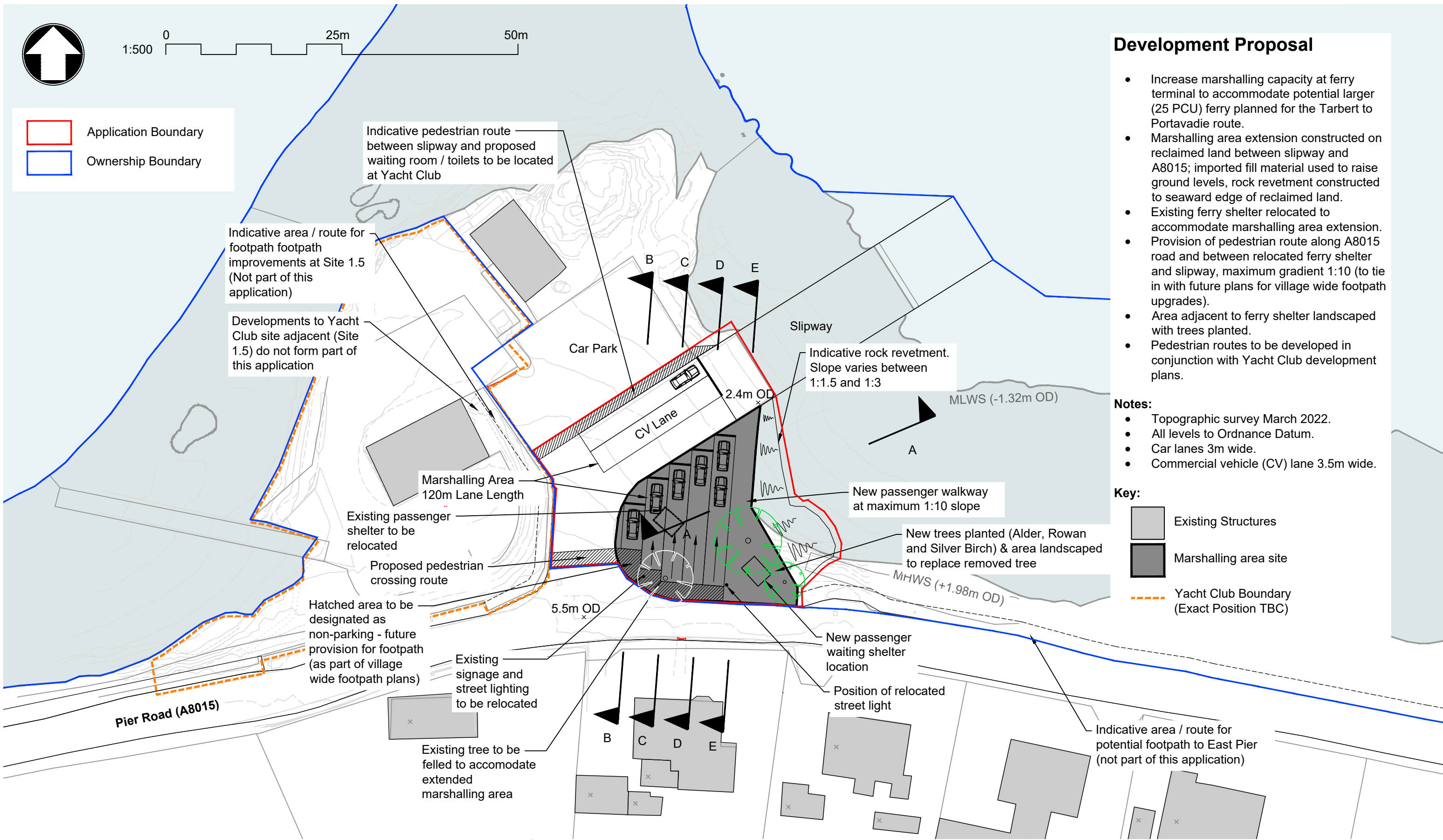
Legend

-  Application boundary (indicative)
-  Ownership boundary (indicative)



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

B. Proposed Development Drawing



Development Proposal

- Increase marshalling capacity at ferry terminal to accommodate potential larger (25 PCU) ferry planned for the Tarbert to Portavadie route.
- Marshalling area extension constructed on reclaimed land between slipway and A8015; imported fill material used to raise ground levels, rock revetment constructed to seaward edge of reclaimed land.
- Existing ferry shelter relocated to accommodate marshalling area extension.
- Provision of pedestrian route along A8015 road and between relocated ferry shelter and slipway, maximum gradient 1:10 (to tie in with future plans for village wide footpath upgrades).
- Area adjacent to ferry shelter landscaped with trees planted.
- Pedestrian routes to be developed in conjunction with Yacht Club development plans.

Notes:

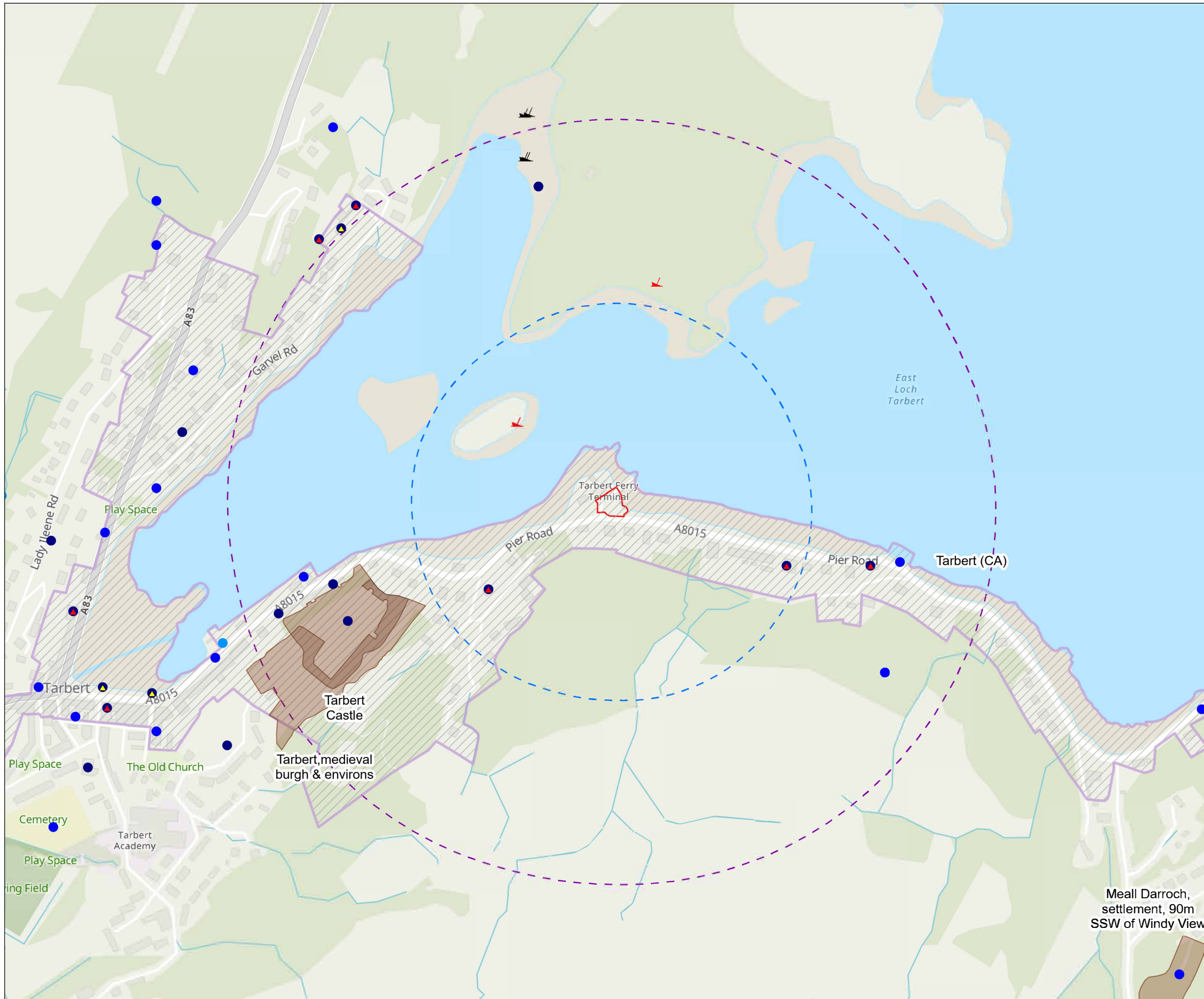
- Topographic survey March 2022.
- All levels to Ordnance Datum.
- Car lanes 3m wide.
- Commercial vehicle (CV) lane 3.5m wide.

Key:

- Existing Structures
- Marshalling area site
- Yacht Club Boundary (Exact Position TBC)

Project Tarbert Harbour Regeneration	Project Ref. 107065	Drawing Number 107065-MMD-01-XX-DR-C-0600	Revision -
Client Tarbert (Loch Fyne) Harbour Authority	Date 20/03/2023	Status PLANNING	Scale 1:500@A3
			Drawn by LM

C. Environmental Constraints Map



- Application boundary (indicative)
- Application boundary (indicative) - 250m buffer
- Application boundary (indicative) - 500m buffer
- ▲ Listed building - Category B
- ▲ Listed building - Category C
- Conservation area
- Scheduled monument
- Non-designated heritage asset**
- 1m Precision
- 10m Precision
- 100m Precision
- ✦ Wreck
- ✦ Casualty

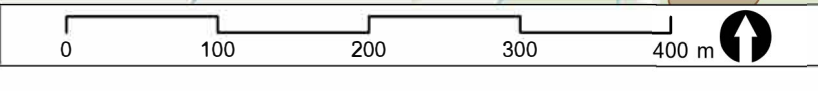
Projection: Transverse Mercator; Datum: OSGB 1936
 Data sources: Contains OS data © Crown Copyright and database right 2022
 Contains data from OS Zoomstack, Esri UK, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS
 Indicative application boundary digitised by Mott MacDonald, 2023.
 Contains Ordnance Survey data Crown copyright and database right © 2023.
 Contains SNH information licensed under the Open Government Licence v3.0.



Tarbert (LF) Marine Consultancy Services
Screening Decision Report
Environmental Constraints

Drawn T Graham	GIS Checked WJ Goh	Checked G Chan	Approved J Craig
Scale at A3 1:5,000	Status INF	Revision 01	Security STD

© Mott MacDonald 2023
 This document is issued for the party which commissioned it and for specific purposes connected with the captioned project only. It should not be relied upon by any other party or used for any other purpose.
 We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.
 Tarbert_EnvConstraints | 100107065-MMD-00-XX-DR-Y0001 | 03 Mar 2023



100107065-MMD-00-XX-DR-Y-0001

