

TECHNICAL APPENDICES

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1.1 Scoping Report

Scoping Report

Uig Harbour Redevelopment

The Highland Council

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1. Introduction

1.1 Project Background

Uig Harbour is located in Uig Bay in the north east of the Isle of Skye. It forms part of the 'Skye Triangle' (along with Tarbert and Lochmaddy), providing lifeline ferry services for communities in the Western Isles. The Pier at Uig Harbour, named King Edward Pier, serves the CalMac ferry route to the isles of Harris and North Uist. The Pier is under the control of Highland Harbours which is run by The Highland Council (THC), whilst the ferry service operations are controlled by CalMac Ferries Ltd. (CFL).

Increasing demand and aging tonnage has led the ferry operator to commission new, larger ferry vessels for a number of its routes. The 'Skye Triangle' has been identified by the operator as a priority and the procurement of a new vessel for this route has commenced.

THC (hereafter also referred to as the 'Applicant') is required to undertake redevelopment works (hereafter referred to as the 'Proposed Development') to Uig Harbour to accommodate the new vessel which has been commissioned and is currently programmed to arrive at the harbour in October 2018.

1.2 Consenting Requirements

The Proposed Development comprises onshore and offshore elements (e.g. above and below Mean Low Water Springs (MLWS) and Mean High Water Springs (MHWS)) and requires multiple consents including:

- Planning permission from The Highland Council Planning Department under the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006 – for works down to MLWS;
- Marine licences from Marine Scotland (MS) under the Marine (Scotland) Act 2010 – for any licensable activities below MHWS; and
- A Harbour Revision Order from Transport Scotland under the Harbours Act 1964 – to vary THC's existing harbour powers.

MS has requested that all works planned below the Mean High Water Springs (MHWS) are assessed together. Following pre-application discussions, the Applicant has opted to assess both onshore and offshore elements together. Given the scale of the works and the proximity to a number of marine protected areas, the Proposed Development is deemed to require Environmental Impact Assessment (EIA). The Applicant is undertaking one EIA for the Proposed Development as a whole under the following regulations:

- Town & Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017;
- Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017; and
- The Harbour Works (Environmental Impact Assessment) Regulations 1999.

A Screening Letter submitted to Transport Scotland on July 21st 2017 is included in Appendix A. This outlines the key triggers for EIA for the Proposed Development.

This Scoping Report outlines the proposed scope of the EIA. It accompanies a Scoping Opinion Request to Transport Scotland, MS and THC Planning Department.

This Report has the following structure:

1. Introduction
2. Description of the Proposed Development
3. Scope of the Environmental Impact Assessment

2. Description of the Proposed Development

The Proposed Development consists of redevelopment works to Uig Harbour to accommodate a larger ferry vessel. The vessel is expected to be approximately 3 m longer and 1.2 m wider than the current ferry. The design of the Proposed Development is still being finalised and a number of alternative options are still being considered. This has been considered in scoping the EIA. Table 2-1 below provides a breakdown of the Proposed Development.

Table 2-1 Description of the Proposed Development - Preferred Options & Potential Additional Options

Works	Description
Preferred Option	
Dredging	Dredging the berth area to minus 5.9 mCD consisting of approximately 20,000 m ³ of dredged material and dredging along the widened approachway for the fisherman's berth consisting of approximately 2,000 m ³ .
Dredge Disposal	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. 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. 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 will be carried out to identify the preferred sea disposal location.
Widening of the existing berth	The existing berthing structure will be widened by 10 m. This will require the following: <ul style="list-style-type: none"> • Demolition and relocation of the existing waiting shelter on the pier; • Removal and replacement of the fenders, fender piles and fender panels; • Demolition of sections of the existing wave wall and construction of new wave protection wall; • Driving new tubular piles; • Using a combination of precast and insitu concrete to construct the deck and completed berthing structure extension; and • Reinforcement will be provided by steel tubular bearing piles with reinforced concrete plugs.
Increased marshalling area by land reclamation	Undertaking approximately 11,000 m ² of land reclamation using approximately 50,000 m ³ 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	The extension of the approachway by 6 m will require the following: <ul style="list-style-type: none"> • Driving new steel tubular piles with reinforced concrete pile caps; • Using a combination of pre-cast and insitu concrete to construct the deck; • Repairing existing concrete deck on approachway over open piled and masonry wall section; • Removing and reinstating the monoblock area and backfill; and • Replacing the timber grillage, fenders and steel boat deflectors, boat steps.
New single lane linkspan with new lifting dolphins	Replacing the existing linkspan and M&E equipment, and replacing or upgrading 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.
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.
Potential Additional Options	
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 with an upgraded fender system. Additional 10 m length of pier added.

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.
Slipway	Installing a concrete slipway to the back of the marshalling area. Sheet piled or rock armour edging with infill and a concrete slab on top.
LNG Storage	<p>The new ferry vessel will operate on Liquid Natural Gas (LNG). It is assumed at this stage that the operation would require construction of a storage tank (30 m long and 3 m in diameter) and bunkering system for LNG. It is currently expected that the storage tank will be filled 2 to 4 times a week by road tankers with a maximum volume of 42000l per bunkering. The Vessel will bunker twice a week.</p> <p>The installation will be equipped with an automatic Emergency Shutdown (ESD) system linked to gas detection and to emergency stop buttons, available to the operators.</p> <p>Two options are being considered for the location of the tank: the Berthing Pier and the Old Pier. If the Old Pier location is selected for the LNG storage, the existing Old Pier will be demolished and a new tubular steel pile structure with a concrete deck will replace it. The existing Harbour Master's building and fuel tank will be relocated to the main pier widening. A connection between the tank and the bunker door will be established underneath the deck passed the linkspan to the widened pier deck for bunkering. Additional dredging of approximately 5,000 m³ may be required along the approachway to provide an alternative refuelling berth if the Old Pier location is selected.</p> <p>The LNG storage and bunkering system will be designed in accordance with relevant guidance and regulations (e.g. the Control of Major Accident Hazards (COMAH) regulations, BS EN1473:2007, and ISO 20519:2017). Consents will be sought from the Scottish Environmental Protection Agency (SEPA) and the Health & Safety Executive (HSE) by CFL as the operator of the LNG storage and bunkering system (see Appendix B for a statement from CFL).</p>

Figure 2-1 illustrates the planned works to Uig Harbour and Figure 2-2 shows the location of the Proposed Development and EIA Study Area.

3. Scope of the Environmental Impact Assessment

3.1 Introduction

This section outlines which elements of the physical, biological and human environment require further assessment and will be scoped in to the EIA, and which elements can be scoped out as significant effects are unlikely. The following sections provide a brief description of baseline conditions, likely significant effects and the proposed scope for further assessment in the EIA where applicable.

Figure 3-1 illustrates the key environmental constraints identified in the surrounding area.

3.2 Marine Physical Environment

3.2.1 Baseline Conditions

Uig Harbour is located within Uig Bay, a sheltered inlet on the west coast of the Trotternish peninsula, Isle of Skye. Along its western boundary, Uig Bay opens onto the larger embayment of Loch Snizort, which in turn opens (to the northwest) into The Minches. The Minches are protected along the western and northwestern extent by the Western Isles; in turn, the Western Isles also provide shelter to Loch Snizort and Uig Bay from the direct approach of Atlantic swell waves.

The bathymetry within Uig Bay (as defined from Admiralty Chart 2533 and described in the Uig Pier Upgrading Study¹) gradually shallows from around 60 m depth at the entrance to the Bay, to around 5 m depth at the existing Harbour berth (alongside the existing pier).

High-level sediment mapping, available from British Geological Survey maps (BGS, 1988²) indicate that the wider regions, across Loch Snizort, primarily comprise a mixture of muddy and sandy seabed sediment. At the entrance to Uig Bay, the high-level mapping identifies the bed to predominantly comprise sandy mud. Within Uig Bay, grab sampling (undertaken to inform the initial considerations on potential dredge disposal sites) reveals that the seabed sediment includes gravel (mixed with sand or mud) - identified along the eastern coast and on the northern edge of the Bay entrance; and mud - within outer and northern parts of the Bay, including in proximity to the existing Uig Harbour.

Hydrodynamic conditions within Uig Bay are influenced by the combined action of tidal propagation and wave activity. Tidal information from The Admiralty is presented in Table 3-1, which indicates the area experiences a mean spring tidal range of 4.6 m and a mean neap range of 1.6 m. As a result of the tidal range, Uig Bay is described as 'macrotidal' (defined by a spring range between 4 and 6 m).

Table 3-1 Tidal Information from the Tidal Admiralty

Tidal State	m ACD	m AOD
Highest Astronomical Tide (HAT)	6.2	3.5
Mean High Water Spring (MHWS)	5.3	2.6
Mean High Water Neap (MHWN)	3.5	0.8
Mean Sea Level (MSL)	3.03	0.33
Meal Low Water Neap (MLWN)	1.9	-0.8
Mean Low Water Spring (MLWS)	0.7	-2
Lowest Astronomical Tide (LAT)	0.1	-2.6
Mean Spring Range (MHWS-MLWS)	4.6 m	1.9
Mean Neap Range (MHWN-MLWN)	1.6 m	-1.1

Source: UKHO Admiralty Tide Tables (2017)

Wave modelling carried out for the Uig Pier Upgrading Study³ indicates that the wave climate with Uig Bay is a combination of swell waves (which diffract and refract around the entrance headlands to Loch Snizort and Uig Bay), and locally generated wind waves (which build over the longer fetch lengths associated with westerly and southwesterly approaches to the Bay). The same study identified that the 1 in 1-year significant wave height at the existing Uig Harbour pier was up to approximately 1 m, associated with an approach direction (to the entrance to Uig Bay) of 305°N (associated with an

¹ The Highland Council, 1998. Uig Pier Upgrading Feasibility Study. Halcrow Crouch, for the Highland Council. June 1998.

² BGS, 1988. Little Minch – Sheet 57N 08W. Sea bed sediments and quaternary. Scale: 1:250,000.

³ The Highland Council, 1998. Uig Pier Upgrading Feasibility Study. Halcrow Crouch, for the Highland Council. June 1998.

offshore direction between 286 and 315°N). Waves approaching the Bay from other approach directions were found to be smaller.

The sediment transport pathways (and the associated local and regional morphology of the wider Uig Bay area), are controlled by the combined influence of hydrodynamic and wave conditions.

A more detailed description of the baseline characteristics will be provided within the EIA Report, informed by survey data collected for the Proposed Development and the supporting numerical modelling studies.

3.2.2 Likely Significant Effects

The key impact pathways relating to the physical marine environment include:

- Changes to the hydrodynamic regime as a result of the dredge (and associated disposal of arisings) and the capital construction works;
- Changes to the wave climate as a result of the dredge (and associated disposal of arisings) and the capital construction works;
- Changes to sediment transport processes (including erosion and deposition) as a result of the dredge (and associated disposal of arisings) and the capital construction works;
- Sediment disturbance through the dredge (and associated disposal of arisings) and the capital construction works. The associated increase in suspended sediment concentration is, itself, a potential impact that will be assessed under other EIA topics (e.g. water quality, benthic ecology and fish/shellfish); and
- Change in substrate type through the re-deposition of suspended sediments and placement of materials at the disposal site.

3.2.3 Proposed Scope of Assessment

The significance of the effects arising from the pathways identified above will be informed by a conceptual understanding of the study area and numerical modelling. Hydrodynamics, waves and sediments will all be modelled to determine the magnitude of effects arising from the Proposed Development including:

- Effect of the Proposed Development on local hydrodynamic and wave conditions, and associated downstream effects on sediment transport pathways. An estimation of likely maintenance dredge requirements will also be determined;
- The fate of re-suspended sediments during the dredge and construction works (including erosion and deposition); and
- The fate of the deposited dredge arisings at the proposed disposal site.

The numerical modelling will be underpinned by a conceptual understanding of the study area along with the collection of site specific data.

3.3 Marine Water and Sediment Quality

3.3.1 Baseline Conditions

Water quality

Many standards for water quality are regulated at EU level through a range of environmental directives. The most relevant for Uig Bay comprise the Water Framework Directive (WFD) (2000/60/EC), the Priority Substances Directive (2008/105/EC and 2013/39/EU), the revised Bathing Water Directive (2006/113/EC) and the MSFD (2008/56/EC). Loch Snizort Shellfish water, designated under the Shellfish Waters Directive (2006/113/EC), is the closest shellfish waters to the Proposed Development; however, it should be noted that the Shellfish Waters Directive was repealed in 2013 and subsumed within the WFD.

The WFD establishes a framework for the management and protection of Europe's water resources and it is implemented in Scotland through the Water Environment Water Services (Scotland) Act 2003 and the Water Environment (Controlled Activities) (Scotland) Regulations 2011, more commonly known as the Controlled Activity Regulations (CAR). Two subsequent amendments to the WFD through the development of the Priority Substances Directive (2008/105/EC and 2013/39/EU) have outlined Environmental Quality Standards (EQS) for a series of priority substances and priority hazardous substances.

Programmes of measures under the WFD have also been developed through a process of river basin management planning. The river basin management plan for the Scotland river basin district: 2015–2027 was published in December 2015⁴. The plan provides an assessment of the condition of the water environment, and identifies where efforts must be targeted for protection and improvement. Uig Bay is located within the Loch Snizort coastal water body in the Scottish river basin district.

The revised Bathing Water Directive sets physical, chemical and microbiological standards for bathing waters in the EU. It was introduced to update the (old) Bathing Water Directive (76/160/EEC) to ensure compatibility with the WFD. There are no designated bathing waters in the vicinity of Uig Bay.

Sediment quality

Unlike water quality, there are no formal quantitative EQS for sediments. Therefore, in the absence of any quantified UK standards, common practice for characterising baseline sediment quality conditions is to compare against the Centre for Environment, Fisheries and Aquaculture Science (Cefas) Guideline Action Levels for the disposal of dredged material. Cefas Guideline Action Levels are used as part of a 'weight of evidence' approach to assessing material suitability for disposal at sea. Cefas guidance indicates that, in general, contaminant levels below Action Level 1 (AL1) are of no concern and are unlikely to influence the licensing decision. However, material with contaminant levels above Action Level 2 (AL2) is generally considered unsuitable for disposal at sea. Dredged material with contaminant levels between AL1 and AL2 requires further consideration and testing before a decision can be made. However, the action levels should not be viewed as pass/fail thresholds and it should be acknowledged that these guidelines are not statutory requirements.

Surface sediment contamination samples were collected from seven locations throughout Uig Harbour in December 2016 shown in Figure 3-2. The samples collected from the points closer to the shore were found to be primarily gravel/ silt sediment whereas those in the centre/ deeper sections of Uig Bay tended to be mud. The results of the sample analysis have been compared with Cefas Action Levels which demonstrated that samples were recorded above AL2 for Chromium and Nickel and above AL1 for Copper, Zinc and total Polycyclic Aromatic Hydrocarbons (PAHs). Further sediment contamination testing will be carried out in the vicinity of the dredge and the dredge disposal site to consider the potential implications for water and sediment quality. This will be set in the context of contamination levels throughout the bay.

⁴ Available from: <https://www.sepa.org.uk/media/163445/the-river-basin-management-plan-for-the-scotland-river-basin-district-2015-2027.pdf>

3.3.2 Likely Significant Effects

The Proposed Development has the potential to affect water and sediment quality through the following impact pathways:

- Potential changes to suspended sediment concentrations in the vicinity of the capital construction works, dredge site and disposal site;
- Potential changes to dissolved oxygen in the water column;
- Potential changes to levels of water and sediment contaminants; and
- Potential impacts from redistribution of sediment-bound chemical contaminants.

The potential implications of changes in water quality for wider receptors have been considered in the respective chapters (e.g. benthic ecology, fish and shellfish).

3.3.3 Proposed Scope of Assessment

As part of the baseline for the EIA, a review of existing water quality conditions in the study area will be undertaken based on available information. Potential data sources include Scottish Environment Protection Agency (SEPA) and Scottish Government websites, specifically to determine current Loch Snizort coastal water body status results and Loch Snizort shellfish water protected area classification. Site specific sediment contamination data will also be collected in the vicinity of the proposed dredge and the potential dredge disposal site. The survey specification will be agreed with Marine Scotland in advance of the surveys being undertaken.

The assessments will take in to consideration all phases and elements of the Proposed Development including in the vicinity of the harbour works, dredging and disposal site. The assessments will all be desk based through further interpretation of the physical marine environment assessments (including numerical modelling) and site specific sediment contamination data. In addition, a WFD assessment will be undertaken to consider the potential impacts on the current status and future objectives of the relevant WFD waterbodies.

3.4 Flood Risk

3.4.1 Baseline Conditions

Existing Flood Risk

The levels for all the structures were set historically. It is understood from anecdotal evidence (speaking to the pier and CFL staff) during storm events and coastal flood events; the site is susceptible to flooding and coastal process. Further anecdotal evidence was gathered.

- 'The Great Flood of Uig, Isle of Skye' described from "Memorable Highland Floods" by D Nairne, 1895 give the location of a flood event and the description would suggest this was fluvial event caused by significant rainfall but the pier was not constructed so effect were not described; and
- Discussion with pier staff relating to the 2005 flood suggested significant damage to the Bakur bar on the opposite side of the approachway. The damage is described on CRGP Architects website.

The existing site has incorporated defences for coastal process, along the approachway and pier, a wave wall has been constructed, which is believed to provide some protection and resilience to passenger and users.

Review of Existing Topography

The levels of the foreshore at the base of the rock armour is approximately 0.8 m AOD and the car parking area immediately in front of the marshalling area's lowest point is 4.05 m and the approachway and pier is approximately 4.05m AOD at the lowest points. The fisherman's compound at the eastern corner is approximately 3.6 m AOD. The trunk Road (A855) at the lowest point at the pier end is approximately 4.1 m AOD.

The highest Astronomical Tide in Uig Bay is 3.43 m AOD leaving only a small margin between the level and the pier. This would suggest that flooding from coastal flooding is likely; however, a wave, surge and wind model would be required to confirm the level of protection required.

Historic Wave and Wind Model

A wave and wind modelling study was undertaken by Halcrow Crouch, June 1998 for The Highland Council and suggest a wave height of 1.5-1.9 m for a 1 in 50 event. This does not seem to account for any protection provided by the harbour arrangements or any wave break at the coastline. Further modelling will therefore be required to take account of such measures together with a review of the impact of increased sea levels and frequency of extreme wind events as a result of climate change.

Review of Available Flooding Information

The Proposed Development is situated in Uig Bay, Skye. The site of the development is outwith the identified areas of fluvial flooding and pluvial flooding according to the indicative flood maps. This is further realised by the distance the development is from the two water courses (River Rha and the River Conon) which discharge into the bay approximately 1 km further round the bay in a north easterly direction.

However, the Proposed Development is identified within the coastal flood risk areas and part of the Potential Vulnerable Areas (PVA) for coastal flooding. The development falls within the Isle of Skye Coastal Catchment and is assessed in Uig, Isle of Skye Potentially Vulnerable Area 1/11 assessment and district plan. The study was undertaken by SEPA and the Highland Council as part of the Flood Risk Management (Scotland) Act 2009 assessment.

The PVA does not separate the risk from coastal flooding and provides a statement that Uig is at risk but there is insufficient detail to determine if this includes the site.

The SEPA flood maps show the pier as at risk, this may be due to the detail of the maps would not consider the specific levels of the pier. This would be further assessed as part of the Modelling.

3.4.2 Likely Significant Effects

Due to the location of the Proposed Development it would have no impact on the surrounding area for flooding from pluvial or fluvial sources as it is proposed in the foreshore and does not sit in the influence of flooding from the River Rha and the River Conon and there has been no historic evidence of flooding from surface water or sewers. The Proposed Development would have no effect on the coastal flood level to adjacent land or foreshore.

Coastal flooding in our initial assessment is a potential risk to the Proposed Development, however, this needs to be further investigated and the impact of coastal process from anecdotal evidence should be modelled to enhance the understanding of the impact. The proposed new terminal building finished floor level (FFL) will need to be such that it considers the resilience of the structure to a 1:200 year event. The proposed FFL of the building is proposed 5.25 m AOD which is the same as the existing building. The resilience of this FFL will need to be determined through the modelling exercise. A review of the standard of protection provided to the marshalling area should also been undertaken as vehicles and passengers may congregate in this area during extreme weather events where flooding may be an issue. The level of the pier deck extension is based on the level of the existing deck and therefore for operational reasons this cannot be altered. A review of the flood levels at Uig will provide details with regard to the frequency at which the deck will be inundated and how this will change with future sea levels rises.

In addition to direct tidal inundation wave run and wave overtopping could pose a flood risk. The pier structure itself provides protection. There is a risk however that wave will break over the pier wall. Wave overtopping analysis will be undertaken to determine the frequency, rate and consequence of such overtopping in line with the EuroTopp guidance.

Climate Change

Consideration for global sea level rise would also be factored into the resilience of the Proposed Development. Sea level rise is estimated due to climate change = 0.343 m⁵. The impact of climate change is required to be included in the modelling.

3.4.3 Proposed Scope of Assessment

Modelling

A numerical modelling study is required to assess wind and wave climate for the Proposed Development. The results from the study are required to inform an assessment of potential environmental impacts. This will form part of the flooding assessment.

The first stage will involve adapting an existing hydrodynamic model (Figure 3-3), refining the mesh in key areas such as the area to be dredged and reclaimed. The calibrated hydrodynamic model will provide a description of flow patterns and tidal variations. A more detailed description of the modelling approach is provided below.

Extreme Water Levels

Extreme water levels will be extracted from SEPA's Coastal Flood Boundary (CFB) dataset for Scotland for the prediction points within Uig Bay. Extreme water levels for return periods: 2, 10, 20, 50, 100, 200, 1000 years will thus be established. It is proposed to use the UKCP09 medium emissions scenario 95th percentile values for climate change allowances, subject to confirmation by SEPA.

Hydrodynamic Modelling

AECOM propose to use the 'MIKE21 by DHI' software from the Danish Hydraulic Institute (DHI) to simulate hydrodynamic conditions within the study area. Assuming relatively shallow water depths

⁵ Source: Coastal flood boundary conditions for UK mainland and islands - SC060064/TR4 Practical guidance design sea levels (data set was provided by SEPA CFB_Extreme_Sea_Levels_SEPA.shp)

and well-mixed conditions, a 2D depth-averaged model will provide a sufficiently accurate representation of current speed variations through the water column.

AECOM will use digital data from the C-Map database of Admiralty charts covering UK waters to provide the primary source of bathymetric data in the model. This will be merged with any site specific survey data for the study area provided the Applicant. The offshore boundary conditions for the hydrodynamic model will be configured using tidal harmonic constituents from DHI's global database. The hydrodynamic model will be calibrated against measured current and tide gauge data that is freely available from the British Oceanographic Data Centre (BODC). Additional data on local currents and water levels will be collected to calibrate the model.

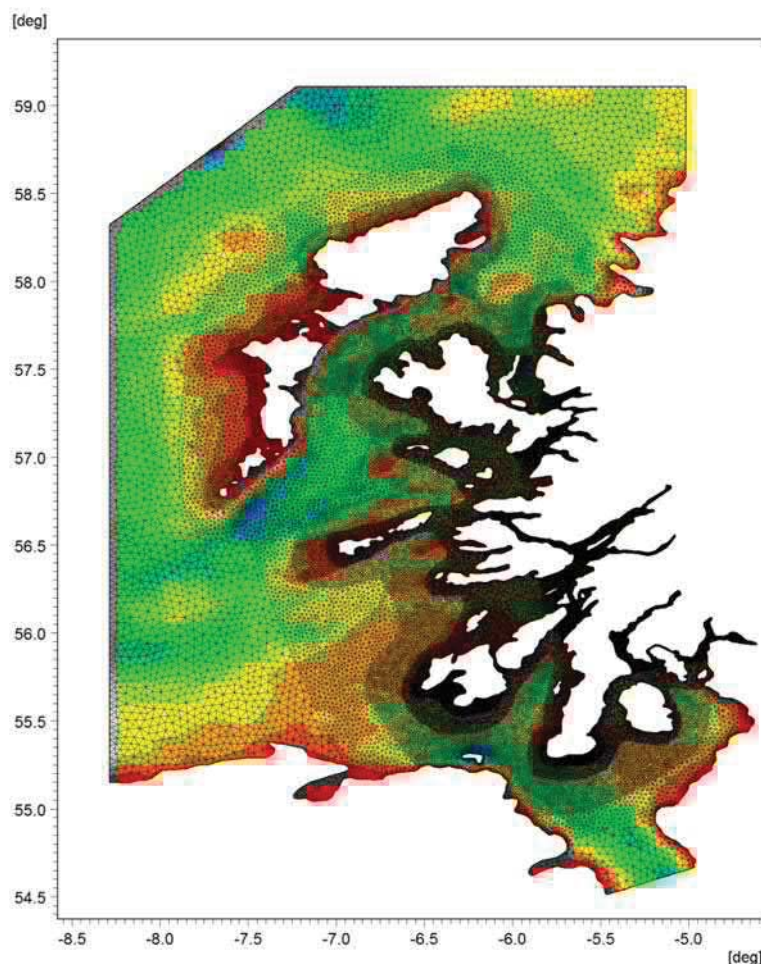


Figure 3-3 AECOM Western Isles Hydrodynamic Model

Wave Transformation Modelling

A wave transformation model will be configured using the MIKE21 Spectral Wave (SW) model. Figure 3-4 provides an example of the results obtained from the application of this model.

It is proposed to operate the wave model in 'hindcast' mode using local wind data from UK Met Office. Time-varying water levels will be included in the model to ensure that the transformation of wave parameters (significant wave height and peak wave period) account for varying fetch lengths and depth-limited wave breaking due to changes in water levels (tides and surge).

A numerical modelling approach will be adopted to generate the required simultaneous long-term record (up to 20 years) of waves and water levels. The record length will directly affect the confidence limits applied to the predictions and will therefore need to be sufficiently long to enable reliable statistical distributions to be established.

This proposed method will provide a technically rigorous approach in which the wave statistics will be directly derived from the long time series data modelled seaward of the defined frontages. This approach includes the influence of surge, tide and wind together with their interactions with the local

bathymetry thus providing a reliable estimate of site specific correlation coefficients. Joint probability curves and tabulated data will be presented for each location for the following return periods as noted above of 2, 10, 20, 50, 100, 200 and 1000 years. The data will also be tabulated separately making an allowance for climate change.

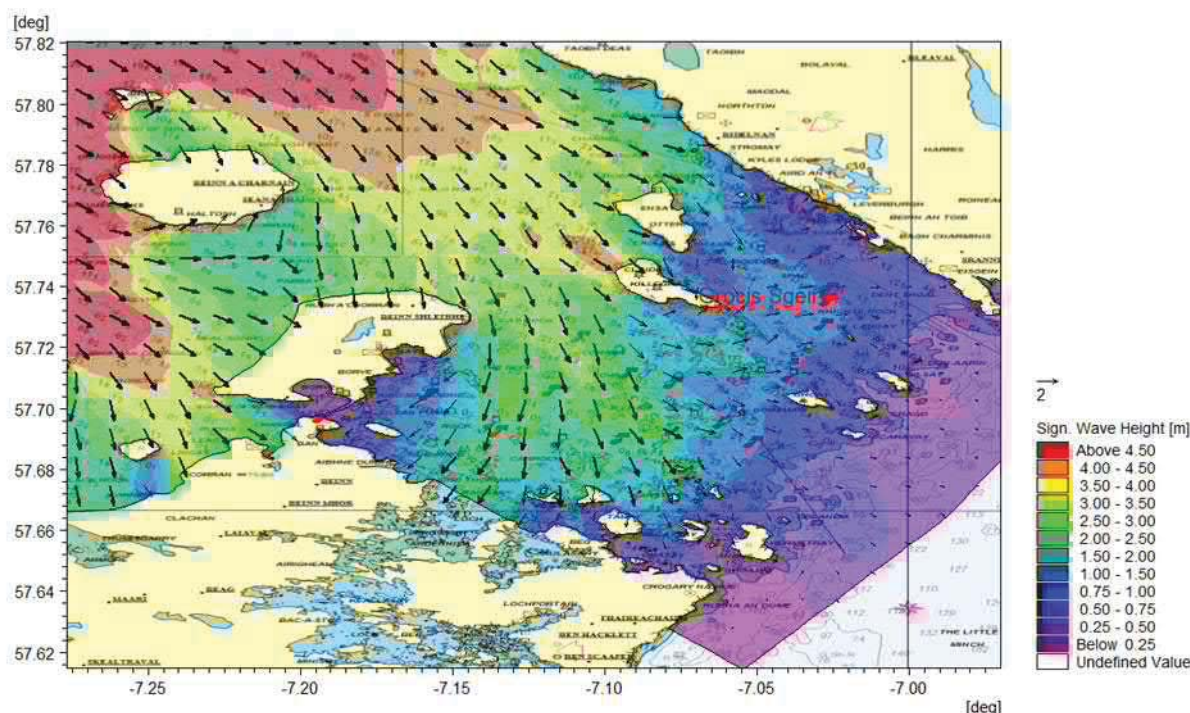


Figure 3-4 Example output from the MIKE21-SW wave model

Joint Probability of Waves and Water Levels

A Joint Probability Analysis (JPA) of waves and water levels will be undertaken at the 4 defined locations along the coastal frontage. The simplified JPA approach, as described in established guidance⁶, will be used to establish combinations of waves and water levels for the standard set of return periods previously identified.

Wave Overtopping Assessment

Wave overtopping discharges will be calculated using methods described in the European Wave Overtopping Manual (EurOtop). To achieve this, industry recognised software (the HR Wallingford overtopping calculator) will be used allowing different types of defence structure to be considered and accounting for effects such as depth-limiting conditions in front of the existing structures.

The neural network approach will be used to assess overtopping discharge over the existing defence sections. Representative profiles will be schematised for each section where flooding is considered. To rationalise the number of calculations for the assessment of flood inundation, extreme water levels will be discretized into 0.1 m increments encompassing the full range of water levels that may occur.

For each extreme water level increment, up to three different wave conditions will be considered based on the range of extreme wave heights and periods generated from the wave modelling and JPA. This will ensure that the required range of potential joint exceedance return periods is covered by a look-up table used to estimate overtopping discharge for the specified joint exceedance events.

This proposed method will provide a technically rigorous approach in which the wave statistics will be directly derived from the long time series data modelled seaward of the defined frontages. This approach includes the influence of surge, tide and wind together with their interactions with the local bathymetry thus providing a reliable estimate of site specific correlation coefficients. Joint probability curves and tabulated data will be presented for each location for the following return periods as noted

⁶ Use of Joint Probability Methods in Flood Management: A Guide to Best Practice – R&D Technical Report FD2308/TR 2, 2005

above of 2, 10, 20, 50, 100, 200 and 1000 years. The data will also be tabulated separately making an allowance for climate change.

3.5 Ground Conditions and Contamination

3.5.1 Baseline Conditions

This section covers onshore ground conditions and contamination. Offshore contamination will be covered in the Marine Water and Sediment Quality chapter described in Section 3.3 above.

Site History

A review of historical mapping available on the National Library of Scotland⁷, indicates that a pier was constructed at the Proposed Development in the 1890s. A road was shown along the northern boundary of the Proposed Development leading to the pier. Historical mapping from 1947 shows a road labelled A856 leading to the pier. Rectangular buildings were recorded on the 1955 mapping adjacent to the A856 in the area adjacent to the pier. No historical maps are available in the public domain since 1957.

Current use

A search on Google Maps⁸ indicates that the onshore area of the Proposed Development is currently covered by hardstanding and is occupied by the Uig Ferry Terminal with associated infrastructure including roads and car parking areas. The pier recorded on the historical map editions is shown within the Proposed Development and it appears to be unchanged. A small area of the Proposed Development, immediately to the north of the pier along the shore is used as a fishermen's storage compound. The A87 forms the Proposed Development's western and southern boundary with various buildings and car parking areas beyond. The existing ticket office is located in the northeastern corner of the Proposed Development. AECOM understands that the Proposed Development area is located along the coastline and parts of it were developed on an area of reclaimed land, e.g. the existing Marshalling area and Fishermen's storage compound.

Ground Conditions

Ground investigation works are currently being undertaken but the results will not be available until end of October 2017. The British Geological Survey's (BGS) On-shore Geoindex Portal⁹ was consulted for an initial assessment of ground conditions at the Proposed Development. BGS records indicate that the onshore superficial deposits beneath the Proposed Development consist of undifferentiated Shoreface and Beach deposits and Raised Beach deposits comprising mainly of sands and gravels. The thickness of the superficial deposits is not known.

While the BGS Geoindex does not show records of made ground at the Proposed Development site or within its vicinity, made ground deposits (or reworked natural deposits) are likely to be present from the construction of the existing ferry terminal, i.e. the existing ticket office, reclaimed land in the Marshalling area and fishermen's storage compound area.

Bedrock underlying the Proposed Development site is indicated to be the Little Minch Sill-complex, which is a combination of igneous Basaltic and Microgabbro rock types. The depth to rockhead is unknown.

Depth to groundwater is unknown but is expected to be shallow. As the Proposed Development is located in the intertidal zone, the groundwater will be tidal in this area.

Loch Snizort is a sea loch located immediately adjacent to the south of the Proposed Development. Surface waters draining into Loch Snizort are noted within and adjacent to the Proposed Development.

Potential for Contamination

Made ground associated with the construction of the existing ferry terminal is likely to be present beneath the onshore area of the Proposed Development. Given that no significant industrial activities are known to have taken place at the Proposed Development site and adjacent areas it is likely that

⁷ <http://maps.nls.uk/> accessed on July 2017

⁸ <https://www.google.co.uk/maps> accessed on July 2017

⁹ <http://mapapps2.bgs.ac.uk/geoindex/home.html> accessed on July 2017

any made ground, if present, comprises sea dredged material and/or locally derived soils. Significant contamination is not expected to be associated with such materials.

Potential Receptors

The following potential sensitive receptors have been identified:

- Construction and maintenance staff;
- Future site users of the Proposed Development (employees, passengers, visitors to the Proposed Development);
- Users of neighbouring areas;
- The water environment (Loch Snizort and groundwater beneath the site);
- Buildings (e.g. new ticket office); and
- Water supply pipes (if any).

3.5.2 Likely Significant Effects

It is understood that the Proposed Development will involve a small amount of land disturbance, especially in the area of the proposed new ticket office. AECOM understands that the old ticket office is proposed to be demolished following upgrade of the terminal. Minor earthworks across the Proposed Development will be undertaken associated with these works.

While the presence of minor contamination cannot be discounted, significant contamination is not expected to be present associated with soils underlying the Proposed Development, therefore given the future use of the Proposed Development, the risk to potential receptors including human health (construction workers, future users of the site), the water environment, property, flora and fauna is likely to be very low. The works associated with the Proposed Development are unlikely to result in significant effects on the identified sensitive receptors, however further assessment to confirm this position is required.

Limited soil excavation may be required as part of the earthworks. The potential for reuse of any excavated material should be assessed in line with current regulatory requirements.

3.5.3 Proposed Scope of Assessment

Given the continued use of the Proposed Development as a terminal it is envisaged that there would not be any significant impacts on the identified sensitive receptors both during the operational and construction phases of the Proposed Development.

It is understood that intrusive ground investigations are currently underway across the Proposed Development area. Contamination testing is being undertaken as part of the ground investigation works to confirm the absence/presence of potentially contaminative substances. A desk-based assessment should be carried out to fully determine the baseline geology and soil conditions for the Proposed Development and this should include a review of the final factual ground investigation report.

The main objective of the desk-based impact assessment will be to identify viable contaminant pathways (if any) to sensitive receptors on and in the vicinity of the Proposed Development and to assess the potential significance and magnitude of the effects of contaminated soils (if any) on these receptors. The potential for contaminated land and the risk assessment will be identified in accordance with the relevant legislation and guidance.

3.6 Terrestrial Ecology

3.6.1 Baseline Conditions

The nearest land-based designated site for nature conservation is the Trotternish Ridge Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), situated approximately 5.6 km to the east of Uig Harbour. The Trotternish Ridge is designated for a range of upland habitat types, including alpine and montane grasslands, as well as for its geological features.

An extended Phase 1 habitat survey was carried out around Uig Harbour in May 2017. The survey followed the methods described in JNCC (2010)¹⁰, with all habitat types present within 250 m of the ferry terminal being accordingly categorised and mapped. Target notes were used to record any evidence of protected and/or notable species (e.g. invasive non-native plants). An assessment was also made of the potential for the habitats and other features present to support protected or notable species.

In addition to the standard extended Phase 1 habitat survey, a detailed otter *Lutra lutra* survey was also carried out. All watercourses and the shoreline (in particular the rock armour seawall) within 250 m of the harbour were surveyed for evidence of otter presence or activity following the guidelines published in Chanin¹¹. Evidence searched for during this survey included holts and other resting sites, spraints, footprints, runs and signs of foraging.

Full details of the results of the extended Phase 1 habitat and otter survey are provided in Tyler (2017a)¹² in Appendix C. However, in summary, the majority of the survey area is covered by the intertidal zone, with this habitat being found to be typical of the sea lochs of north Skye. There are also small areas of saltmarsh at the upper limits of the intertidal zone, below the rock armoured seawall, as well as shingle with sparse vegetation above the high tide line. Away from the intertidal zone the main habitat types present are grasslands, with semi-improved acid grassland in the crofts above the shore and other areas of grassy verge between the existing ferry terminal car park and the seawall.

A number of non-native plant species were recorded, with these considered to be escapes from the gardens of nearby properties. No species of high conservation concern were identified (e.g. through their presence on Invasive Species Scotland's list of five high-impact species or Schedule 9 of the Wildlife and Countryside Act 1981 (as amended)).

The existing ferry terminal building, which is to be demolished as part of the Proposed Development, is constructed predominantly of corrugated metal and provides low suitability for roosting bats, as defined by Collins (2016)¹³. However, no rigorous searching of the building was carried out and no internal inspections for signs of bat use were conducted.

Although detailed searching for otter presence was conducted, no evidence of this species was found. It is possible that otters may make infrequent use of the area around Uig Harbour but as the shoreline is unbroken and the area is relatively densely populated and experiences higher volumes of traffic when compared to the surrounding countryside, it is unlikely that any otter resting sites will be present in the vicinity of the ferry terminal.

No other evidence of any other protected or notable species was recorded during the extended Phase 1 habitat survey and the habitats present are unlikely to be of any significant importance to such species.

3.6.2 Likely Significant Effects

The habitats present at and around the existing ferry terminal are of low conservation value. None have been assessed as holding the potential to support protected or notable species, other than on

¹⁰ JNCC (2010), Handbook for phase 1 habitat survey – a technique for environmental audit. Joint Nature Conservation Committee, Peterborough.

¹¹ Chanin P (2003), Monitoring the Otter *Lutra lutra*, Conserving Natura 2000 Rivers Monitoring Series No. 10, English Nature, Peterborough.

¹² Tyler A (2017a), Uig Ferry Terminal Phase 1 Habitats and Otter Survey.

¹³ Collins J (ed) (2016), Bat Surveys for Professional Ecologists: Good Practice Guidelines, 3rd Edition, The Bat Conservation Trust, London.

an occasional basis (e.g. otter foraging along the coastline). The terrestrial works associated with the Proposed Development are relatively small in scale and are predominantly confined to areas of existing hard-standing and the intertidal zone adjacent to the existing harbour infrastructure. Table 3-2 below outlines the works which are proposed to take place which could potentially impact upon terrestrial ecological receptors.

Table 3-2 Key Activities and Potential Effects to Terrestrial Ecological Receptors

Works	Potential Effects
Land reclamation to increase the size of the marshalling area	Loss of habitat which is of low ecological value Disturbance to species (although no protected or notable species have been identified)
Works on the increased marshalling area, and the demolition of the existing ticket office and shed	Disturbance to species (although no protected or notable species have been identified) Possible destruction of bat roost should any be present within the building (although the ticket office has been evaluated as having low bat roost potential)
Creation of construction site compound	Temporary loss of habitat which is of low ecological value Disturbance to species (although no protected or notable species have been identified)
Replace existing streetlights with LEDs	Reduced light spillage may benefit nocturnal species

The works associated with Proposed Development are therefore not considered likely to result in significant effects on terrestrial ecology.

3.6.3 Proposed Scope of Assessment

The habitats present around Uig Harbour are of low ecological value and have been assessed as having limited potential to support any protected or notable species, with no evidence of such species identified during the extended Phase 1 habitat or detailed otter survey. The risk of disturbance being caused to any protected species by the limited terrestrial works associated with the Proposed Development is therefore considered to be negligible. With no predicted significant effects, therefore, it is proposed to scope out terrestrial ecology from the EIA.

However, the Proposed Development will involve the demolition of the existing ferry terminal building. This structure is built of sheet metal and is likely to hold only low suitability for roosting bats, according to the definitions provided in Collins (2016). However, to confirm this, it is proposed that a detailed Bat Roost Potential (BRP) survey will be conducted, including a detailed internal and external inspection, in line with the guidelines published in Collins (2016). Further surveys to confirm the presence or absence of bats in the building would then be carried out as required and again following the guidelines provided in Collins (2016). Should a bat roost be found, this would be dealt with through the SNH Licensing Team, with mitigation provided which was proportionate to the type of roost present.

3.7 Marine Protected Areas

3.7.1 Baseline Conditions

There are no ecological designations within Uig Bay, but the bay is located in proximity to two Special Areas of Conservation (SAC) and a proposed Marine Protected Area (MPA) as described in Table 3-3 below and shown in Figure 3-1. The Inner Hebrides and the Minches SAC, designated for porpoise populations in the North-West of Scotland, is located approximately 1 km to the West of the Harbour, at the edge of Uig Bay, and the Ascrib, Isay and Dunvegan SAC, designated for its common seal populations, is located approximately 8 km to the West. An MPA has been proposed approximately 25 km to the South-West of the Harbour to provide protection for a potentially important basking shark breeding site, important areas for minke whales, tidal fronts and important geological features.

Table 3-3 Marine Conservation Designations in the vicinity of the Proposed Development

Designated Area	Description	Designated habitats or species	Distance from Uig
Inner Hebrides and the Minches Special Area of Conservation (SAC)	<p>This is a 100% marine designation in the north west of Scotland which is considered to be one of the best areas in the United Kingdom for the harbour porpoise.</p> <p>The SAC is approximately 1 km to the west of the harbour, at the edge of Uig Bay.</p>	Harbour porpoise (<i>Phocoena phocoena</i>)	1 km
Ascrib, Isay and Dunvegan SAC	The complex of skerries, islets, undisturbed mainland shores and offshore islands in north-west Skye consistently support a breeding colony of the harbour seal (<i>Phoca vitulina</i>). The site represents one of the larger discrete colonies of common seals in the UK, holding around 2% of the UK population.	Harbour seal (<i>Phoca vitulina</i>)	8 km west
Sea of the Hebrides proposed MPA	The MPA proposal covers the Sea of the Hebrides between the east coast of the Outer Hebrides and the west coasts of Skye, Mull and the Ardnamurchan Peninsula. The pMPA supports basking shark and minke whale.	<p>Basking shark</p> <p>Minke whale</p>	<p>25 km +</p> <p>Western coastline of Skye</p>

3.7.2 Likely Significant Effects

Impact piling will result in the propagation of underwater sound in Uig Bay. The designating species for the two SACs detailed in Table 3-3 above, the harbour porpoise and the harbour seal, are sensitive to underwater sound. Due to the orientation of Uig Bay in relation to the wider Loch the direction of most sound propagation will be towards the southern side of the bay and the southern region of the Loch. Some sound propagation towards the Ascrib islands within the SAC designated for seals is likely to occur but these islands are at least 7 km from the piling site and the rocky reefs at the north western mouth of Uig Bay may reflect some of this sound back into the bay. There are seal pupping sites, for the grey seal (*Halichoerus grypus*), but these are on the west coast of the islands and will not be impacted by underwater sound from the Uig works. Thus, the level of sound near the Ascrib Islands is expected to be low.

The project will adopt the standard impact piling mitigation measures recommended by the JNCC¹⁴ which includes the use of marine mammal observers (MMO) and piling soft-starts prior to commencement of impact piling. These measures ensure any marine receptors, including seals and harbour porpoise for which the SACs above are designated, that are within the vicinity of the works are able to move away before any injury could occur. In any case injury from piling sound would only be likely to occur if animals were very close, within metres, to the impact piling activity. Thus, with limited impacts on marine mammals there are no Likely Significant Effects expected to result from impact piling during the works.

3.7.3 Proposed Scope of Assessment

As no likely significant effects are expected an assessment of the impact of the Proposed Development on the two designated sites (SACs) can be scoped out of the EIA.

¹⁴ JNCC (Joint Nature Conservation Committee), 2004. Guidelines for minimizing acoustic disturbance to marine mammals from impact piling. Joint Nature Conservation Committee, Peterborough. Available from: http://jncc.defra.gov.uk/pdf/JNCC_Guidelines_Piling%20protocol_August%202010.pdf

3.8 Benthic Ecology

3.8.1 Baseline Conditions

A marine ecology desk-based study has identified the intertidal and subtidal seabed of Uig Bay and the wider environment of Loch Snizort is dominated by sediment habitats comprising varying levels of mud and sand¹⁵. There are some localised areas of rocky reef, particularly around the Ascrib islands in Loch Snizort, but there are also bedrock habitats present close to the north and south entrances to Uig Bay and close to the ferry terminal itself (Figure 3-5¹⁶). Thus, the Annex 1 habitats “H1160 - Large shallow inlets and bays” and “H1170 – Reefs” are present in this region though these specific locations in Uig Bay or Loch Snizort have not been designated as conservation areas.

Intertidal Habitats

The intertidal habitats in Uig Bay are largely mixed sediments with some rocky areas. Detailed intertidal habitat distribution data was unavailable but data collected during an ecological survey undertaken in May 2017¹⁷ confirms the presence of intertidal mixed sediments with fucoid algae along the shore of Uig Bay including in front of the current ferry assembly area. The presence of rock armour was also observed to occur in the upper intertidal of this area. The algal species present, as listed below, are typical of intertidal habitats in the UK.

- *Ascophylum nodosum*
- *Fucus vesiculosus*
- *Pelvetia canaliculata*
- *Enteromorpha spp.*
- *Fucus spiralis*

No habitats of conservation importance have been identified to occur in the intertidal region of Uig Bay but specific data are limited.

Subtidal Habitats

Broad-scale subtidal habitat data from EUSeaMap2 shown in Figure 3-5 indicates the majority of the seabed in Uig Bay and Loch Snizort comprises mud and mixed sediment habitats with varying proportions of mud, sand and gravel.

A subtidal sediment survey in Uig Bay, undertaken in December 2016 by the Harbour Master to determine sediment chemistry for the project, confirmed sediment habitats comprising mud, sand and gravel were found at all stations sampled.

The sub-tidal habitats within Loch Snizort and Uig Bay were mapped as part of the 1988 Skye Sealochs Marine Nature Conservation Review (MNCR)¹⁸. During this survey the Priority Marine Feature (PMF) habitats were reported. These are shown in Figure 3-6.

“Seapens and burrowing megafauna in circalittoral soft mud” and “Kelp and red seaweed on sublittoral sediments” were each observed at a single station in the middle of the bay. This is supported by the findings of localised camera surveys undertaken in support of planning applications for fish farms¹⁹. Burrowing megafauna (including *Nephrops norvegicus*, the Norway lobster) and several species of seapen (*Pennatula phosphorea*, *Virgularia mirabilis* and *Funiculina quadrangularis*)

¹⁵ EUSeaMap2 September 2016 data: Broad Habitat – Broad scale predictive habitat map.

¹⁶ Source: <https://marinescotland.atkinsgeospatial.com/nmpi/>

¹⁷ Tyler, A. 2017. Uig Ferry Terminal Phase 1 Habitats and Otter Survey.

¹⁸ Data available from: <https://data.gov.uk/dataset/habitat-point-records-from-1991-mn-cr-loch-bracadale-skye-survey/resource/a1e2327f-347c-426e-8c39-7137d811ba76>.

¹⁹ See planning documents available at the following links: :

<http://wam.highland.gov.uk/wam/applicationDetails.do?activeTab=documents&keyVal=NVE1C5IH09A00> and <http://wam.highland.gov.uk/wam/applicationDetails.do?activeTab=documents&keyVal=OQ7HWQIHLVB00>

were observed in the soft sandy muds found at two fish farm locations, 1.4 and 4 km south of Uig Harbour. Thus, on the basis of the sediment types known to be present in the Bay and Loch this particular PMF may be widespread in this area.

'Northern seafan and sponge communities' and 'Maerl beds' were also observed but only close to the Ascrib islands, over 7 km away from the Proposed Development. As there is minimal presence of suitable rocky habitats in the rest of the Loch and Uig Bay these particular habitats are not anticipated to be common but may be present close to the mouth of Uig Bay.

Whilst the PMF data provides some useful information to describe some of the key marine features present within the vicinity of the Proposed Development, some of the data is almost 30 years old. Consequently, this data cannot wholly be relied upon to provide a detailed and accurate assessment of the habitats present in Uig Bay or the wider Loch Snizort.

3.8.2 Likely Significant Effects

The Proposed Development has the potential to affect intertidal and subtidal benthic habitats and species through the following impact pathways:

- **Intertidal benthic habitat loss:** The extension of the terminal marshalling area by land reclamation will involve the infilling of approximately 50,000 m³ of infilling material with rock armour revetment in an area below Mean High Water Springs (MHWS). These works will result in the loss of an estimated 11,000 m² of intertidal habitat. However, the intertidal zone in this area does not include any habitats of conservation importance and represents a small proportion of the assumed similar habitat types present in the overall intertidal zone in Uig Bay. In this case no likely significant effects are anticipated.
- **Subtidal habitat loss:** Potential loss of benthic habitat as a result of smothering by sediment disposal from dredging.
- **Habitat disturbance from dredge spoil:** Dredging will result in a volume of approximately 22,000 m³ of dredged material for disposal. Opening of a new disposal site in Loch Snizort has the potential to result in habitat disturbance or habitat loss in subtidal region and the extent of the impact will depend on the nature of the specific habitats at the selected disposal site.
- **Suspended sediment and changes to water quality:** Potential impacts to benthic habitats as a result of the dispersion of sediments and any associated contaminants as a result of bucket dredging and potential sediment disposal at sea.

3.8.3 Proposed Scope of Assessment

A detailed intertidal survey will be required to confirm the nature and distribution of the habitats present in Uig Bay and determine the presence or absence of any habitats of conservation concern or PMFs. Sediment dispersion modelling will be used to determine the detailed scope of the intertidal survey.

A site characterisation of the disposal site options will also be required in order to determine if significant effects are likely. Survey work involving a drop-down camera and/or grab sampling may be required as will liaison with Marine Scotland.

3.9 Fish and Shellfish Ecology

3.9.1 Baseline Conditions

There is limited information available on fish and shellfish ecology in Uig Bay and Loch Snizort. The River Snizort is a recognised salmon and trout fishing river so salmonids will be moving through the Loch during upstream migration between late June/early July and October. The migration route to the river is not likely to include fish movements through Uig Bay and so the abundance of these species in the near location of the works is expected to be low.

There is no commercial fisheries data for this area to indicate the fish community present in this area. However, species likely to be present, that are the subject of sea angling in areas such as the Isle of Skye, includes typical coastal species such as pollock, wrasse, flat fish, rays and dogfish.

A number of active and inactive aquaculture sites (finfish and shellfish farms) have been identified in Uig Bay and the surrounding area. It is understood that a finfish farm within Uig Bay may be operational in the near future. This is discussed further in section 3.19 Commercial Fisheries.

Fisheries sensitivity data²⁰, updated in 2014²¹, show that most important commercial fish species spawn to the north and/or west of Loch Snizort. However, the spawning area of whiting, sand eel, sprat and *Nephrops* does include the northern waters of the Isle of Skye indicating there is potential for these species to be present in the project area at key life stages. The wider region, that includes Loch Snizort, also provides nursery habitat for herring, cod, sand eel and nephrops.

Fish have been grouped into three categories of sensitivity to underwater sound:

- Low sensitivity - fishes with no swim bladder or other gas chamber (e.g., elasmobranchs and flatfish). These species are less susceptible to barotrauma and only detect particle motion, not sound pressure. However, some barotrauma may result from exposure to sound pressure.
- Moderate sensitivity - fishes with swim bladders in which hearing does not involve the swim bladder or other gas volume (e.g., Atlantic salmon). These species are susceptible to barotrauma although hearing only involves particle motion, not sound pressure.
- High sensitivity - fishes in which hearing involves a swim bladder or other gas volume (e.g., Atlantic cod, herring and relatives, Otophysi). These species are susceptible to barotrauma and detect sound pressure as well as particle motion.

On the basis of available data there may be highly sound sensitive fish present in the project vicinity, in particular herring and cod, but there is no data to indicate how abundant these species are in Loch Snizort or Uig Bay. In addition moderately sensitive salmon will be migrating in the vicinity of the project during late summer and autumn months.

Basking sharks are known to be common in the waters around the Inner Hebrides. However, data presented in support of the Sea of the Hebrides proposed MPA indicates that abundance in the inner reaches of Loch Snizort, near Uig, is very low (<0.1 km² for the period 2000-2012)²². According to data accessed via Marine Scotland's National Marine Plan Interactive, there have been several basking shark sightings in Uig Bay so they may occur in very low numbers in the vicinity of project activities.

Fishing effort in the waters of Loch Snizort were rated at a score of 2 out of 5 in the 1998 fisheries sensitivity analysis indicating the abundance of fish in this region is not high and modelled data analysing identify the probability of presence of high abundances of 0-group fish (fish in the first year of their life) that are sensitive to sound is a maximum of 33%²³.

²⁰ Coull, K.A., Johnstone, R., and Rogers, S.I. (1998). Fisheries Sensitivity Maps in British Waters. Published and distributed by UKOOA Ltd., Aberdeen, 58 pp.

²¹ 2014 update to Coull et al., (1998) data available from: <https://marinescotland.atkinsgeospatial.com/nmpi/>

²² SNH, 2014. Scottish MPA Project. Data confidence assessment for SEA OF THE HEBRIDES MPA PROPOSAL. Available from: <http://www.snh.gov.uk/docs/A1351902.pdf>

²³ 2014 update to Coull et al., (1998) data available from: <https://marinescotland.atkinsgeospatial.com/nmpi/>

The Fisheries Sensitivity layers have been generated to in Scottish waters. 13 species are covered by these layers.

The shellfish ecology of the area is unknown although Loch Snizort has been designated as an area of Shellfish Growing Waters (SGW) since 2000. This was for the production of the common periwinkle (*Littorina littorea*) and the common cockles (*Cerastoderma edule*). There are also mussels present in Uig Bay (a SEPA sampling point at NG 39209 63623). *Nephrops* (langoustine), crabs and scallops that were reported to be landed into Uig in 2015 may also be present.

3.9.2 Likely Significant Effects

The key impact pathways relating to fish and shellfish ecology are as follows:

- **Underwater sound:** Potential effects from the terminal works that may impact fish are in relation to underwater sound resulting from impact piling. Pile driving activities are of particular concern as they generate very high sound pressure levels and are relatively broad-band in frequency (20 Hz to >20 kHz) (Nedwell and Howell, 2004²⁴). Thus, underwater sound resulting from impact piling at the ferry terminal has the potential to injure or disturb any fish in the vicinity of the works. However, any injury in fish from pile driving is only likely to occur in very close proximity to the works²⁵ and since a soft-start will be employed before the commencement of any piling any fish in the area are able to move away. Thus, injury from underwater sound is unlikely.

However, some disturbance of fish is possible in response to underwater sound. Herring and cod, species with high sensitivity, may be present at some times of the year and at key life stages and salmon will be undertaking seasonal migrations through Loch Snizort. The significance of such behavioural responses will be determined by the size and type of piles, the nature of the seabed where the piles will be located and the duration and timing of the piling. However, the abundance of these species is not anticipated to be high.

- **Suspended sediment and changes to water quality:** Potential impacts to fish and shellfish as a result of the dispersal of sediments and any associated contaminants as a result of bucket dredging and potential sediment disposal at sea.

3.9.3 Proposed Scope of Assessment

Underwater sound propagation calculations will be undertaken to determine the distance at which underwater sound, at levels that may cause disturbance, will propagate into the water column. The noise level (SL) arising from piling activities is partly related to the size of the pile involved with larger piles generating greater noise levels and can be described by the following model developed by the Environment Agency²⁶:

$$SL = 10.973 \ln(PD) + 234.74$$

Where

- SL is the Source Level expressed as unweighted peak-to-peak SL in dB re 1 µPa m; and
- PD is the pile diameter in metres.

The sound propagation calculations will be used to determine the level of disturbance in fish species for the impact assessment.

²⁴ Nedwell J and Howell D, 2004. A review of offshore windfarm related underwater noise sources. Report No. 544 R 0308. Report commissioned by COWRIE.

²⁵ Popper et al., 2014. Sound Exposure Guidelines for Fishes and Sea Turtles: A Technical Report prepared by ANSI-Accredited Standards Committee S3/SC1 and registered with ANSI. Springer and ASA Press, Cham, Switzerland.

²⁶ Presented at the Institute of Fisheries Management Conference on 23 May 2013

Sediment dispersion modelling, together with analysis of sediment samples from the dredging location will be used to determine the impact of any water quality changes on fish and shellfish in the project zone of influence.

3.10 Marine Mammals

3.10.1 Baseline Conditions

The Inner Hebrides, including the Isle of Skye, are known to support a number of marine mammal species designated under Annex II of the EC Habitats Directive. These include the harbour porpoise, dolphins and whales. The area is also important for seals, protected under The Marine (Scotland) Act 2010 which replaced the Conservation of Seals Act 1970. The distribution and abundance of these species is detailed below:

Cetaceans

The most important cetacean species around Uig and Loch Snizort is the harbour porpoise (*Phocoena phocoena*) as recognised by the Inner Hebrides and Minches SAC which encompasses the islands of Skye, Mull, Lismore, the group of small islands within the Firth of Lorn, and Colonsay. The SAC comprises an area of 13,539.77 km² and the site supports approximately 31.4% of the harbour porpoise population present within the UK's part of the West Scotland management unit²⁷. The density of harbour porpoises was highest, at 1.071 animals per km², in the Inner Hebrides which includes the southern region of the Isle of Skye. For the sea areas in the north of Skye, including Loch Snizort, the density of harbour porpoise was found to be lower²⁸, at 0.394 animals per km². Although the SAC has been identified using and in the area around the west of Skye (which includes Loch Snizort) was using summer modelled data, harbour porpoise are present throughout the year and thus the designation applies year round.

Small numbers of bottlenose dolphin, at an estimated density of 0.008 animals per km², have been observed around the Isle of Skye including waters in the north of the island. Some sightings of minke and killer whale have also been made in the Inner Hebrides but none have been found for the waters of Loch Snizort or the waters of the north of Skye.

Seals

There are no designated seal haul out sites in very close proximity to Uig though the Ascrib, Isay and Dunvegan SAC, designated specifically for the presence of the harbour seal, is approximately 7 km from the mouth of Uig Bay. There is also a grey seal pupping site on the Ascrib Islands though this is on the western coast of the island and will not be subject to underwater sound from the project activities. The Sea Mammal Research Unit compiled a 12-year data set demonstrating consistent use of the site by around 600 common seals, equating to around 2% of the UK population. There was no specific information found in relation to the presence of seals in Uig Bay and whilst this area is not important for breeding or hauling out it is expected that seals may utilise this area, along with the wider Loch Snizort, for feeding.

3.10.2 Likely Significant Effects

- **Underwater sound:** Potential effects from the terminal works that may impact marine mammals are related to the production of underwater sound from impact piling. This has the potential to injure or disturb any marine mammals present in the vicinity of the works. However, auditory injury to marine mammals is only likely to occur at very close proximity, probably within metres, of the piling activity. As the project will adopt a Marine Mammal Observer and a soft-start prior to any impact piling activities no injury is likely to occur to any marine mammals as a result of the project.

Behavioural disturbance, however, is possible and the level of impact will depend on the sound source level, the duration of piling and the size of the piles. Recent evidence indicates that disturbance of seals occurred up to 25 km away from impact piling at an offshore windfarm but the recovery time found for seals was within 2 hours after piling ceased. However, differences in pile characteristics, and the effects of bathymetry on sound propagation, means that the displacement distances can vary significantly between sites

²⁷ Clark, J., Dolman, S.J. & Hoyt, E. (2010). Towards marine protected areas for Cetaceans in Scotland, England and Wales: A scientific review identifying critical habitat with key recommendations. Whale and Dolphin Conservation Society, UK.

²⁸ SCANS II data and reports available from: <http://biology.st-andrews.ac.uk/scans2/inner-finalReport.html>.

(Madsen et al. 2006²⁹). In Uig, the location of the impact piling is expected to limit the propagation of sound towards the seal haul-out locations on the Ascrib Island.

Impact piling is expected to be of short duration and the presence of marine mammals is expected to be low so that no likely significant effects are anticipated. However, sound propagation calculations will be required to test this assumption.

- **Suspended sediment and changes to water quality:** Potential impacts to marine mammals, as a result of the dispersal of sediments and any associated contaminants as a result of bucket dredging and potential sediment disposal at sea, are considered unlikely. Marine mammals are highly mobile and expected to move away from any localised areas where water quality has changed. Therefore, it is considered this impact can be scoped out of the EIA.

3.10.3 Proposed Scope of Assessment

An impact assessment, in relation to the sound produced by impact piling, will be undertaken as described in the section for fish to determine the extent of behavioural impacts on marine mammals.

²⁹ Madsen, P.T., Wahlberg, M., Tougaard, J., Lucke, K. & Tyack, P. (2006). Wind turbine underwater noise and marine mammals: implications of current knowledge and data needs. *Marine Ecology Progress Series*, 309, 279–295.

3.11 Ornithology

3.11.1 Baseline Conditions

A desk study was carried out to identify potential breeding and wintering bird species which may utilise Uig Harbour and the surrounding habitats. This included a review of the following data sources for records of bird species:

- British Trust for Ornithology (BTO) Wetland Bird Survey (WeBS);
- BTO Breeding Bird Atlas;
- Joint Nature Conservation Committee (JNCC) Seabirds at Sea and European Seabirds at Sea database;
- data collected for the Shiant Isles Seabird Recovery project; and,
- data obtained during surveys carried out for the proposal to designate the Inner Hebrides and the Minches candidate Special Area of Conservation (cSAC).

In addition, a single walkover survey of the existing ferry terminal plus a 250 m buffer was carried out in May 2017 to record all of the birds present and, where possible, to estimate the locations of breeding territories. The breeding bird field visit included a night-time survey for corncrake *Crex crex*.

Full details of the results of the ornithology desk study and site survey are provided in Tyler (2017b)³⁰ in Appendix D. No data were available on seabirds in Uig Bay from the Shiant Isles Seabird Recovery Project or from the surveys of the Inner Hebrides and the Minches SAC. The only WeBS data were from a single count made over ten years ago and due to their age have not been considered. The Royal Society for the Protection of Birds (RSPB) holds records of corncrake breeding in the area around Uig and there is tall, unmanaged vegetation suitable for breeding by this species present in the town. However, no corncrakes were encountered during the survey completed in May 2017 for the Proposed Development.

The existing pier was assessed for its suitability to support nesting black guillemot *Cepphus grille*, but it was determined that the structure was not suitable for this species.

The only bird species identified during the walkover which were considered to be breeding in proximity to the ferry terminal were house sparrow *Passer domesticus* (it was estimated that two pairs were breeding under the eaves of the filling station adjacent to the ferry terminal), starling *Sturnus vulgaris* (at least four pairs were believed to be nesting in the roof area of the ferry terminal building), sedge warbler *Acrocephalus schoenobaenus* (one territory was identified in the shrub vegetation between the road and the shore to the west of the ferry terminal) and wren *Troglodytes troglodytes* (one territory was identified in shrubs near to the existing terminal car park). Other birds recorded but which did not show signs of breeding behaviour included pied wagtail *Motacilla alba*, swallow *Hirundo rustica*, herring gull *Larus argentatus* and eider *Somateria mollissima*. All of the aforementioned species are common and widespread both on Skye and the wider Highland region.

As the only field survey was carried out during the breeding season and the desktop study provided no results for Uig Bay, there is currently no information about the use of the area around the harbour by shore- and seabird species during the migratory and/or winter periods. The intertidal and marine zones may be used by such species for foraging and/or roosting during the non-breeding season (which is generally taken to be September to March, inclusive).

3.11.2 Likely Significant Effects

There is the potential for the loss of a small amount of habitat which is used by breeding birds and/or for disturbance to be caused to breeding birds around the ferry terminal. However, for the following reasons, these effects are not considered likely to be significant:

³⁰ Tyler A (2017b), Uig Ferry Terminal Ornithological Survey.

- the areas of habitat to be lost, and the numbers of birds which will thus be able to utilise them, are small;
- none of the species recorded are considered to be particularly susceptible to human disturbance and the zone of influence over which works may affect these species is therefore likely to be small;
- there is extensive suitable nesting habitat of similar or higher quality in the nearby area to which any displaced birds can move; and,
- the species present are all common and widespread and any loss of breeding territories will not significantly affect the conservation status of these species, either locally or within the wider Highland region.

The sole exception to the above is corncrake, which as a bird listed on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended), receives special legal protection from disturbance and is of high conservation concern. Records of breeding by corncrake in Uig exist and it has been assessed that there is suitable habitat for nesting by this species, including immediately to the north-west of the existing ticket office where it is proposed that the temporary compound will be established. It is therefore possible that the Proposed Development could result in the loss of corncrake breeding habitat and/or that increased levels of human activity associated with the works could cause disturbance to nearby breeding corncrake. Therefore, to reduce the risk of corncrake breeding in the vicinity of the site, any areas of suitable nesting habitat will be removed (e.g. by strimming) prior to the commencement of the breeding season. By implementing this measure, it is not predicted that there will be any significant effects on corncrake as a result of the Proposed Development.

No information is currently available on the use of Uig Bay by wintering birds. However, it is possible that the works proposed to take place in the intertidal and marine zones could cause disturbance to a range of waterbird species that may prevent them from roosting and/or foraging.

3.11.3 Proposed Scope of Assessment

As the habitats present at and in the immediate vicinity of the ferry terminal are of low value to most breeding birds, and with only common and widespread species recorded during the survey visit completed in May 2017, it is proposed to scope out breeding birds from the EIA. Instead, generic mitigation will be incorporated into the Proposed Development to minimise the risk to breeding birds. This would be included in a Breeding Bird Protection Plan and may include timing works to take place outside of the bird breeding season or ensuring that pre-works checks for breeding birds are completed and that suitable exclusion zones are established around any active nest sites which are found.

To ensure that due care is taken with respect to corncrake, targeted surveys will also be carried out for this species. These will follow the methods described in Gilbert et al (1998),³¹ with at least two surveys carried out between May and June 2018. Where corncrakes are identified as being present, a suitable works exclusion zone, to be agreed with SNH, will be implemented.

It is proposed that impacts on wintering birds will be assessed as part of the EIA for the Uig Harbour Redevelopment. Surveys will therefore commence in September 2017 and will continue until and including December 2017. As the EIA is to be submitted in early-2018, it will not be possible to continue surveys for the remainder of the wintering period. However, it is expected that the data collected will provide sufficient information on the assemblage of species within Uig Bay and the numbers of birds which utilise the area during the winter months to conduct an Ecological Impact Assessment (EclA). An adapted version of the methods described in Bibby et al (2000) for counting flocking and migrating birds will be used to survey the entirety of Uig Bay. Subject to safe access, surveyors will walk from the point at Ru Idrigill, to the west of Uig, round the Bay as far as Rubha Riadhain. All waterbirds encountered during this walkover will be counted and mapped, highlighting any areas which are of apparent importance for roosting or foraging. Regular stops will be made at suitable vantage point locations to scan the sea and shoreline to ensure that all birds are recorded.

³¹ Gilbert G, Gibbons D.W and Evans J (1998), Bird Monitoring Methods: a manual of techniques for key UK species, the Royal Society for the Protection of Birds, Sandy.

One survey will be completed each month, with alternating visits completed around high tide (i.e. during the period of two hours either side of high tide) and around low tide (i.e. during the same period around low tide). Should it take more than four hours to complete the survey, then two surveyors will be employed, walking from opposite ends of the survey area, to ensure that the entire area is covered around the times of high and low tide. Surveyors will maintain contact to avoid double counting.

Impact assessment will follow the guidelines published by the Chartered Institute of Ecology and Environmental Management (CIEEM, 2016)³².

³² CIEEM (2016), Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal, 2nd Edition, Chartered Institute of Ecology and Environmental Management, Winchester.

3.12 Socio-Economics & Public Access

3.12.1 Baseline Conditions

Local Economy and Tourism

The Proposed Development is located in Uig Village. The population of Uig comprises approximately 300-400 residents and the primary sources of income for the local community are fishing, crofting (usually part-time), tourism and the ferry. Several crofting townships including Cuil, Rha and Idrigill are located around Uig Bay.

A number of local businesses have been identified in the immediate vicinity (within 250 m) of The Proposed Development including:

- The Uig Pottery;
- Uig Filling Station, Shop and Takeaway;
- The Isle of Skye Brewing;
- Orasay B&B, Caravans & Tearoom;
- Uig Campsite; and
- Bakur Bar.

A number of guesthouses and hotels are also located around Uig Bay and two tour companies ('Go to St Kilda' and 'SkyeXplorer') provide boat trips in the surrounding area from Uig Harbour.

Public Access

The onshore footprint of the Proposed Development is limited to the existing pier, ticket office and marshalling area, and a section of land immediately to the north west of the existing ticket office for the construction compound. The A87 provides access to the pier and the surrounding businesses and cuts across the Proposed Development.

The existing ferry service running from Uig Harbour provides lifeline services to communities living on the Western Isles through Tarbert and Lochmaddy. However, the islands can also be accessed by ferry via Stornoway and Loichboisdale.

3.12.2 Likely Significant Effects

Local Economy and Tourism

There is the potential for temporary loss of business for local businesses around Uig Harbour, particularly Uig Campsite and Orasay B&B and Caravans, during construction of the Proposed Development due to reduced traffic flow and increased disturbance. However, there is the potential for increased business in the longer term with the greater capacity of the new vessel and the upgraded services which could result in higher traffic volumes passing through Uig Harbour during the operation of the Proposed Development.

Construction workers may generate some business for the local shop and eateries.

Public Access

The ferry service will continue to run throughout construction but will likely be limited to a passenger service during linkspan replacement works. Construction may therefore result in limited access for short periods of time. However, access will likely improve during operation with the increased capacity of the vessel and improved facilities.

3.12.3 Proposed Scope of Assessment

It is proposed to undertake a desk-based assessment to identify all the socio-economic receptors in the surrounding area and how these might be affected by the Proposed Development.

3.13 Seascape, Landscape and Visual Effects

3.13.1 Baseline Conditions

The proposed works associated with the Proposed Development are concentrated around the existing harbour and pier. The village of Uig lies at the head of the sheltered inlet of Uig Bay on the west coast of the Trotternish peninsula on the Isle of Skye which lies outwith the Trotternish National Scenic Area at the peninsula's northeastern end. The area is, however, designated by a regional landscape designation (Trotternish and Tianavaig Special Landscape Area) which takes in the coast of northwest and southeast Trotternish. Uig Harbour, from which the ferry to the Western Isles leaves, contrasts with the remote interior defined by the elevated spine of the Trotternish ridge.

Uig is a linear crofting community surrounded by stepped moorland with open views extending across Uig Bay. It is also a harbour settlement, dominated by the coastal edge dividing the land and sea with a concentration of activity focussed around the pier and harbour buildings and the ferry terminal. It is already characterised by through traffic and intermittent activity associated with ferry traffic. The existing pier, area of hard standing and the harbour buildings associated with the ferry terminal are larger scale than surrounding residences and create a visual focus and prominent features within the landscape and in views along the coast. The pier already appears as a noticeable feature in views, extending out into Uig Bay when viewed from across the bay, along the coast and from more elevated viewpoints within the surrounding rising moorland.

3.13.2 Likely Significant Effects

The works associated with the Proposed Development are not considered to result in significant effects on the landscape or seascape resource or the visual amenity of local residents and visitors to the area. The works associated with the Proposed Development would be most apparent during the construction phase, however, this would be for a relatively short period of time and would be temporary. The permanent structures would be of a similar scale to the existing facilities and would be seen as an extension to the existing harbour infrastructure in Uig.

3.13.3 Proposed Scope of Assessment

Given that there are unlikely to be any significant impacts, it is proposed to scope out Landscape, Seascape and Visual Effects from the EIA.

3.14 Traffic & Transport

3.14.1 Baseline Conditions

Access to Uig Harbour is from the A87 trunk road (T) which falls within the jurisdiction of Transport Scotland. The A87 (T) serves as a strategic route connecting Uig Harbour to Portree, Kyle of Lochalsh and Invergarry. Local roads connect to the A87 (T) for localised access. The A87 (T) is a two-way single carriageway of approximate 7.3 m width with provision of footways, dedicated crossings, bus stops and street lighting intermittently provided along its length.

It is considered that the A87 (T) is a receptor of High Sensitivity based on its regional context.

Baseline traffic flow information for the A87 (T), on the Isle of Skye, has been extracted from Department for Transport (DfT) Counters. These are shown in Table 3-4. The locations of the DfT Counters are shown in Figure 3-7.

Table 3-4 Existing DfT Traffic Flow Information for A87 (T) on the Isle of Skye

DfT Counter Reference	Average Annual Daily Traffic (AADT)	Heavy Goods Vehicles (HGVs)
1133	1,334	42
50924	1,468	60
30944	3,465	112
1131	3,586	207
50928	2,037	115
20940	3,330	184
80387	5,679	257
10943	3,934	186

N.B. all counter information dates from 2016

Source: DfT Counters

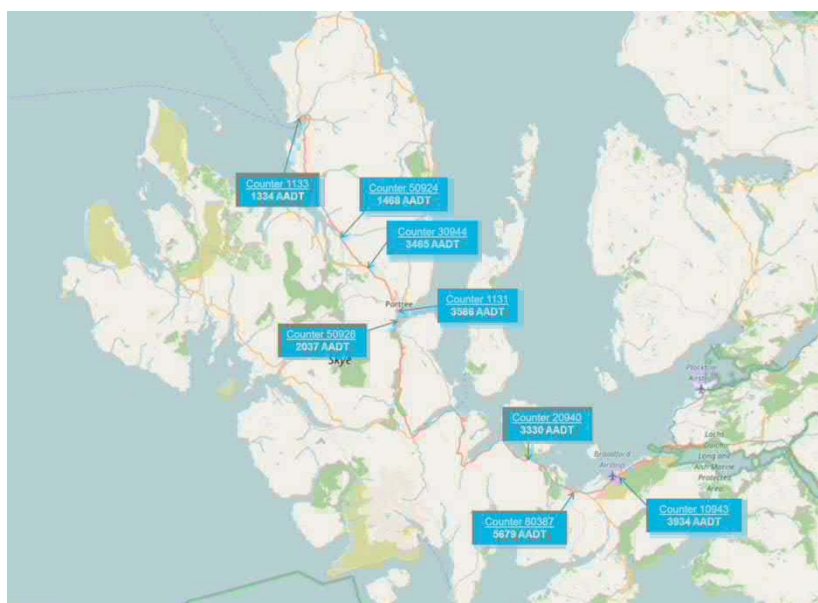


Figure 3-7 A87 (T) DfT Traffic Counter Locations and 2016 AADT Flows

3.14.2 Likely Significant Effects

The Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Road Traffic (1994) serves as the basis for assessing transportation

considerations of EIAs. These Guidelines identify changes in traffic in excess of 30%, 60% and 90% as constituting “slight,” “moderate” and “substantial” impacts respectively. Any traffic changes below 30% are considered to be “negligible” or have “no impact.” These traffic change definitions are considered in this scoping assessment.

Operational

There are two existing ferry routes from Uig Harbour to Lochmaddy on North Uist and to Tarbert on Harris. Using the existing ferry timetable information provided in Appendix E and the capacity of the existing vessel (number of vehicles), Table 3-5 identifies the existing ferry related vehicular trip generation to and from the Harbour. This assumes a worst case scenario whereby every single vessel is 100% full.

Table 3-5 Uig Harbour Existing Ferry Vehicle Trip Generation

Day	Arrivals		Departures		Total	
	Number of Ferries	Vehicular Trip Generation*	Number of Ferries	Vehicular Trip Generation*	Number of Ferries	Vehicular Trip Generation*
Monday	3	270	4	360	7	630
Tuesday	3	270	3	270	6	540
Wednesday	3	270	3	270	6	540
Thursday	3	270	3	270	6	540
Friday	4	360	4	360	8	720
Saturday	4	360	3	270	7	630
Sunday	3	270	3	270	6	540

*This assumes that every vessel is 100% full with all 90 spaces occupied (capacity of existing vessel)

Table 3-5 suggests that the busiest day of the week during the peak summer period is on a Friday when there are four arriving and four departing ferries. Assuming all of these ferries are fully occupied, this equates to a worst case total vehicular trip generation of 720 vehicles across the day.

It is intended that the Proposed Development would facilitate larger vessels to serve the Harbour. It is anticipated that these larger vessels would be able to accommodate 130 vehicles as opposed to the current provision of 90 vehicles. Assuming there would be no changes to existing ferry frequencies, Table 3-6 summarises the resulting additional vehicular trip generation as a result of the proposed larger capacity vessels.

Table 3-6 Proposed Development Ferry Vehicle Trip Generation

Time Period	Arrivals			Departures			Total		
	Number of Ferries	Vehicular Trip Generation*	Additional Vehicles	Number of Ferries	Vehicular Trip Generation*	Additional Vehicles	Number of Ferries	Vehicular Trip Generation*	Additional Vehicles
Worst Case Weekday	4	520	160	4	520	160	8	1040	320
*This assumes that every vessel is 100% full with 130 spaces occupied.									

Table 3-6 suggests that there would be a worst case daily uplift of 320 vehicles using Uig Harbour compared to the existing situation as a result of the larger capacity vessels.

The magnitude of impact associated with the change in traffic has been quantified and is shown within Table 3-7. It has been presumed that 100% of traffic would route to and from Uig Harbour via the A87 (T) towards the Skye Bridge to provide for a more robust assessment.

Table 3-7 Proposed Development Magnitude of Impact (Change in Traffic) - Operation

DfT Counter Reference	Average Annual Daily Traffic (AADT)	Additional Daily Vehicles	% Impact Uplift
1133	1,334	320	24%
50924	1,468	320	22%
30944	3,465	320	9%
1131	3,586	320	9%
50928	2,037	320	16%
20940	3,330	320	10%
80387	5,679	320	6%
10943	3,934	320	8%

The data suggests that the Proposed Development would result in a worst case scenario of a 24% uplift in base traffic on the immediate approach to Uig Harbour. This impact sustains until after the junction between the A87 (T) and the A850 where it notably reduces to 9%.

Combining the High Sensitivity of the receptor (A87 (T)) with the magnitude of the impact (less than 30%) results in “slight” significance and thus as per the IEMA Guidelines and DMRB does not warrant further consideration. It is therefore proposed that operational transport related impacts are scoped out of the EIA.

Construction

The average volume of daily construction traffic associated with the Proposed Development has been estimated as 40 two-way vehicles. The resultant magnitude of impact on the A87 (T) is shown in Table 3-8. It has been presumed that 100% of construction traffic would route to and from the Harbour via the A87 towards the Skye Bridge to provide for a more robust assessment.

Table 3-8 Proposed Development Magnitude of Impact (Change in Traffic) - Construction

DfT Counter Reference	Average Annual Daily Traffic (AADT)	Daily Construction Vehicles	% Impact Uplift
1133	1,334	40	3%
50924	1,468	40	3%
30944	3,465	40	1%
1131	3,586	40	1%
50928	2,037	40	2%
20940	3,330	40	1%
80387	5,679	40	1%
10943	3,934	40	1%

Combining the High Sensitivity of the receptor (A87 (T)) with the magnitude of the impact (less than 30%) results in “slight” significance and thus as per the IEMA Guidelines and DMRB does not warrant further consideration, it is therefore proposed that construction related traffic impacts are scoped out of the EIA.

The Proposed Development is not predicted to result in significant effects as a result of construction or operational traffic flows.

3.14.3 Proposed Scope of Assessment

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).

3.15 Air Quality

3.15.1 Baseline Conditions

There are no known Air Quality Management Areas or sensitive receptors to air quality in the vicinity of the Proposed Development. Local air quality is expected to be good due to the area's coastal setting with high levels of wind dispersal and a lack of significant sources of emissions.

3.15.2 Likely Significant Effects

The total traffic flow and the increases predicted due to the Proposed Development are considered unlikely to exceed the threshold criteria published in best-practice guidance³³ to indicate that a potentially significant local air quality effect may occur. Therefore, the local air quality effects due to road vehicle emissions have been scoped out from further assessment.

The proposed LNG bunkering system is not anticipated to lead to any local air quality concerns, and has been scoped out from any further assessment.

Some construction phase effects may occur due to emissions of dust and construction vehicle emissions. However, this phase of the Proposed Development will be temporary, and implementing measures to control emissions through the environmental management plan will ensure that effects are not significant.

All plant and vehicles will meet good industry standards and will be powered off when not in use to minimise emissions. During dry conditions water will be used for dust suppression. Storage of materials will be enclosed and / or covered with dust sheets and all HGV's delivering loose material to the site compound will be fitted with suitable sheeting. Daily inspections of the site and surrounding areas will be undertaken to ensure that accumulations of dust and mud are removed as soon as possible. Mitigation measures will also include the use of wheel-wash facilities and the implementation of speed restrictions. There will be a designated site contact person to handle any complaints regarding construction dust.

3.15.3 Proposed Scope of Assessment

Given that no significant effects are anticipated on Air Quality, it is proposed to scope it out of the EIA. The dust and emissions mitigation controls will be detailed in a CEMP in accordance with the IAQM (2014) guidance 'Guidance on the assessment of dust from demolition and construction' prior to the commencement of construction.

³³ EPUK/IAQM guidance(2017) 'Land-Use Planning & Development Control: Planning For Air Quality'

3.16 Greenhouse Gas Assessment

3.16.1 Baseline Conditions

Current sources of greenhouse gas emissions in Uig Harbour are likely limited to the existing ferry service and local traffic using the service and the surrounding road network.

3.16.2 Likely Significant Effects

Likely significant impacts on global greenhouse gas (GHG) concentrations from the entire lifetime of the Proposed Development are not anticipated. The new ferry is expected to have lower emissions than the current ferry due to newer and more efficient technology such as dual fuel. At present, the ferry timetable and number of vessel movements is not expected to change. There will be GHG emissions associated with the construction of the Proposed Development (e.g. construction traffic and production of the construction material) but these will be limited to the construction phase and, given the scale of the works, these are not anticipated to be significant.

3.16.3 Proposed Scope of Assessment

Given that likely significant effects on greenhouse gas emissions are not anticipated it is proposed to scope the Greenhouse Gas Assessment out of the EIA.

3.17 Terrestrial Noise & Vibration

3.17.1 Baseline Conditions

The study area for this assessment encompasses any areas where construction works are to be undertaken and extends to the closest noise and vibration sensitive receptors to these works. Additionally, the study area includes representative receptors in proximity to the routes that will be used by road vehicles travelling to or from the site during the construction and operation of the Proposed Development.

The closest terrestrial noise sensitive receptors to the proposed works are residential properties approximately 80 m to the west of the pier, including:

- The Haven;
- Fuaim na Mara; and
- Orasay

Publically available data, such as satellite imagery, has been used to examine the location of the Proposed Development and the surrounding area. There are no obvious significant sources of sound in the locality, with the exception of the road traffic on the A87, and boat movements in the harbour itself. The site is a relatively rural location and the baseline sound levels are anticipated to be relatively low.

3.17.2 Likely Significant Effects

The potential for significant effects to occur as a result of noise and vibration impacts on nearby onshore sensitive receptors will be considered. Possible impacts from the Proposed Development include:

- Noise and vibration emissions from construction and demolition plant;
- Operational noise emissions from the new boats; and
- Changes in road traffic noise levels on the surrounding roads, due to vehicles associated with the operation of the Proposed Development.

Consultation

The Environmental Health Department of Highland Council has been consulted in order to discuss the potential noise and vibration impacts from the Proposed Development. The assessment methodology below was agreed by phone call³⁴ and in a subsequent e-mail the Highland Council document Construction Noise Limits was provided. The e-mail stated that “a construction noise assessment will be required in the following circumstances: -

- Where it is proposed to undertake work, which is audible at the site boundary, out with the hours Mon-Fri 8am to 7pm; Sat 8am to 1pm

OR

- Where noise levels during the above periods are likely to exceed 75dB(A) for short term works or 55dB(A) for long term works (Generally, long term work is taken to be more than 6 months). Both measurements to be taken as a 1hr LAeq at the curtilage of any noise sensitive receptor.

³⁴ Telephone conversation on 29th June 2017 between Tim Britton, Principal Acoustic Consultant, AECOM and Robin Fraser, Environmental Health Officer at Highland Council

If an assessment is submitted, it should be carried out in accordance with BS 5228-1:2009 “Code of practice for noise and vibration control on construction and open sites – Part 1: Noise”³⁵. Details of any mitigation measures should be provided including proposed hours of operation.”

The duration of the construction works are anticipated to exceed 6 months, and are anticipated to involve piling along with earthworks and other noise generating activities. It is therefore clear that an assessment is required.

The potential for operational noise impacts from the development to occur was also discussed. It was agreed that an assessment would only be required if additional boat movements are anticipated during the night-time, or significant increases in ferry movements are proposed.

3.17.3 Proposed Scope of Assessment

Construction Noise and Vibration Emissions

In order to assess the impact of the construction noise emissions on human receptors, the guidance in British Standard 5228: 2009+A1:2014 ‘Noise and Vibration Control on Construction and Open Sites’ will be used. BS 5228 includes the following:

- Guidance on the potential impacts of construction and demolition noise and vibration;
- Discussion of the legislative framework;
- Prediction assessment methodology;
- General best practice control measures; and
- Example criteria that may be used to assess the resulting impact significance of construction and demolition noise and vibration.

Potential noise impacts will be assessed using the “ABC method” in Annex E of the standard. This identifies thresholds above which potentially significant effects occur, depending on the baseline sound levels. Given the location of the Proposed Development, it is considered likely that the current baseline sound levels will be below the lowest threshold level in the standard. Hence it is not necessary to establish the actual baseline sound levels at the receptors to determine the potential impacts. Estimated vibration levels will be assessed against the guidance in BS 5228-2 to identify the potential for significant effects to occur on people and buildings.

Construction noise and vibration impacts upon sensitive ecological receptors will be assessed elsewhere in the EIA. For non-marine receptors, this may require use of the results of the construction noise predictions.

Road Traffic Noise

The methodology in Calculation of Road Traffic Noise (CRTN) will be used to predict the likely changes in road traffic noise levels on the nearby road network as a result of the operation of the Proposed Development. The Highways England ‘Design Manual for Road and Bridges Volume 11 Section 3 Part 7 - Traffic Noise and Vibration’ (DMRB)³⁶ will be used to assess the potential noise impacts.

Construction road traffic is not expected to result in significant effects on noise and is therefore proposed to be scoped out of the EIA.

Operational Noise

It is understood that the ferry timetable is not anticipated to change as a result of the Proposed Development. Hence, significant impacts are highly unlikely and operational noise impacts have been scoped out of the EIA.

³⁵ BSi, BS 5228: 2009+A1:2014. ‘Code of Practice for Noise and Vibration on Construction and Open Sites, Part 1: Noise’.

³⁶ Highways Agency (2011). ‘Design Manual for Road and Bridges Volume 11 Section 3 Part 7-Traffic Noise and Vibration’.

3.18 Commercial & Recreational Navigation

3.18.1 Baseline Conditions

The Highlands Council are the statutory harbour authority (SHA) for Uig Harbour. An SHA administers the majority of port operations. Every SHA is self-governed, with specific legislation (normally Acts of Parliament) creating the SHA as an entity, with further powers and amendments made over time in response to the changing scope and remit of the SHA. Underpinning the powers of an SHA is a range of national legislation which places statutory responsibility on the Harbour Authority to ensure navigation and safety within the harbour limits; this includes the 'Harbours, Docks and Piers Clauses Act 1847' and the 'Harbours Act 1964'. Under such legislation, the Harbour Master may issue general or specific directions to control movements of vessels within their SHA in order to ensure safety.

For the purposes of the EIA the study area will encompass Uig Bay with the limit comprising a straight line joining Ru Idrigill and Ru Chorachan.

The main user of Uig Harbour is the ferry service operated by CFL, the ferry operates at a frequency of circa 200 sailings per month and operates between Uig, Lochmaddy and Tarbert. A range of fishing activities in the area means that Uig Harbour is regularly used by vessels associated with this industry. These vessels are likely to include maintenance vessels for aquaculture in the area as well as commercial and recreational fishing vessels that use the harbour to land their catch.

The closest Royal Yachting Association (RYA) affiliated clubs are based at Portree on the eastern coast of the Isle of Skye and at Lochmaddy in the Western Isles. There is an anchorage area for recreational vessels at the north side of the pier in Uig Harbour. There are also a limited number of tourist vessels that operate out of Uig Harbour.

3.18.2 Likely Significant Effects

The key impact pathways relating to commercial and recreational navigation include:

- Dredger accident or incident during dredging (capital and maintenance);
- Dredger accident or incident whilst on passage between Uig and the disposal site (capital and maintenance);
- Accident or incident involving construction craft;
- Displacement of vessels; and
- Water quality impacts from pollutants resulting from accidents, incidents or spillages.

The ferry operation and routing remains unchanged as a result of the Proposed Development and as such any potential pathways directly associated with the operation of the ferries has been scoped out of requiring any further assessment.

3.18.3 Proposed Scope of Assessment

This section sets out the key elements of work which will be required as part of the EIA.

Key information on navigation within the study area will be collected from public domain datasets e.g. Department for Transport (DfT) shipping and port statistics and the most recently released Maritime and Coastguard Agency (MCA) Automatic Identification System (AIS) data. This will identify:

- Vessel transit tracks and intensity of sea area usage;
- Vessel type; and
- Vessel voyage information (including port of origin and destination).

Further relevant information sources include:

- Royal Yachting Association indicative cruising routes and sailing areas;
- Data from the Marine Accident Investigation Branch (MAIB) on reportable ship incidents; and
- Royal National Lifeboat Institute (RNLI) incident response data.

A desk based assessment of the effects of dredging (and disposal) and the associated construction works on commercial and recreational navigational receptors will be carried out on the basis of this information. The following guidance will be used in undertaking the assessments:

- MCA Marine Guidance Note 543 and the MCA's 'Methodology for Assessing the Marine Navigational Safety & Emergency Response Risks of Offshore Renewable Energy Installations (OREI)',³⁷;
- DfT / MCA Port Marine Safety Code³⁸; and supplemented by
- International Maritime Organization (IMO) Revised Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule making process³⁹.

³⁷ DfT/MCA, 2013. Methodology for Assessing the Marine Navigational Safety and Emergency Response Risks of Offshore Renewable Energy Installations (OREI). Department for Transport / Maritime and Coastguard Agency.

³⁸ DfT/MCA, 2016. Port Marine Safety Code (PMSC), Department for Transport / Maritime and Coastguard Agency, November 2016.

³⁹ IMO, 2013. Revised Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule making process.

3.19 Commercial Fisheries

3.19.1 Baseline Conditions

Commercial fisheries

The UK fisheries statistics⁴⁰, show that *Nephrops* (langoustine), crabs and scallops were the three main species landed into Uig Harbour (by weight and value) by Scottish and English fishing vessels in 2015.

Inspection of UK fleet landings by ICES rectangle⁴¹ did not show any 2015 landings originating from ICES rectangle 44E3 in which Uig Bay is located, or from ICES rectangles 44E4, 43E3 or 43E4 which incorporates the wider area around the Isle of Skye. Hence, this appears to indicate that the catches being landed into Uig Harbour are not caught in the vicinity of the Proposed Development. However, potting vessels are known to operate out of Uig Harbour and Scotmap⁴² data indicates that the wider area is important for scallop trawling (based on fishing activity between 2007 and 2011). Consultation with the local fishing industry will therefore be undertaken to confirm the location and intensity of commercial fishing activity.

Aquaculture

Uig Harbour is located within a Shellfish Water Protected Area (Loch Snizort; SWPA57) as shown in Figure 3-8.

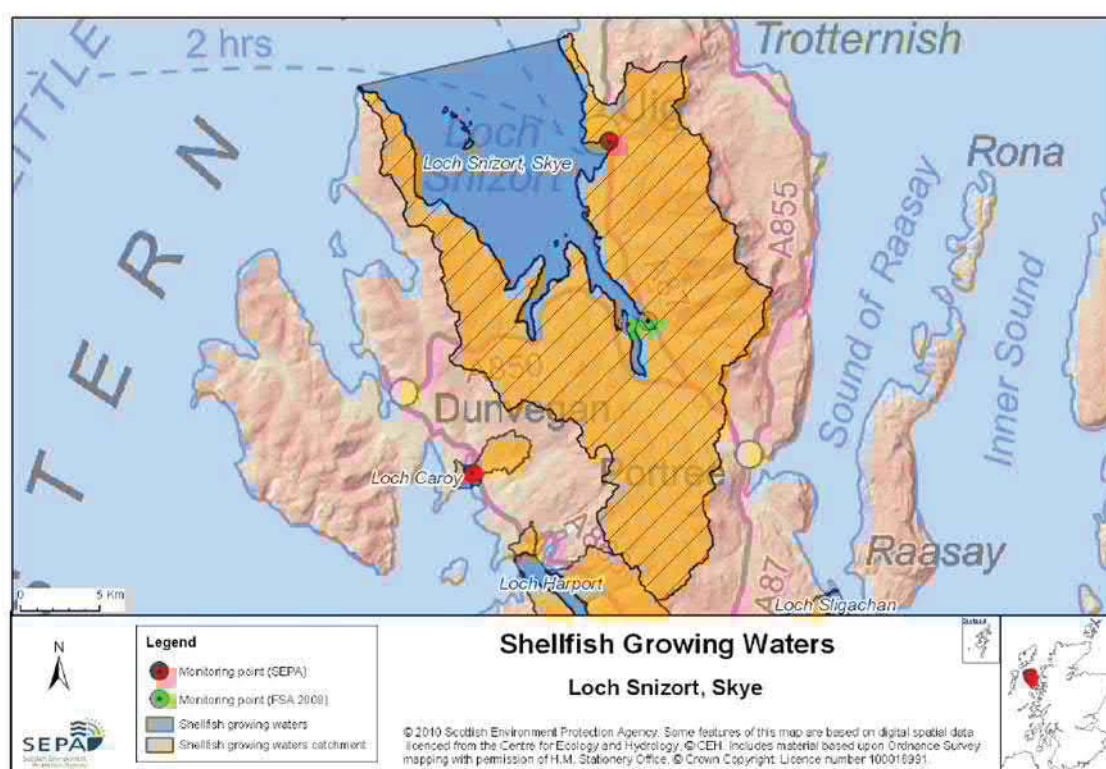


Figure 3-8 Shellfish Growing Waters in Loch Snizort, Skye (source: SEPA, 2010)

According to Marine Scotland's National Marine Plan interactive map (NMPI)⁴³ there is one active seawater finfish farm (producing Atlantic salmon) approximately 4 km south of Uig Harbour. This database also indicates that there is a deregistered seawater finfish farm approximately 1.4 km south

⁴⁰ MMO, 2016. UK Sea Fisheries Statistics 2015. Available online at: <https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2015>

⁴¹ ICES (International Council for the Exploration of the Sea) rectangles have been used since the 19702 for the geographical gridding of data to make simplified analysis and visualisation of marine data.

⁴² Scotmap data (<https://marinescotland.atkinsgeospatial.com/nmpi/>) provides an indication of the value of fisheries based on information provided by fishermen (based on activity between 2007 and 2011).

⁴³ <https://marinescotland.atkinsgeospatial.com/nmpi/>

of the Uig Harbour and a deregistered shellfish site and an inactive shellfish site both approximately 2.2 km south of the harbour. However, based on initial discussions with the lease holder and operator of the fish farm within Uig Bay (in September 2017) it is understood that there is a plan to re-open the site to farm Atlantic Salmon in the near future⁴⁴. This information will be verified with Marine Scotland during the EIA process.

3.19.2 Likely Significant Effects

The key impact pathways relating to commercial fisheries and aquaculture are the following:

- Potential disruption of fisheries activities due to vessel movements between the dredge area and the disposal site;
- Potential impacts to fishing activities and fish stocks (including through changes to habitat availability, water quality/contamination, noise and vibration; as assessed in the water quality and marine ecology chapters). This will include any potential impacts to farmed stock (finfish) as well as wild stocks.

3.19.3 Proposed Scope of Assessment

The assessment will focus on the following:

- Commercial fisheries – Given that the ICES rectangle data indicates that there are no landings arising from the ICES rectangles covering the wider area, it is assumed that additional analysis of publically available landing statistics will not be able to further inform the assessment. The assessment will therefore focus on consultation with the commercial fisheries sector to identify any available data or information regarding the distribution and intensity of any fishing activity in the vicinity of the works (including seasonal variations in activity), species targeted, gear types used and the volumes and value of landings from these area. Consultees are likely to include:
 - The West Coast regional Inshore Fisheries group (rIFG) (and any other key local fishing association advised by the West Coast rIFG); and
 - The Scottish Fishermen's Federation, if data or information is not available from the above consultees.
- Aquaculture – The assessment will require confirmation regarding the current status of any aquaculture production businesses in the wider area and this will be sought from Marine Scotland. Further consultation with the lease holder and operator of the fish farms in the area will also inform the assessment.

A desk based assessment of the effects of construction works (including dredging and disposal) on commercial fisheries receptors will be carried out on the basis of this information. Potential effects during the operational phase have been scoped out (with the exception of the potential for maintenance dredging) given there is no proposed changes to the ferry operations or routeing.

⁴⁴ See planning documents available at:
<http://wam.highland.gov.uk/wam/applicationDetails.do?activeTab=summary&keyVal=NVE1C5IH09A00>

3.20 Other Users

3.20.1 Baseline Conditions

There is no known oil and gas exploration, renewable development or military activity in the Uig Harbour area that is likely to be affected by the Proposed Development. Potential impacts on other marine users undertaking commercial and recreational navigation or commercial fishing will be assessed in their relevant sections of the EIA (see sections 3.18 and 3.19 of this report respectively).

3.20.2 Likely Significant Effects

There may be the opportunity for future sea disposal in Uig Bay by other users as a result of opening the new sea disposal site which could be beneficial to future development. However, any future disposal outwith the Proposed Development will require consent under separate Marine Licence applications.

3.20.3 Proposed Scope of Assessment

No significant effect is anticipated on other marine users and it is therefore proposed that Other Users be scoped out of the EIA.

3.21 Archaeology & Cultural Heritage

3.21.1 Baseline Conditions

Pastmap, Canmore and modern satellite imagery were examined to identify any known heritage assets in the Proposed Development site including potential locations for the new disposal site and a 100 m buffer.

The following known heritage asset types have been identified within the study area:

- Maritime (i.e. wrecks): 2 (20th and 21st century)
- Historic Environment Record/Canmore: 2 sites – King Edward Pier (c.1900); Memorial (1902)

King Edward Pier is a non-designated asset, as is the 20th-century monument which stands at its shoreward end. There is a small amount of evidence for prehistoric archaeology around Uig Bay, including a cairn designated as a scheduled monument and the find spot of a stone/flint scraper tool. All other assets recorded in the wider area are post-medieval and later in date. These appear to be mainly 19th and 20th century date, and relate to buildings and other settlement elements (e.g. cemetery, bridge). The only marine asset is an undated fish trap on the Idrigil foreshore, which appears as a distinct linear feature on modern satellite imagery, c. 150m long. This feature is c. 500m from King Edward Pier and nothing comparable is visible in the development area.

Other than early 20th century built features, the development area is devoid of known heritage features. The potential for undiscovered features being present on the foreshore is considered to be low.

Two wrecks are recorded in the approaches to Uig Bay: the motor fishing vessel Sara Lena; and the Irlanda, built 1941 and lost 1943.

3.21.2 Likely Significant Effects

Siting of the disposal site will take into account proximity to known wrecks. Given the nature of the works, the absence of designated features within the study area and the low likelihood of encountering unrecorded features, no likely significant effects are anticipated on Archaeology and Cultural Heritage.

3.21.3 Proposed Scope of Assessment

Given that no likely significant effects are anticipated on Archaeology and Cultural Heritage it is proposed to scope it out of the EIA.

3.22 Proposed Scope of EIA

Based on preliminary investigation and consultation, this section outlines the proposed scope of the EIA. Table 3-9 below outlines which topics require further assessment and are scoped into the EIA, and which elements are unlikely to result in significant effects and are therefore proposed to be scoped out.

Table 3-9 Proposed Scope of the EIA

Scoped In	Scoped Out
Marine Physical Environment	Terrestrial Ecology
Marine Water & Sediment Quality	Marine Protected Areas
Flood Risk	Seascape, Landscape & Visual Effects
Ground Conditions & Contamination	Traffic & Transport
Benthic Ecology	Air Quality
Fish & Shellfish Ecology	Greenhouse Gas Assessment
Marine Mammals	Other Users
Ornithology	Archaeology & Cultural Heritage
Socio-Economics & Public Access	
Terrestrial Noise & Vibration	
Commercial & Recreational Navigation	
Commercial Fisheries	

To aid the determination, the following technical studies will be submitted with the EIA Report:



- Site Characterisation Report for the proposed dredge disposal site; and
- Water Framework Directive Assessment.

The Applicant is seeking a Scoping Opinion from Marine Scotland, Transport Scotland and THC Planning Department for the Proposed Development.



PROJECT
Uig Harbour Redevelopment

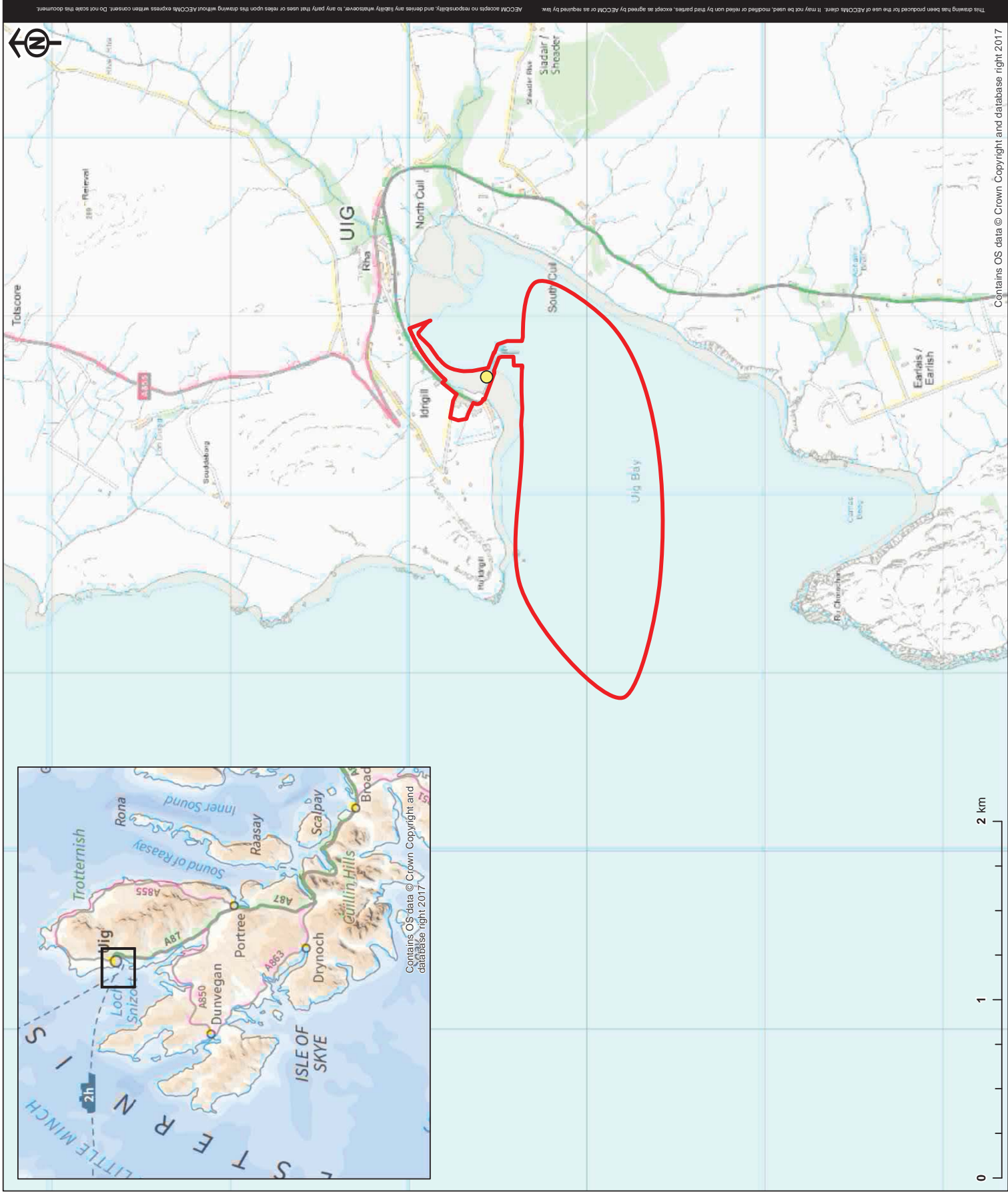
CLIENT
The Highland Council

KEY:
 Uig Harbour
 EIA Study Area

PROJECT NUMBER
60536743

SHEET TITLE
Figure 2.2 Site Location

SHEET NUMBER
1 of 1



PROJECT
Uig Harbour Redevelopment

CLIENT
The Highland Council

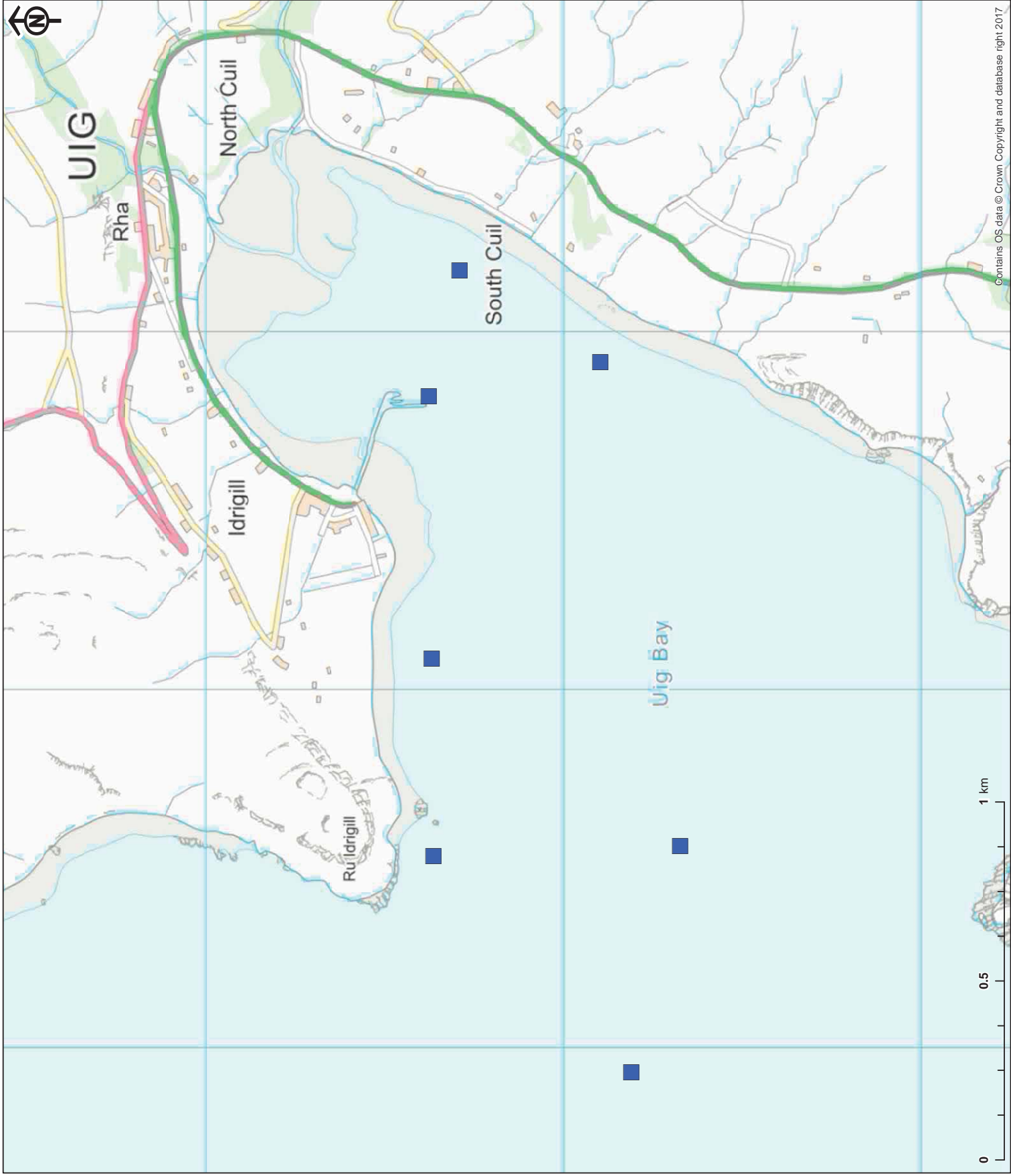
- KEY:
- EIA Study Area
 - Listed Buildings
 - Scheduled Monuments
 - Sea of Hebrides Proposed Marine Protected Area
 - Marine Conservation Areas
 - Sites of Special Scientific Interest
 - Special Areas of Conservation

PROJECT NUMBER
60536743

SHEET TITLE
Figure 3.1 Constraints Map

SHEET NUMBER
1 of 1





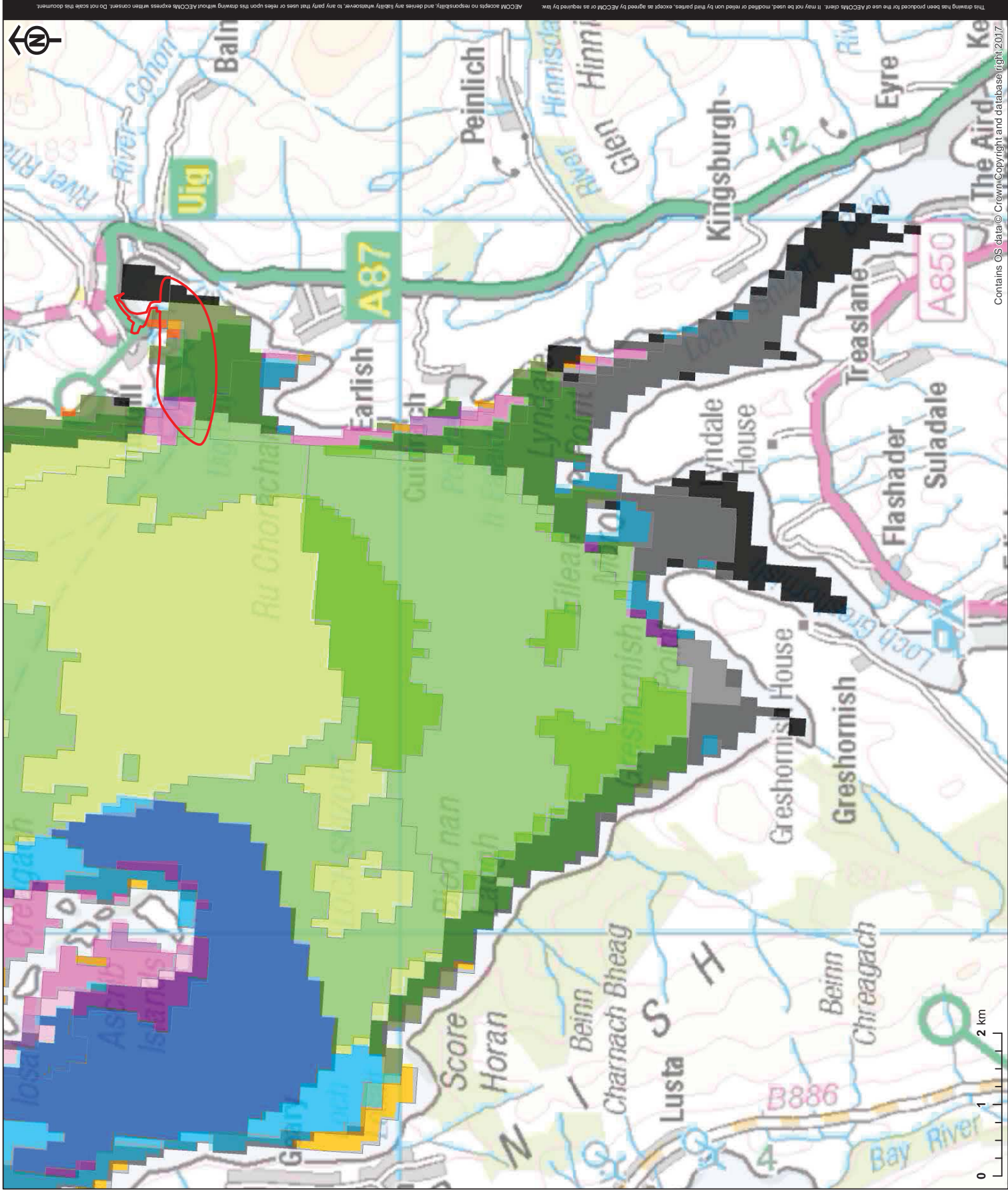
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PROJECT	Uig Harbour Redevelopment		
	The Highland Council		
CLIENT			
KEY:	Sediment Sampling Locations		

PROJECT	Uig Harbour Redevelopment
CLIENT	The Highland Council

KEY:	EIA Study Area
Broad habitat – Broad-Scale Predictive Habitat Map EUSeaMap2 September 2016.	
Habitat Type:	
A3.1: Atlantic and mediterranean high energy infralittoral rock	
A3.2: Atlantic and mediterranean moderate energy infralittoral rock	
A3.3: Atlantic and mediterranean low energy infralittoral rock	
A4.1: Atlantic and mediterranean high energy circalittoral rock	
A4.12: Sponge communities on deep circalittoral rock	
A4.2: Atlantic and mediterranean moderate energy circalittoral rock	
A4.27: Faunal communities on deep moderate energy circalittoral rock	
A4.3: Atlantic and mediterranean low energy circalittoral rock	
A4.33: Faunal communities on deep low energy circalittoral rock	
A5.33 or A5.34: Infralittoral sandy mud or infralittoral fine mud	
A5.35: Circalittoral sandy mud	
A5.35 or A5.36: Circalittoral sandy mud or Circalittoral fine mud	
A5.36: Circalittoral fine mud	
A5.37: Deep Circalittoral mud	
A5.43: Infralittoral mixed sediments	
A5.44: Circalittoral mixed sediments	
A5.45: Deep circalittoral mixed sediments	
Circalittoral Seabed	
Infralittoral seabed	
Deep circalittoral seabed	

PROJECT NUMBER	60536743
SHEET TITLE	Figure 3.5 Broad-scale Habitat
SHEET NUMBER	1 of 1



PROJECT	Uig Harbour Redevelopment
CLIENT	The Highland Council
KEY:	<div><div>EIA Study Area</div><div>Kelp and seaweed communities on sublittoral sediment</div><div>Kelp Beds- Laminaria hyperborea with dense foliose red seaweeds on exposed infralittoral rock</div><div>Kelp Beds- Laminaria hyperborea and foliose red seaweeds on moderately exposed infralittoral rock</div><div>European Spiny Lobster</div><div>Inshore deep mud with burrowing heart urchins</div><div>Maerl Beds</div><div>Northern seafan and sponge communities- Caryophyllia smithii and Swiftia pallida on circalittoral rock</div><div>Northern seafan and sponge communities- Northern Sea Fan</div><div>Ocean Quahog</div><div>Tide swept algal communities- Laminaria hyperborean on tide-swept infralittoral mixed substrata</div><div>White cluster anemone</div><div>Borrowed Mud- Burrowing megafauna and Maxmuelleria lankesteri incalittoral mud</div><div>Borrowed Mud- Seapens and burrowing megafauna in cicalittoral fine mud</div><div>Borrowed Mud- Tall sea pen</div></div>
FOR REFERENCE ONLY	
PROJECT NUMBER	60536743
SHEET TITLE	Figure 3.6 Priority Marine Features
SHEET NUMBER	1 of 1



Appendix A Screening Letter

Date
21 July 2017**Redacted**
Policy Adviser
Ports and Harbours Branch
Aviation, Freight, Maritime & Canals
Directorate
Area 2F North
Victoria Quay
Edinburgh
EH6 6QQDear **Redacted**,

I am writing on behalf of The Highland Council (THC), the developer, to request a Screening Opinion from Transport Scotland for the Uig Harbour Redevelopment (hereafter referred to as the 'Proposed Development'). The existing harbour powers defined under the Highland Regional Council (Harbours) Order Confirmation Act 1991 does not include for the entirety of the works so THC will be applying for a Harbour Revision Order (HRO) from Transport Scotland to update their development rights.

THC will also be applying for marine consent from Marine Scotland for works below Mean High Water Springs (MHWS) and may also apply for planning permission from THC Planning Department for works above Mean Low Water Springs (MLWS) as it remains unclear what the HRO will cover.

Introduction

Uig Harbour, located in Uig Bay, at the north eastern end of the Isle of Skye, forms part of the Skye Triangle ports, consisting of Uig, Tarbet and Lochmaddy, providing lifeline ferry services to the communities of the Western Isles. The Pier at Uig Harbour, named King Edward Pier, predominantly comprises the linkspan berth which serves the Calmac ferry route to the isles of Harris and North Uist. The Pier is under the control of Highland Harbours which is run by THC, with the operations for the ferry service controlled by Calmac (CFL).

Increasing demand and aging tonnage has led the ferry operator to commission new, larger ferry vessels for a number of its routes. The Skye Triangle has been identified by the operator as a priority and the procurement of a new vessel for this route has commenced.

THC, the developer, has to undertake redevelopment works to Uig Harbour to accommodate the new vessel which has been commissioned and is currently programmed to arrive at the harbour in October 2018. The Proposed Development consists of onshore and offshore elements and therefore falls under both THC's and Marine Scotland's jurisdiction. However, a Harbour Revision Order (HRO) will also be required, so the Proposed Development therefore also falls under Transport Scotland's jurisdiction.

Marine Scotland has requested that all works planned below the MHWS are assessed together. Given the overlap between THC's and MS's jurisdiction, the developer opted to screen both onshore and offshore elements together.

The following sections outline a brief description of the Proposed Development, the consenting requirements and the need for an Environmental Impact Assessment (EIA).

Project Description

The Proposed Development

The Proposed Development consists of the following works:

- Dredging (12,250 m³);
- Dredge Disposal;
- Widening of the existing berth;
- Increasing the marshalling area by land reclamation (11,000 m²);
- Works on the increased marshalling area including a new terminal building;
- Extension and widening of the approachway;
- New single lane linkspan with new lifting dolphins and bankseat;
- Demolition of the existing ticket office; and
- Upgrades to public utilities.

Two additional potential options are also being considered:

- Extension of the pier to include bringing the line of dolphins on to the line of the pier (as shown in Drawing 60536743-SKE-00-0000-C-1135 in Appendix B); and
- Wave screen and outer dolphin repositioning.

A detailed description of the Proposed Development is provided in Appendix A. Plans and sections of the Proposed Development are provided in Appendix B.

Location of the Proposed Development and Environmental Sensitivities

Figures 1 and 2 appended below (Appendix B) provide the red line boundary for the Proposed Development including potential disposal sites across Uig Bay and the key environmental constraints identified in the surrounding area respectively.

Uig Harbour is located in proximity to two Special Areas of Conservation (SAC) and a proposed Marine Protected Area (MPA):

- The Inner Hebrides and the Minches SAC, designated for porpoise populations in the North-West of Scotland, is located approximately 1 km to the West of the Harbour, at the edge of Uig Bay.
- The Ascrib, Isay and Dunvegan SAC, designated for its common seal populations, is located approximately 8 km to the West.
- An MPA has been proposed approximately 25 km to the South-West of the Harbour to provide protection for a potentially important basking shark breeding site, important areas for minke whales, tidal fronts and important geological features.

Uig Harbour is not located in close proximity to any onshore ecological designations. A Grey Seal Pupping Site is located approximately 8 km to the West of Uig Harbour on Ascrib Islands. The closest designated site on Skye is Trotternish Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC), designated for its flora and geological features, located approximately 5 km to the east of Uig Harbour.

Several listed buildings are located along the A87 and a scheduled monument is located 600 m to the east of the Proposed Development.

Consenting Requirements

As the Harbour Authority at Uig, THC operates as a statutory undertaker in respect of docks, piers or harbours. THC therefore possesses a range of Permitted Development (PD) rights and powers under Class 35 of the Town

& Country Planning (General Permitted Development) (Scotland) Order 1992 for the onshore elements and The Highland Regional Council (Harbours) Order Confirmation Act 1991. THC, as the local authority, also benefits from PD rights and powers under Class 30 of the Town & Country Planning (General Permitted Development) (Scotland) Order 1992. The rights and powers confirmed by the Highland Regional Council (Harbours) Order Confirmation Act 1991 are currently under legal review and shall provide clear guidance on the scope of the works to be contained within the HRO.

However, if the Proposed Development is considered EIA development, these PD rights will no longer apply and THC, the developer, will require consent under the following three regimes:

- The Harbours Act 1964– Transport Scotland to grant a Harbour Revision Order to vary THC's existing harbour powers;
- The Marine (Scotland) Act 2010 – consent will be required from Marine Scotland for any licensable activities below Mean High Water Springs; and
- The Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc (Scotland) Act 2006 – for works down to Mean Low Water Springs. An application for Planning Permission will be determined by THC.

Requirement for Environmental Impact Assessment

Environmental Impact Assessment Screening – Legislative Context

The European EIA Directive (85/337/EEC), in force since 1985 and most recently amended in 2014 (Directive 2014/52/EU), outlines the range of public and private developments which require EIA. The European Directive is translocated to Scottish legislation under the following regulations:

- The Harbour Works (Environmental Impact Assessment) Regulations 1999;
- Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017; and
- Town & Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017.

The EIA Directive and associated Scottish regulations contain two lists of different types of development projects. The Harbour Works (EIA) Regulations 1999 refer back to Annex I and II of the European EIA Directive (85/337/EEC) whereas the Marine Works (EIA) Regulations and T&CPA (EIA) Regulations outline the different types of developments which may require EIA in Schedule 1 and 2 of the regulations.

The first list is contained within Annex/Schedule 1. This sets out the descriptions of development for the purpose of classifying development as Annex/Schedule 1 development for which EIA is mandatory.

The second list is contained within Annex/Schedule 2. This sets out the descriptions of development and applicable thresholds and criteria for the purpose of classifying development as Annex/Schedule 2 development. Where the project falls within the description of the developments listed in Annex/Schedule 2 and exceed the applicable thresholds and criteria, it must be screened to determine whether it is likely to have significant environmental effects “by virtue of factors such as the development’s nature, size or location”.

Additionally, where the project falls within the description of the developments listed and falls below the applicable thresholds and criteria, but is located in, or partly in, a sensitive area, it must be screened to determine whether it is likely to have significant environmental effects.

A project that is contained within Annex/Schedule 2 that would be likely to have significant environmental effects is EIA development.

Environmental Impact Assessment Screening – Screening Requirement for the Proposed Development

The Proposed Development does not fall within Annex I of the European EIA Directive and ferry piers are excluded from Schedule 1 of the Marine Works (EIA) (Scotland) Regulations 2017 and the T&CPA (EIA) (Scotland) Regulations 2017. However, multiple elements of the Proposed Development fall under Annex II of the European EIA Directive and Schedule 2 of the Scottish Regulations and trigger the need for screening as shown in Table 1 below.

Table 1 Legislative requirement for EIA screening under European and Scottish legislation

Works subject to EIA screening	European EIA Directive	Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017	Town & Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017	Applicable threshold and criteria under the relevant Regulations
Reclamation of land from the sea	Annex II. 1 (g)	Schedule 2. 1 (e)	Schedule 2. 1 (e)	All works
Construction of roads, harbours and port installations, including fishing harbours (projects not included in Annex I)	Annex II. 10 (e)	Schedule 2. 10 (g)	Schedule 2. 10 (g)	The area of works exceeds 1 ha
Sludge deposition sites	Annex II. 11 (d)	Schedule 2. 11 (d)	Schedule 2. 11 (d)	The area of deposit or storage exceeds 0.5 ha

Need for an Environmental Impact Assessment

Given the nature and scale of the works, and the proximity to a number of marine protected areas, there is the potential for the Proposed Development to cause significant effects on the environment during construction, and it is therefore deemed to require EIA. THC Planning Department and Marine Scotland have advised that screening is not required as they have confirmed their agreement with the developer that EIA is required. Notwithstanding that THC Planning Department and Marine Scotland agree that an EIA is required, can Transport Scotland please provide a Screening Opinion of the Proposed Development in respect of the Harbour Revision Order process.

Should you have any questions please do not hesitate to contact me at Redacted or Redacted @aecom.com.

Yours sincerely,

Redacted

AECOM Limited

Appendix A - Description of the Proposed Development with the relevant Consenting Authority - Preferred Options & Potential Additional Options

Works	Description	Relevant Consenting Authority
Dredging	Dredging the berth area to minus 5.6 mCD consisting of approximately 12,250 m ³ of dredged material.	Marine Scotland
Dredge Disposal	<p>THC will endeavour to re-use the dredged material in the land reclaim where possible in order to minimise waste. However, the material may not be suitable for use in the land reclaim and will therefore need to be disposed of. Given the naturally high concentrations of heavy metals and hydrocarbons in the sediment in Uig Bay, it is unknown whether the material is suitable for disposal at landfill until further testing can be carried out. The dredged material may therefore need to be disposed of in the vicinity of the Proposed Development in a receiving environment with similar levels of heavy metals and hydrocarbons.</p> <p>THC are investigating 3 potential options for the disposal of dredged material:</p> <ul style="list-style-type: none"> Disposal at landfill; Disposal at sea in a new sea disposal site within 1 km of Uig Bay (a number of potential sea disposal sites have been identified within Uig Bay and in the immediate vicinity); Disposal on the beach ('beach recharge') immediately to the north of the pier. 	Marine Scotland and THC
Widening of the existing berth	<p>The existing berthing structure will be widened by 10m. This will require the following:</p> <ul style="list-style-type: none"> Demolition and relocation of the existing waiting shelter; Replacement of fenders, fender piles and fender panels; Demolition of existing wave wall and construction of new wave protection wall; Driving and plugging new tubular piles; Using a combination of precast and insitu concrete to construct the deck and completed berthing structure extension; and Reinforcement will be provided by steel tubular bearing piles with reinforced concrete plugs. 	Marine Scotland
Increased marshalling area by land reclamation	Undertaking approximately 11,000m ² of land reclamation using approximately 50,000m ³ of infilling material with rock armour revetment and sheet piles.	Marine Scotland and THC
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.	Marine Scotland and THC
Extension of the approachway	<p>The extension of the approachway by 6 m will require the following:</p> <ul style="list-style-type: none"> Driving new steel tubular piles with reinforced concrete plugs; Using a combination of pre-cast and insitu concrete to construct the deck; Repairing existing concrete deck on approachway over open piled and masonry wall section; Removing and reinstating the monoblock area and backfill; and Replacing the timber grillage, fenders and steel boat deflectors, boat steps. 	Marine Scotland
New single lane linkspan with new lifting dolphins	Replacing the existing linkspan and M&E equipment, and replacing or upgrading the existing lifting dolphins and bankseat.	Marine Scotland
Demolition of the existing ticket office	The existing ticket office will be demolished at the end of the construction phase.	THC
Construction compound	The construction compound will be located immediately to the west of the existing ticket office.	THC
Upgrades to public utilities	The potable water system, electrical supply and street lighting will be upgraded.	THC
Potential Additional Options		
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 with an upgraded fender system. Additional 10 m length of pier added.	Marine Scotland
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.	Marine Scotland

Appendix B - Plans and Sections

PROJECT	Uig Harbour Redevelopment
CLIENT	The Highland Council
KEY:	EIA Red Line Boundary

PROJECT NUMBER	60536743
SHEET TITLE	Figure 1. Site Location
SHEET NUMBER	1 of 1



PROJECT
Uig Harbour Redevelopment

CLIENT
The Highland Council

KEY:

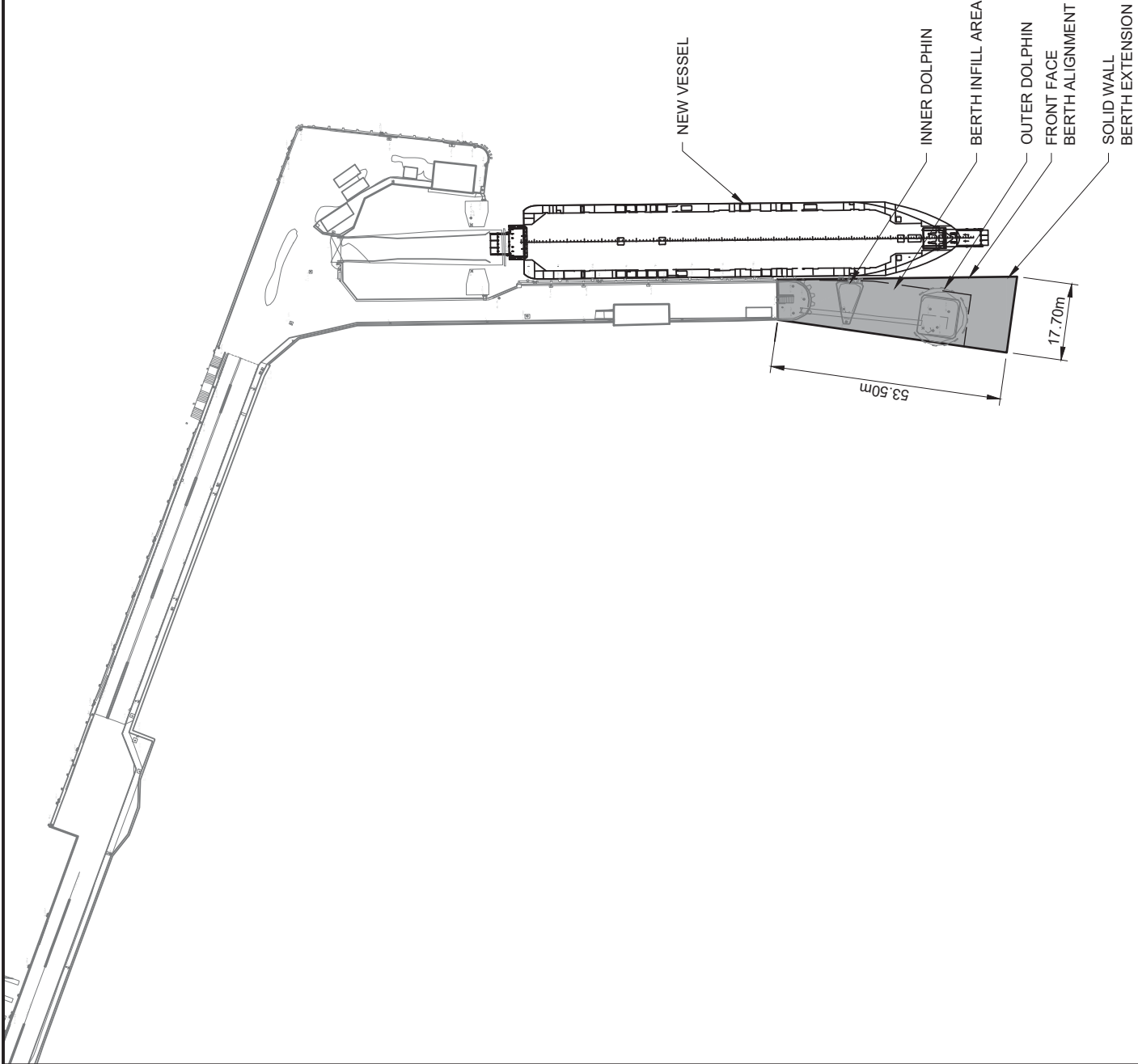
- EIA Red Line Boundary
- Uig Bay Fish Farm
- Listed Buildings by Category
 - A
 - B
 - C
- Scheduled Monuments
- Sea of Hebrides Proposed Marine Protected Area
- Marine Conservation Areas
- Sites of Special Scientific Interest
- Special Areas of Conservation

PROJECT NUMBER
60536743

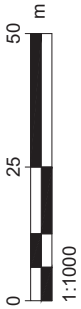
SHEET TITLE
Figure 2. Constraints Map

SHEET NUMBER
1 of 1





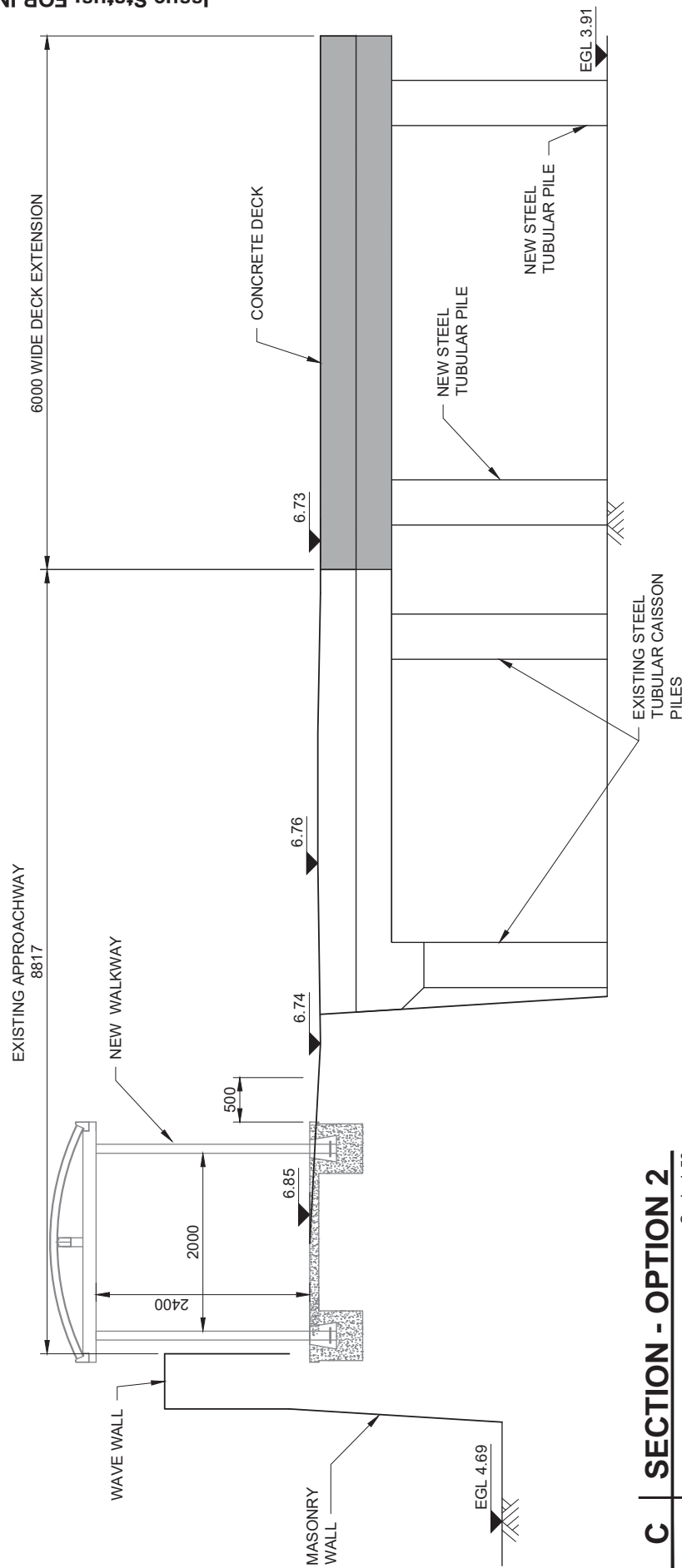
INFILL AREA, BERTH
REALIGNMENT AND EXTENSION



1:1000

Issue Status: FOR INFORMATION

Scale 1:50



Appendix B Statement for CalMac Ferries Ltd. regarding LNG



LNG at Uig Pier – Statement for inclusion in The Highland Council’s Scoping Report to Marine Scotland

September 2017

Background

CalMac Ferries Ltd (CFL) operates the Clyde & Hebridean Ferry Services on behalf of Transport Scotland. Part of our operation includes ensuring the logistical arrangements in place to fuelling our vessels.

In 2018 CFL expect to take delivery of two new dual fuel vessels, one of which is to be deployed on the Skye Triangle route. The new vessels are designed to operate on LNG and Marine Gas Oil (MGO) and we intend to bunker LNG at Uig Pier. The current vessel deployed on this route, operates on MGO and bunkering consists of two deliveries per week via a road tanker driving directly on the ferry. To ensure CFL can operate a resilient service and maximise the environmental benefits of operating on LNG we require storage of LNG at Uig Ferry Terminal.

Uig Terminal owners, The Highland Council, have advised that in principal they are content to accommodate LNG requirements at Uig, subject to all required operational, consenting, H&S and construction issues being suitably addressed by CFL.

Arrangements

CFL are responsible for delivery of this project and have in place a team with international experience to ensure the solution for LNG fuelling facilities at Uig are safe, suitable and reflect industry best practice.

It is acknowledged that this is the first project of its kind in Scotland for LNG ferries, and we are keen to work openly with all our stakeholders to raise awareness and understanding of LNG. We would also advise that we are progressing similar arrangements for LNG bunkering at Ardrossan Ferry Terminal.

At this early stage in the project we anticipate two separate approaches to the market:

- Procure LNG Bunkering Solution – supply, operation and maintenance of the supporting infrastructure to enable LNG bunkering operations (tanks, pumps, safety devices, pipework, bunkering gantry etc.)
- Procure LNG Fuel Supply & Delivery

It is our current intention to have on-site storage of LNG of less than 100 tonnes, which sits within the lower tier of COMAH regulations.

Our LNG installation will adhere to BS EN1473:2007, ISO20519, Dangerous Goods in Harbour Areas Regulations 2016

In order to achieve necessary approvals and raise LNG awareness CFL is engaging fully with;



Caledonian MacBrayne

Hebridean & Clyde Ferries

- The Highland Council, as owner and Statutory Harbour Authority
- The Highland Council as Local Authority
- HSE
- SEPA
- Scottish Fire & Rescue
- NHS Health Boards
- Local Community

At Uig we expect to undertake two bunkering actions per week with a maximum transfer of 40 tonnes of LNG per bunkering. Based on the transfer rates of 100m³/h storage to ship and 40m³/h road tanker to storage, we anticipate the following:

- LNG transfer from road tanker to storage tank will account for 208 hours per year
- Road tanker is considered to be present onsite 312 hours per year
- LNG transfer from storage tank to the ferry will account for 84 hours per year

At this time, it is anticipated that an LNG compound at Uig may be similar to that in the photo below, showing a LNG ferry in Denmark, but we await details of potential solutions to be provided by the market.



We are currently reviewing proposed locations of the LNG compound at Uig Ferry Terminal, and the next step will be to identify a preferred location. Two of the locations under consideration (extended marshalling area and berth widening structure) are not yet constructed, and are part of THC's proposed infrastructure upgrades works at Uig Terminal.

The final location of the LNG storage facility will be determined following consideration of the following: available space, outcome of DNV-GL risk analysis, impacts to ferry operations, cost to accommodate facility and discussions with key stakeholders.

As noted above the LNG facility will fall under COMAH regulations and will be constructed in adherence with ISO 20519. It will be operated under guidance from the HSE Approved Code of Practice for Dangerous Goods in Harbour Areas.

CFL have commenced engagement with the statutory consultees SEPA and HSE and initial indications are positive.

CALMAC
FERRIES

Operators of Caledonian MacBrayne

www.calmac.co.uk



Caledonian MacBrayne

Hebridean & Clyde Ferries

Timescales

We anticipate the following timescales:

- Oct 17 – finalise preferred compound location, consultations with stakeholders and supplier procurement exercises
- May 18 – appoint supplier/operator and finalise compound and bunkering plans
- June 18 – provide detailed design arrangements to stakeholders
- May 19 – complete planning consents and agreements
- Sept 19 – LNG installation completed & LNG bunkering at Uig possible

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Appendix C Phase 1 Habitat and Otter Surveys

**Uig Ferry Terminal
Phase 1 Habitats and Otter Survey**

June 2017

**Alison Tyler
34 Valtos
Miavaig
Isle of Lewis
HS2 9HR**

Summary

A Phase 1 habitat and otter survey were carried out on the area around the Uig Ferry Terminal, Skye, in May 2017. There relatively extensive intertidal area both to the east and west of the ferry pier. Much of the habitat immediately north of the intertidal area had introduced plants and shrubs. To the west of the ferry terminal was an area of croftland. There were no recent signs of otters using the area of the proposed works at the ferry terminal.

1 Introduction

1.1 Site Description

The area of the survey was the ferry terminal at Uig, Isle of Skye and all habitat within 250m of the terminal.

1.2 Aims of Survey

A standard Phase 1 habitats and otter survey was carried out to identify the main habitat types present and to establish if there is evidence that otters use the site.

2 Methodology

Habitats

The phase 1 habitat survey was carried out following the methodology described in JNCC (2010) Handbook for Phase 1 habitat survey – a technique for environmental audit, JNCC, Peterborough.

As it was a relatively small site, and much of the area was built-up, a 1:2500 map was used.

A standard walkover survey of the site, including a 250m buffer zone, was carried out by Alison Tyler on 25 and 26 May 2017. The survey was undertaken between 0900 and 1600 GMT in good weather conditions.

Otters

The survey was undertaken by Alison Tyler, an experienced otter surveyor with an SNH otter disturbance licence, number 13297. All shoreline and watercourses were checked for signs of otter (spraints, prints and digging), including evidence of runs, holts, lay-ups or couches. The rock armour along the shore was checked for otter lie-ups/holts. The walkover survey for otter was carried out and recorded according to the guidelines set out in Chanin P (2003) Monitoring the Otter' (*Lutra lutra*) Conserving Natural 2000 Rivers Monitoring Series No. 10, English Nature, Peterborough.

All signs of otters were photographed and a grid reference recorded using a handheld GPS. Otter spraints were identified by sight and smell. All spraints found were categorized according to the guidelines set out in Chanin 2003.

3 Results

Summary of Habitat Types

(see Appendix 1 for map of habitat types)

H1 Intertidal – brown algal beds

A significant part of the survey area was the intertidal zone, which was typical of the sea lochs of the north of Skye. The following seaweed species were identified in the intertidal area exposed at low tide :

Ascophylum nodosum

Fucus vesiculosus

Pelvetia canaliculata

Enteromorpha spp.

Fucus spiralis

Fucus serratus (although this was likely to be washed up from deeper water)

Ascophylum nodosum var. *mackaii* was looked for but not found



Photograph 1

Intertidal area and rock armour below ferry assembly area

H2 Saltmarsh

There were very small areas of saltmarsh at the upper limits of the intertidal area, below the rock armoured sea wall

H3 Shingle above high tide

West of the ferry terminal, the shingle area above high tide had sparse vegetation, including several garden escapes.



Photograph 2

Shingle and intertidal area west of the ferry pier

B1 Semi-improved acid grassland

The crofts leading down to the shore were herb-rich semi-improved grassland, with a high proportion of *Juncus squarrosus* and *Potentilla anserina*.



Photograph 3

Croftland west of the ferry terminal (see target note 7)

B Grass verges

Along the roadside and between the ferry car park and the sea wall the grassland was a mixture of grass species, *Rumex obtusifolius*, *Plantago* spp, *Chamerion angustifolium*.

J1.4 Introduced Shrub

An area between the road and the shore to the east of the ferry terminal had a mixture of shrubs (extensive *Ulex europaeus*, *Salix*, *Rubus fruticosus* and *Crataegus monogyna*), occasional taller trees, native scrub and verge grassland, and also had several non-native species seeded from the gardens on the opposite side of the road. As it was a small area it was mapped as introduced shrub.



Photograph 4
Grassy verge and
introduced shrub east of
the ferry assembly area

Target Notes

1 NG 38654 63824

Verge grasses with wide strip between road and shore with extensive *Ulex europeus*, *Salix*, *Rubus fruticosus* and *Crataegus monogyna* shrub, *Urtica dioica*, *Atropa belladonna*, *Lychnis flos-cuculi*.

2 NG 38586 863710

Single mature specimens of *Acer pseudoplatanus*, *Sorbus aucuparia*, *Sambucus nigra*. A few specimens of *Hyacinthoides* sp. *Chamerion angustifolium* widespread.

3 NG 38597 63658

Strand line vegetation typical of saltmarsh, *Armeria maritima*.

4 NG 38564 63614

Grass verge adjacent to ferry marshalling area. *Rumex obtusifolius*, *Plantago* spp, *Chamerion angustifolium*, *Urtica dioica*, *Atropa belladonna*.

5 NG 38538 63551

Shingle above high tide with *Potentilla anserina*, *Atriplex laciniata* and garden escapes including *Crocsmia* sp.

6 NG38472 63698

Various stands of long vegetation in area behind CalMac office, including *Phragmites australis*, *Urtica dioica*, *Anthriscus sylvestris*.



Photograph 5
Long vegetation – mainly *Phragmites australis* – in area behind CalMac office

7 NG 38312 63619

Semi-improved croft grassland, herb-rich (mainly *Ranunculus acris*) with high proportion of *Juncus squarrosus*. *Potentilla anserina* and *Filipendula ulmaria* present.

Otters

No recent signs of otters were found in the survey area. Although otters are relatively common on Skye, they are typically found in along the more complex shorelines of the sea lochs, and are not normally associated with straight coastline such as by the Uig ferry terminal. The presence of residential and commercial properties along the coastline will also be a factor in reducing the likelihood of otters using this stretch of coastline.

4 Assessment

Habitats

The habitat types recorded in the survey are mainly typical of the north of Skye. The township of Uig is unusual in that the gardens reach down to the shingle shore and so there are areas of garden introductions all along the upper shore. Garden plants and shrubs had self-seeded in most of the terrestrial habitat types. No species of particular note were found, and there were no groundwater dependent ecosystems identified.

Otters

No signs indicating the presence of otters were found. As otters are numerous around the coast of Skye it is possible that they use the area infrequently, but no

recent signs were found and the fact that the shoreline is unbroken, and the area is populated and busy with traffic, means it is unlikely that otters use resting places in the vicinity of the ferry terminal.

5 Further Survey Recommendations

Habitats

As the habitat types recorded are not of particular conservation importance, there is no requirement for a further NVC survey of the area.

Otters

As no signs indicating the presence of otters were found there is no requirement for a further otter survey.

Appendix 1 Uig Ferry Terminal Phase 1 Habitat

Legend

Target notes



Intertidal



Verges



Introduced shrub



shingle



Campsite



Semi-improved acid grassland



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Idrigill

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1

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7

Appendix D Ornithological Survey

Uig Ferry Terminal

Ornithological Survey

June 2017

**Alison Tyler
34 Valtos
Miavaig
Isle of Lewis
HS2 9HR**

Summary

A desktop study was carried out to identify potential breeding and wintering bird species that may utilise the site.

A breeding birds survey was carried out of the area of Uig Ferry Terminal, Skye, in May 2017. Very few breeding birds were found in the vicinity of the ferry terminal, and no breeding Schedule 1 birds were found.

1 Introduction

1.1 Site Description

The area of the survey was the ferry terminal at Uig, Isle of Skye and all suitable breeding bird habitat within 250m of the terminal.

1.2 Aims of Survey

A desktop study was carried out to identify potential breeding and wintering bird species that may utilise the site.

A field survey was also carried out, which aimed to locate all breeding birds within the survey area and assess the requirement for further breeding bird survey visits to the area.

2 Methodology

Desktop Survey

The following were consulted for data on breeding and wintering birds in the vicinity of Uig ferry terminal:

BTO Wetland Bird Survey

BTO Breeding bird atlas

JNCC's Seabirds at Sea and European Seabirds at Sea database

Data collated for the Shiant Isles Seabird Recovery Project

Surveys carried out for the Inner Hebrides and the Minches candidate Special Area of Conservation

Field Survey

A standard walkover survey of the site, including the existing pier structure and a 250m buffer zone, was carried out by Alison Tyler on 24 and 25 May 2017. The survey was undertaken in good weather conditions. The area was surveyed between 0900 and 1800, and suitable long vegetation for corncrakes was surveyed again between 0015 and 0045.

The survey was undertaken by Alison Tyler, an experienced ornithologist.

3 Results

Desktop Survey

There are no designated sites for breeding birds within 20km of the Uig Ferry Terminal. Uig Bay is within the candidate (submitted to EC) Special Area of Conservation Inner Hebrides and the Minches, which has harbour porpoise as its qualifying feature. The Trotternish Ridge SAC is also within 20km of the site.

Very little information on breeding birds of the Uig area was available. RSPB have records of breeding corncrake in the area, so the field survey included surveying following standard RSPB methodology.

No data on the seabirds of Uig bay was available from either the surveys carried out for the Shiant Isles Seabirds Recovery Project or the Inner Hebrides and the Minches candidate SAC. A single count was carried out for the Wetland Bird Survey in winter 2005/2006.

Field Survey

The existing pier is an open metal construction at the seaward end and a solid concrete wall and rock armour at the shore end. As detailed in the Phase 1 Habitats and Otter Survey Report¹, the intertidal area is brown algal beds with a small area of saltmarsh at the upper limits of the area below the rock armoured sea wall. The shingle area above high tide has sparse vegetation (Figure 1). There is a grass verge between the seawall and the roads and car park area. The adjacent crofts land is herb-rich semi-improved grassland.



Figure 1: Pier and Intertidal Area

Species found breeding in the survey area

House sparrow *Passer Domesticus*

Two breeding pairs under the eaves of the filling station adjacent to the ferry terminal

Starling *Sturnus vulgaris*

At least 4 pairs nesting in the roof area of the CalMac ferry terminal building.

¹ A Tyler, Uig Ferry Terminal Phase 1 Habitats and Otter Survey, June 2017

Sedge Warbler *Acrocephalus schoenobaenus*

One pair nesting in the shrub vegetation between the road and the shore west of the ferry terminal.

Wren *Troglodytes troglodytes*

One pair nesting in the shrubs near the ferry car park.

Other birds recorded during the survey

Pied Wagtail *Motacilla alba*

Seen flying near the ferry car park.

Swallow *Hirundo rustica*

Flying over shore near pier – probably nesting in croft buildings near survey area

Herring Gull *Larus argentatus*

7 birds recorded in the vicinity of the pier

Eider *Somateria mollissima*

Flock of 5 birds on sea loch within 200m of pier.

4 Assessment

There are no designated sites for breeding or wintering birds within 20km of the Uig Ferry Terminal. There are records for breeding corncrake within the township of Uig, and there is suitable long vegetation within the survey area, but no calling corncrakes were recorded during the survey. The breeding birds found during the survey are all common species found throughout Skye and the Highlands and Islands. The survey timing was sub-optimal for Black Guillemot *Cephus grylle* however the habitat present did not provide suitable nesting sites, for that species.

The desktop study did not identify any published data on wintering birds in Uig Bay, other than the single WeBS count. Uig Bay was not included on the Areas of Search for inshore aggregations of waterbirds outside the breeding season by the JNCC Seabirds at Sea team surveys. Eider were recorded during the breeding bird survey and it is known that they are also present as a wintering species.

5 Further Survey Recommendations

As the breeding birds in the vicinity of the ferry terminal are relatively common in Skye, and there were no Schedule 1 breeding birds, there is no immediate requirement for further breeding bird survey work.

There is a lack of information on wintering seabirds in the vicinity of the ferry terminal. There is no published data to suggest that Uig Bay is a nationally important area for seaduck. Eider are present throughout the year, and, although eider can feed in the intertidal areas, the proposed development is unlikely to have an adverse effect on the eider population in Uig Bay.

**Appendix 1 Uig Ferry
Terminal
Breeding Birds**

Legend

House sparrow	●
Starling	●
Sedge warbler	●
Wren	●



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Appendix E Current Ferry Timetable

There are two existing ferry routes from Uig Harbour to Lochmaddy on North Uist and to Tarbert on Harris. The ferry times from the peak summer period are shown in Table 1 and Table 2.

Table 1 Uig to Lochmaddy Peak Ferry Times

Day	Uig -> Lochmaddy		Lochmaddy -> Uig	
	Departure	Arrival	Departure	Arrival
Monday	09:50	11:35	12:05	13:50
	18:40	20:25	-	-
Tuesday	-	-	07:15	09:00
	14:00	15:45	16:15	18:00
Wednesday	09:30	11:15	11:45	13:30
	19:20	21:05	-	-
Thursday	-	-	07:15	09:00
	14:00	15:45	16:15	18:00
Friday	09:10	10:55	11:30	13:15
	18:20	20:05	20:30	22:15
	22:30	00:15	-	-
Saturday	-	-	07:15	09:00
	14:15	16:00	16:30	18:15
Sunday	09:30	11:15	11:45	13:30
	18:30	20:15	20:40	22:25

N.B. These ferry times represent the busiest schedule throughout the year (23 June – 2 September)

Source: CFL Timetables, 2017

Table 2 Uig to Tarbert (Harris) Peak Ferry Times

Day	Uig -> Tarbert		Tarbert -> Uig	
	Departure	Arrival	Departure	Arrival
Monday	05:30	07:10	07:40	09:20
	14:20	16:00	16:30	18:10
Tuesday	09:30	11:10	11:40	13:20
	18:30	20:10	-	-

Day	Uig -> Tarbert		Tarbert -> Uig	
	Departure	Arrival	Departure	Arrival
Wednesday	-	-	07:15	08:55
	14:10	15:50	16:20	18:00
Thursday	09:30	11:10	11:40	13:20
	18:30	20:10	-	-
Friday	-	-	07:00	08:40
	14:00	15:40	16:10	17:50
Saturday	09:30	11:10	11:50	13:30
	18:45	20:25	21:00	22:40
Sunday	14:15	15:55	16:25	18:05

N.B. These ferry times represent the busiest schedule throughout the year (23 June – 2 September)

Source: CFL Timetables, 2017

1.2 Scoping Opinion

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Marine Scotland - Licensing Operations Team and Transport Scotland Scoping Opinion

**The Highland Council (per AECOM) Uig Ferry Terminal
Development, Uig, Isle of Skye**

**THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT)
(SCOTLAND) REGULATIONS 2017 (as amended) and THE HARBOURS ACT
1964 ("The 1964 Act")**

**SCOPING OPINION FOR THE PROPOSED MARINE LICENCE APPLICATION(S)
AND HARBOUR REVISION ORDER (HRO) FOR MARINE CONSTRUCTION AND
DREDGING**

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1. Executive Summary

This is the Scoping Opinion adopted by the Scottish Ministers, as to the scope and level of detail of information to be provided in the Environmental Impact Assessment report ('EIA Report') for the proposed Harbour Development. The Scoping Opinion has been requested by AECOM on behalf of the applicant, Highland Council and are herein referred to as 'the applicants'.

This Scoping Opinion is on the basis of the information provided in the applicant's request, dated 25 September 2017 for the Scottish Ministers to adopt a Scoping Opinion. This Scoping Opinion can only reflect the proposal as currently described by the applicant. The matters addressed by the applicant in the Scoping Report have been carefully considered and use has been made of professional judgment and experience in order to adopt this opinion. It should be noted that when it comes to consider the Environmental Impact Assessment Report ("EIA Report") the Scottish Ministers will take account of relevant legislation and guidelines (as appropriate). The Scottish Ministers will not be precluded from requiring additional information if it is considered necessary in connection with the EIA Report submitted with the application for a marine licence(s).

This Scoping Opinion has a shelf life of 12 months from the date of issue. If an application is not received within 12 months then the applicant must contact the Scottish Ministers to determine whether this Scoping Opinion requires updating.

The Scottish Ministers have consulted on the Scoping Report and the responses received have been taken into account in adopting this Scoping Opinion. The Scottish Ministers are satisfied that the descriptions identified in the applicants request for a Scoping Opinion encompass those matters identified in regulation 14 of The Marine Works 2017 (as amended).

The Scottish Ministers draw attention to the general points and those made in respect of the specialist topics in this Scoping Opinion.

The main potential issues identified are:

- **Marine Nature Conservation Sites**
- **Marine Physical Environment**
- **Marine Water & Sediment Quality**
- **Flood Risk & Climate Change**
- **Benthic Ecology**
- **Fish & Shellfish Ecology**
- **Marine Mammals**
- **Ornithology**

- **Socio-Economics & Public Access**
- **Commercial & Recreational Navigation**
- **Commercial Fisheries**
- **Archaeology & Cultural Heritage**
- **Natural Resource Usage and Waste**
- **Major Accidents and Disasters**

Matters are not scoped out unless specifically addressed and justified by the applicant and confirmed as being scoped out by the Scottish Ministers. The table below details topics proposed to be scoped out within the applicant's request and provides the Scottish Ministers' advice on this. Detailed information is provided in the specialist topic sections.

Topic	Phase	Reason for Scoping Out
Seascape, Landscape & Visual Effects	Construction AND Operation	The proposed works are within the existing harbour and are of a similar scale to what already exists. Consultees agree no likely significant effects.
Traffic & Transport	Construction AND Operation	Marine traffic impacts will be assessed in the Commercial and Recreational Navigation section. Consultees comments should be considered in any mitigation and communication strategy. Traffic & Transport can be scoped out.
Air Quality	Construction AND Operation	Provided CEMP implemented, including measures to control dust and emissions consultees agree no likely significant effects.
Greenhouse Gas (GHG) Assessment	Construction AND Operation	No significant increases in GHG emissions likely. Consultees agree no likely significant effects.
Other Users	Construction AND Operation	There are minimal other users of the harbour area. Consultees agree no likely significant effects.

MS-LOT consider the terrestrial aspects scoped into the EIA to be out with the regulatory remit of Marine Scotland and therefore has no comment to make on the following proposed sections:

- **Ground Conditions & Contamination**
- **Terrestrial Ecology**
- **Terrestrial Noise and Vibration**

In summary, the EIA Report should demonstrate that key impacts to the above listed topics have been considered during both construction and operational phases. The Scoping Report suggested Marine Protected Areas be scoped out. However, in consideration of the consultee responses, this topic should be scoped in. As the section covers Natura Sites as well as an MPA, we recommend you re-title this section Marine Nature Conservation Sites.

In accordance with Schedule 3 (1)(c) and (d) of the 2017 EIA regulations, we are of the view that you should include a section on Natural Resource Usage and Waste.

In addition, the EIA Report should include the expected effects of Major Accidents and Disasters (according to regulation 5(4) of the 2017 regulations. With reference to Schedule 3 (1)(f), more emphasis on climate change should be demonstrated.

Furthermore, the EIA Report should include the accumulation of the impact with the impact of other existing and/or approved works (reference to Schedule 3 (1)(b)).

2. Introduction

2.1 Background to Scoping Opinion

2.1.1 We refer to your email of **25 September 2017** requesting a Scoping Opinion from the Scottish Ministers, under Regulation 14 of The Marine Works 2017 (as amended) and The Harbours Act 1964 (“The 1964 Act”). Your request included a Scoping Report (which can be found at <http://www.gov.scot/Topics/marine/Licensing/marine/current-construction-projects/Uig/ScopingReport>) containing a plan sufficient to identify the site which is the subject of the proposed works and a description of the nature and purpose of the proposed works and of its possible effects on the environment. Your request, including Scoping Report, was accepted by the Scottish Ministers on **10 October 2017**.

2.2 New Environmental Impact Regulations

2.2.1 On the 16 May 2017, the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (herein referred to as “The Marine Works 2017”) came into force, transposing the requirements of the 2014 amendment (2014/25/EU) to the Environmental Impact Assessment (“EIA”) Directive. The Marine Works 2017 regulations were subsequently amended but The Environmental Impact Assessment (Miscellaneous Amendments)(Scotland) Regulations 2017 which came into force on 30 June 2017 and introduced minor changes.

2.3 The requirement for Environmental Impact Assessment

2.3.1 Under The Marine Works 2017 (as amended), the Scottish Ministers, as the consenting authority, must not grant a regulatory approval for an EIA project unless an environmental impact assessment has been carried out in respect of that project and in carrying out such assessment the Scottish Ministers must take the environmental information into account. The works described in your Scoping Report fall under Schedule 2, paragraph 1(e), 10(g) and 10(m) of The Marine Works 2017 (amended).

2.4 The content of the Scoping Opinion

2.4.1 In regards to your request for a Scoping Opinion on the proposed content of the required EIA Report, the Scottish Ministers have, in accordance with The Marine Works 2017 (as amended), considered the documentation provided to date and consulted with the appropriate consultation bodies (see Appendix I) in reaching their Scoping Opinion.

2.4.2 Please note that the EIA process is vital in generating an understanding of

the biological, chemical and physical processes operating in and around the proposed works site and those that may be impacted by the proposed activities. We would however state that references made within the Scoping Opinion with regard to the significance of impacts should not prejudice the outcome of the EIA process. It is therefore expected that these processes will be fully assessed in the EIA report unless scoped out.

3. Description of works

3.1 Background to the works

3.1.1 The proposal by the applicant to upgrade the Uig Ferry Terminal on the North East of the isle of Skye, will allow access by the new larger ferry proposed by Caledonian Maritime Assets Limited (CMAL). The project comprises the following main components:

- Widening of the existing berth, to include demolition and construction of a new wave protection wall and impact piling
- Pier extension, including pile driving and use of concrete
- New linkspan including driving new piles and removing old piles
- Land reclamation using approximately 50,000 m³ of infilling material with rock armour revetment and sheet piles
- New slipway construction including sheet pile or rock armour with infill
- Dredging
- Dredge disposal and potential opening of a new sea disposal site
- LNG storage.

4. Aim of this Scoping Opinion

4.1 The scoping process

4.1.1 Scoping provides the first identification, and likely significance, of the environmental impacts of the proposal and the information needed to enable their assessment. The scoping process is designed to identify which impacts will or will not need to be addressed in the EIA Report . This includes the scope of impacts to be addressed and the method of assessment to be used. The scoping process also allows consultees to have early input into the EIA process, to specify their concerns and to supply information that could be pertinent to the EIA process. In association with any comments herein, full regard has been given to the information contained within the Scoping Opinion request documentation submitted.

4.1.2 The Scottish Ministers have also used this opportunity to provide advice in relation to the licensing requirements in addition to the EIA requirements (see Appendix II)

5. Consultation

5.1 The consultation process

5.1.1 On receipt of the Scoping Opinion request documentation, the Scottish Ministers, in accordance with The Marine Works 2017 (as amended), initiated a 30 day consultation process, which commenced on 10 October 2017. The following bodies were consulted, those marked in **bold** provided a response, those marked in *italics* sent nil returns or stated they had no comments:

- **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 Fishermans Federation*
- *Scottish Wildlife Trust*
- *Caledonian Maritime Assets Limited*
- *Hebridean Whale and Dolphin Trust*
- *Inshore fisheries Group*
- *Community Council*

5.2 Responses received

5.2.1 A total of nine responses were received. The purpose of the consultation was to obtain advice and guidance from each consultee or advisor as to which potential effects should be scoped in or out of the EIA.

5.2.2 The Scottish Ministers are satisfied that the requirements for consultation

have been met in accordance with The Marine Works 2017 (as amended). The sections below highlight issues which are of particular importance with regards to the EIA. Full consultation responses are attached in Appendix I and each should be read in full for detailed requirements from individual consultees. The Scottish Ministers expect all consultee concerns to be addressed in the EIA Report unless otherwise stated.

6. Contents of the EIA Report

6.1 Requirements of The Marine Works 2017 (as amended)

6.1.1 An EIA Report must be prepared in accordance with regulation 6 and contain the information specified in schedule 4 of The Marine Works 2017 (as amended).

6.1.2 The Marine Works 2017 (as amended) require that the EIA Report is prepared by competent experts and must be accompanied by a statement from the applicant outlining the relevant expertise or qualifications of those experts.

6.1.3 The EIA Report must be based on the Scoping Opinion and must include the information that may be reasonably required for reaching a reasoned conclusion, which is up to date, on the significant effects of the works on the environment, taking into account current knowledge and methods of assessment.

6.1.4 EU guidance on EIA identifies the following qualities of a good Environmental Statement (now known as an EIA Report):

- Includes a clear structure with a logical sequence, for example describing existing baseline conditions, predicted impacts (nature, extent and magnitude), scope for mitigation, agreed mitigation measures, significance of unavoidable/residual impacts for each environmental topic.
- Includes a table of contents at the beginning of the document.
- Includes a clear description of the works consent procedure and how EIA fits within it.
- Reads as a single document with appropriate cross-referencing.
- Is concise, comprehensive and objective.
- Is written in an impartial manner without bias.
- Includes a full description of the work proposals.
- Makes effective use of diagrams, illustrations, photographs and other graphics to support the text.
- Uses consistent terminology with a glossary.
- References all information sources used.
- Has a clear explanation of complex issues.
- Contains a good description of the methods used for the studies of each environmental topic.
- Covers each environmental topic in a way which is proportionate to its importance.
- Provides evidence of good consultations.
- Includes a clear discussion of alternatives.
- Makes a commitment to mitigation (with a programme) and to monitoring.

- Has a Non-Technical Summary (“NTS”) which does not contain technical jargon
- Further guidance can be found at <http://ec.europa.eu/environment/eia/eia-support.htm>

6.2 Non-Technical Summary (‘NTS’)

6.2.1 The EIA Report must contain a NTS which should be concise and written in a manner that is appealing to read and easily understood. The NTS should highlight key points set out in the EIA Report and must include (at least) the following:

- a description of the works comprising information on the site, design, size and other relevant features of the works;
- a description of the likely significant effects of the works on the environment;
- a description of the features of the works and any measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;
- a description of the reasonable alternatives studied by the applicant, which are relevant to the works and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the works on the environment; and
- a summary of the information provided under paragraphs 1 to 9 of Schedule 4 of The Marine Works 2017 (as amended).

6.3 Mitigation

6.3.1 Within the EIA Report it is important that all mitigating measures are:

- clearly stated;
- accurate;
- assessed for their environmental effects;
- assessed for their effectiveness;
- fully described with regards to their implementation and monitoring, and;;
- described in relation to any consents or conditions

6.3.2 The EIA Report should contain a mitigation table providing details of all proposed mitigation discussed in the various chapters. Refer to Appendix I for consultee comments on specific baseline assessment and mitigation.

6.3.3 Where potential environmental impacts have been fully investigated but found to be of little or no significance, it is sufficient to validate that part of the assessment by stating in the EIA Report:

- the work has been undertaken;
- what this has shown i.e. what impact if any has been identified, and
- why it is not significant?

6.4 Design Envelope

6.4.1 Where flexibility in the design envelope is required, this must be defined within the EIA Report and the reasons for requiring such flexibility clearly stated. The applicant must also describe the criteria for selecting the worst case, and the most likely, scenario, and the impacts arising from these. The Scottish Ministers will determine the application based on the worst case scenario. The EIA will reduce the degree of design flexibility required and that the detail will be further refined in a Construction Method Statement ("CMS") to be submitted to the Scottish Ministers, for their approval, before works commence. Please note however the information provided in section 10 below regarding multi-stage regulatory consent. The CMS will freeze the design of the project and will be reviewed by the Scottish Ministers to ensure that the worst case scenario described in the EIA Report is not exceeded.

7. Interests to be Considered Within the EIA Report

7.1 Introduction

7.1.1 The Scoping Report considered the environment under the following headings and topics, these are addressed in turn below.

- **Marine Nature Conservation Sites**
- **Marine Physical Environment**
- **Marine Water & Sediment Quality**
- **Flood Risk & Climate Change**
- **Ground Conditions & Contamination**
- **Benthic Ecology**
- **Fish & Shellfish Ecology**
- **Marine Mammals**
- **Ornithology**
- **Socio-Economics & Public Access**
- **Commercial & Recreational Navigation**
- **Commercial Fisheries**
- **Marine Archaeology & Cultural Heritage**
- **Natural Resource Usage and Waste**
- **Major Accidents and Disasters**

This section also contains a summary of main points raised by consultees and the Scottish Ministers' opinion on whether EIA topics should be scoped in or out. The consultation responses are contained in Appendix I and the applicant is advised to carefully consider these responses and use the advice and guidance contained within them to inform the EIA Report.

7.2 Marine Nature Conservation Sites

7.2.1 Whilst the proposed development is not located within any designated nature conservation sites, it is located close to sites of conservation importance and has potential to have significant effects on:

- The Inner Hebrides and the Minches cSAC, designated for Harbour porpoise (*Phocoena phocoena*);
- The Ascrib, Isay and Dunvegan SAC designated for Harbour seal (*Phoca vitulina*) and
- The Sea of the Hebrides pMPA designated for Basking shark (*Cetorhinus maximus*) and Minke whale (*Balaenoptera acutorostrata*).

7.2.2 During consultation, SNH advised that the piling, dredging and sea disposal

are likely to have a significant on Harbour porpoise. Disturbance can occur over tens of kilometers from the activity and if porpoise are too close to an intense noise source when it is initiated, hearing damage can occur. As such nature conservation designated areas should be scoped into the EIA process. The EIA Report should including underwater noise and disturbance modeling, which will inform the mitigation to be put in place. The EIA Report should also contain information required to inform Habitats Regulations Appraisal and possible EPS disturbance licence requirements (for cetaceans and potentially for Basking sharks).

7.2.3 The applicant should consult the standard piling mitigation measures recommended by Joint Nature Conservation Committee (JNCC)

[\[http://jncc.defra.gov.uk/pdf/JNCC_Guidelines_Piling%20protocol_August%202010.pdf\]](http://jncc.defra.gov.uk/pdf/JNCC_Guidelines_Piling%20protocol_August%202010.pdf) which includes the use of marine mammal observers and piling soft starts prior to commencement of impact piling.

7.3 Marine and Physical Environment

7.3.1 Uig Harbour is located within Uig Bay, a sheltered inlet on the west coast of the Trotternish peninsula, Isle of Skye. The bathymetry of the bay gradually shallows from around 60 m depth at the entrance to 5m in the existing berth. Grab sampling of the sediment in Uig Bay indicates that the sediment composition is gravel along the eastern coast and northern edge of the bay entrance and mud within outer and northern parts of the Bay. The hydrodynamic conditions within Uig Bay are influenced by a combined action of tidal propagation and wave activity and are defined as 'macrotidal'.

7.3.2 As a result of the proposed dredge and construction works, the key impact pathways relating to the marine physical environments are; changes to the: hydrodynamic regime; the wave climate; sediment transport and sediment disturbance. Additionally there is likely to be changes in the substrate type through the redistribution of both suspended sediment and sea disposal of dredge material.

7.3.3 Marine and Physical Environment are scoped into the EIA process. The EIA Report should include modeling of hydrodynamics, waves and sediments to determine the magnitude of effect arising from the proposed development. This numerical modeling will be underpinned by a conceptual understanding of the study area along with the collection of site specific data.

7.4 Marine Water and Sediment Quality

- 7.4.1 The proposed development has the potential to affect changes in the:
- water and sediment quality through changes to the suspended sediment concentrations;
 - dissolved oxygen in the water column;
 - level of water and sediment contaminants; and
 - water and sediment quality from the redistribution of sediment-bound chemical contaminants.

Chemical analysis of sediment, carried out in 2016, showed that in Uig Harbour tests for Chromium and Nickel were above Action Level 2 (AL2) and that Copper, Zinc and total Polycyclic Aromatic Hydrocarbons were above AL 1.

7.4.2 Marine Water and Sediment Quality is scoped into the EIA process for all phases of work. The EIA Report should comprise of a review of the existing water quality conditions and chemical analysis of sediment located in the proposed dredge area and the potential dredge disposal site. If it is proposed to utilize this dredging spoil within the land reclamation then the EIA Report should demonstrate that the heavy metal spoil will not cause harm to the environment. SEPA's Waste Classification Technical Guidance WM3 [<https://www.sepa.org.uk/media/162490/waste-classification-technical-guidance-wm3.pdf>] may assist in assessing the potential hazardous nature of the spoil. Furthermore, a Water Framework Directive assessment will be undertaken to consider the potential impacts on the current status and future objectives of the relevant WFD water bodies. An appropriate level of technical detail and mitigation measure should then be identified if necessary.

7.4.3 The EIA Report should assess surface water drainage to demonstrate that adequate space is available to treat surface water run-off. Due regard should be given to SEPAs response for the issues to be assessed as part of this. Waste water drainage should be directed to the public sewer, and this should be shown on site plans.

7.5 Flood Risk & Climate Change

7.5.1 Following a review of the existing topography of Uig Bay, there is only a small margin between the highest astronomical tide and the pier height. This suggests that coastal flooding is likely. Uig is identified within a coastal flood risk area and part of the Potential Vulnerable Area (PVA) for coastal flooding. However, the PVA does not provide sufficient detail to determine if this includes the development site.

7.5.2 Flood risk and climate change is scoped into the EIA process. The EIA Report should demonstrate that the issue of coastal flooding have been addressed through modeling of wind and wave climate, extreme water levels, hydrodynamic modeling, wave transformation modeling, joint probability of waves and water levels and wave overtopping. This should also take into account the updated Coastal Flood Boundary levels for Scotland which will be available by the end of 2017, and updated climate change predictions available in Spring 2018. An appropriate level of technical detail and mitigation measures should then be identified if necessary.

7.6 Benthic Ecology

7.6.1 A desk based marine ecology study identified that the intertidal and subtidal seabed at Uig Bay is dominated by sediment habitats comprising of varying levels of mud and sand. An ecological survey undertaken in May 2017, confirmed the presence of intertidal mixed sediments with fucoid algae along the shore of Uig Bay. The sub-tidal habitats were mapped in 1988 which found that Priority Marine Features (PMF) were present in the area.

7.6.2 The proposed development has the potential to impact both the intertidal and subtidal benthic habitats through direct loss, habitat disturbance from dredge spoil and suspended sediment and changes to water quality.

7.6.3 Benthic Ecology is scoped into the EIA process. The EIA Report will contain a detailed intertidal survey to confirm the nature and distribution of the habitats present in Uig Bay and consider any habitats of conservation concerns or PMF (specifically seapens and burrowing megafauna in circalittoral fine mud). Additionally a sediment characterization study will be undertaken to determine the most suitable sea disposal location and methods for the dredge arisings.

7.7 Fish and Shellfish Ecology

7.7.1 The likely effects on fish and shellfish ecology will occur from underwater sound generated from the impact piling works, and suspended sediment and changes to water quality during dredging and sea disposal. Therefore, fish and Shellfish Ecology is scoped into the EIA process. Under water noise propagation modeling will be undertaken to determine the likely level of disturbance to fish species, along with sediment dispersion modeling to determine the impact of water quality changes on fish and shellfish. These surveys will allow appropriate mitigation to be developed and implemented.

7.8 Marine Mammals

7.8.1 The area of the proposed works is known to support a number of marine mammals, including harbour porpoise, dolphins whales and seals. The underwater noise produced during the piling work associated with the proposed development are likely to have an impact on marine mammals in the area.

7.8.2 Marine Mammals are scoped into the EIA process. The EIA Report should contain information required to inform Habitats Regulations Appraisal and a possible EPS disturbance licence. An appropriate impact assessment to determine the extent of the behavioral impacts on marine mammals as a result of the impact piling should be demonstrated.

7.9 Ornithology

7.9.1 Summer field surveys were carried out in May 2017, along with a desk study to identify potential breeding bird species utilizing Uig Harbour. The habitats present at and in the immediate vicinity of the ferry terminal are of low value to most breeding birds, with common and widespread species recorded. Therefore breeding birds are scoped out of the EIA. Mitigation will be built into the design of the development, including the implementation of a Breeding Bird Protection Plan.

7.9.2 SNH have recommended in their consultation response to consider the location and timing of the works with respect to White-tailed eagles. The applicant is advised to consult with SNH further on this.

7.10 Socio-Economics & Public Access

7.10.1 During construction, it is likely that the ferry service will be limited to a passenger service during the linkspan replacement works. Therefore, during construction, public access may be restricted, but this effect will be temporary.

7.10.2 Socio-Economics & Public Access is scoped into the EIA with a desk based assessment being undertaken to identify all the socio-economic receptors in the surrounding area, and how these might be affected by the proposed development.

7.11 Seascape, Landscape and Visual Effects

7.11.1 The proposed works associated with the development area concentrated around the existing harbour and pier. The works are not considered to result in significant effects on the landscape or seascape resource or the visual amenity of

local residents and visitors to the area. The permanent structures are of similar scale to the existing facilities and would be seen as an extension to the existing harbour infrastructure in Uig. Therefore an assessment of impacts to Seascape, Landscape and Visual Effects are not required as part of the EIA process.

7.12 Traffic & Transport

7.12.1 During the construction phases, marine traffic is expected to increase and the EIA Report should demonstrate that the issue of disturbance to other vessels has been addressed and mitigation measures identified if necessary. Construction and operational marine traffic and transport impacts are to be assessed within the Commercial and Recreational Navigation section. With the mitigations within the Navigation section, the marine aspect of Traffic and Transport is not required as part of the EIA process and can be scoped out.

7.13 Air Quality

7.13.1 There are no known Air Quality Management Areas or sensitive receptors to air quality in the vicinity of the proposed development.

7.13.2 Creation of dust during the earthworks and clearing required during the land reclamation works to increase the marshalling area, has the potential to impact vegetation and human health through the inhalation of particles. The dust and emissions mitigation controls will be detailed in a Construction Environment Management Plan (CEMP), or a schedule of Mitigation (SoM) and detailed site plans (as preferred by one of the consultees), prior to the commencement of construction. No specific section on Air Quality is required as part of the EIA Report and is scoped out of the EIA process.

7.14 Greenhouse Gas Assessment

Current sources of greenhouse gas (GHG) emissions in Uig Harbour are likely limited to the existing ferry service and local traffic in the area. The new ferry is likely to have lower emissions as it dual fuel capabilities. The ferry timetable and number of vessel movements is not expected to change and the GHG emissions associated with construction are not anticipated to be significant. Therefore an assessment of impacts from increased GHG emissions is not required as part of the EIA process.

7.15 Commercial & Recreational Navigation

During the construction phases, marine traffic is expected to increase and the EIA Report should demonstrate that the issue of disturbance to other vessels has been addressed and mitigation measures identified if necessary. Impacts of construction works on commercial and recreational navigation receptors is scoped into the EIA process. A desk study using navigation data which will inform any mitigation that is required. The EIA Report should give due consideration to the Port Marine Safety Code (PMSC) and Guide to Good Practice (GTGP). There will be a need to liaise and consult with The Highland Council (and in consultation with Calmac Ferries Ltd), to develop a robust Safety Management System (SMS) for the project under this code. The Harbour Authority has a duty to conserve the harbour so that it is fit for use as a port, and a duty of reasonable care to see that the harbour is in a fit condition for a vessel to use it, during and after the construction.

7.15.1 As the upgrade includes the widening of a berth structure and new dredging, the UK Hydrographic Office should be notified for consideration of updates to nautical charts and publications. The local coastguard and local MCA Marine Office should also be notified of the proposed works. The existing Aids to Navigation (AtoN) should be reviewed and an overall plan for AtoN at the ferry terminal should be discussed with the Northern Lighthouse Board.

7.16 Commercial Fisheries

7.16.1 The proposed development is likely to impact on commercial fisheries and aquaculture during the construction phase due to vessel movements between the dredge area and the disposal site.

7.16.2 Commercial Fisheries is scoped into the EIA, in respect of the construction works. Consultation with relevant organizations will be undertaken to develop understanding of the fishing activities in the area and the impacts the proposed development may cause. Commercial fisheries in respect of the operational phase is scoped out (with the exception of the potential for maintenance dredging).

7.17 Other Users

7.17.1 There is no known oil and gas exploration, renewable development or military activity in the Uig harbour area which is likely to be affected by the proposed development. Therefore Other Users is scoped out of the EIA process due to lack of receptors.

7.18 Archaeology & Cultural Heritage

7.18.1 The impacts of the construction phases of the development proposal on archaeology and cultural heritage are scoped into the EIA process. Baseline studies have shown that there are two maritime wrecks and 2 Canmore sites (King Edward Pier and a memorial) within the proposed development area, however these are not designated. Likely significant effects include direct and indirect impacts, such as disturbance, contamination and loss to historic environment assets. Assessments undertaken in regard to these potential impacts should be undertaken with appropriate involvement from archaeological experts.

7.19 Natural Resource Usage and Waste

7.19.1 Details should be provided in the EIA Report of how waste generated on site will be stored and disposed of, including contaminated materials. Furthermore, although there are some natural resources on the site that will be reused as part of the proposed works, some materials will have to come from elsewhere. For the proposed land reclamation, given the use of sheet piles, it is likely SEPA will regulate this activity under The Waste Management Licensing (Scotland) Regulations 2011 (WML) should waste dredging spoil be utilised. SEPA will have to advise on the likely consentability of this proposal and early consultation is recommended. Mitigation measures should then be included in the CEMP or as advised by SEPA, a schedule of mitigation with detailed site plans demonstrating how impacts on the environment have been minimised through site design.

7.20 Major Accidents and Disasters

7.20.1 The following impacts from major accidents and natural disasters require further consideration during the different phases of the proposed development and should be scoped into the EIA process:

- Proposed LNG storage tanks - risk of fire and impacts to other vessels
- Severe storms
- Marine transport accidents
- Flood risk / tidal surges – proposed to be assessed in separate section.

7.21 Conclusion

7.21.1 The Scottish Ministers are broadly satisfied that the topics identified in the Scoping Report encompass those matters identified in regulation 14 of the Marine Works 2017 (as amended). Notwithstanding this, the Scottish Ministers consider that the EIA Report should also consider the following sections:

- Natural Resource Usage and Waste
- Impacts from Major Accident and Disasters.
- Marine Nature Conservation Sites
- Flood Risk and Climate Change
- Cumulative Impacts

8. Marine Planning

8.1 Background

8.1.1 The development of projects subject to EIA should be in accordance with the UK Marine Policy Statement and the National Marine Plan ('NMP').

8.1.2 **The UK Marine Policy Statement 2011** – The UK Administrations share a common vision of having clean, healthy, safe, productive and biologically diverse oceans and seas. Joint adoption of a UK-wide Marine Policy Statement provides a consistent high-level policy context for the development of marine plans across the UK to achieve this vision. It also sets out the interrelationship between marine and terrestrial planning regimes. It requires that when the Scottish Ministers make decisions that affect, or might affect, the marine area they must do so in accordance with the Statement.

8.1.3 **Scotland's NMP 2015** – Developed in accordance with the Marine (Scotland) Act 2010 and the Marine and Coastal Access Act 2009 (as amended), the NMP provides a comprehensive statutory planning framework for all activities out to 200 nautical miles. This includes policies for the sustainable management of a wide range of marine industries. The Scottish Ministers must make authorisation and enforcement decisions, or any other decision that affects the marine environment, in accordance with the NMP. The NMP sets out a presumption in favour of sustainable development and use of the marine environment when consistent with the policies and objectives of the Plan.

9. General EIA Report Issues

9.1 Gaelic Language

9.1.1 Where works are located in areas where Gaelic is spoken, applicants are encouraged to adopt best practice by publicising the project details in both English and Gaelic.

9.2 Application and EIA Report

9.2.1 A gap analysis template is attached at Appendix III to record the environmental concerns identified during the scoping process. This template should be completed and used to inform the preparation of the EIA Report. Please note that the EIA Report must contain all of the information specified in the Scoping Opinion. On submission of the application and supporting EIA Report, the Scottish Ministers, via a gatecheck process, will review the completed template in conjunction with the EIA Report to ensure this is the case before the application is officially accepted. The gatecheck will also include an EIA audit. If information requested at scoping stage has not been provided in the EIA Report then the applicant will be asked to provide that information before the application can be accepted.

9.2.2 Please note all aspects of this Scoping Opinion should be considered when preparing a formal application to reduce the need to submit additional information in support of the application. The consultee comments presented in this Scoping Opinion are designed to offer an opportunity to consider all material issues relating to the work proposals.

9.2.3 The exact nature of the work that is needed to inform the EIA may vary depending on the design choices. The EIA must address this uncertainty so that there is a clear explanation of the potential impact of each of the different scenarios. It should be noted that any changes produced after the EIA Report is submitted may require further environmental assessment and public consultation.

9.2.4 In assessing the quality and suitability of applications, the Scottish Ministers will use the gap analysis and this Scoping Opinion in assessment of the application. In addition to scoping, applications are required to go through a gatecheck process. See Appendix II for further information on this. In the event of a submitted application not containing essential information, the Scottish Ministers reserve the right not to accept the application. Applicants are advised not to publicise applications in the local or national press, until their application has been accepted by the Scottish Ministers.

10. Multi-Stage Regulatory Approval

10.1.1 The Marine Works 2017 (as amended) contains provisions regulating the assessment of environmental impacts. A multi-stage approval process arises where an approval procedure comprises more than one stage, one stage involving a principal decision and one or more other stages involving an implementing decision(s) within the parameters set by the principal decision. While the effects which works may have on the environment must be identified and assessed at the time of the procedure relating to the principal decision if those effects are not identified or identifiable at the time of the principle decision, assessment must be undertaken at the subsequent stage.

10.1.2 The definition in The Marine Works 2017 (as amended) is as follows: *“application for multi-stage regulatory approval” means an application for approval, consent or agreement required by a condition included in a regulatory approval where (in terms of the condition) that approval, consent or agreement must be obtained from the Scottish Ministers before all or part of the works permitted by the regulatory approval may be begun*”.

10.1.3 A marine licence, if granted, by the Scottish Ministers for your works at Uig Ferry Terminal Development is likely to have several conditions attached requiring approvals etc. which fall under this definition, for example the approval of a CMS.

10.1.4 When making an application for multi-stage approval the applicant's must satisfy the Scottish Ministers that no significant effects have been identified in addition to those already assessed in the EIA report. In doing so, the applicant's must account for current (meaning at the time of the multi-stage application) knowledge and methods of assessment which address the likely significant effects of the works on the environment so to enable the Scottish Ministers to reach a reasoned conclusion which is up to date.

10.1.5 If during the consideration of information provided in support of an application for multi-stage regulatory approval the Scottish Ministers consider that the works may have significant environmental effects which have not previously been identified in the EIA Report (perhaps due to revised construction methods or updated survey information), then information on such effects and their impacts will be required. This information will fall to be dealt with as additional information under the EIA Regulations, and procedures for consultation, public participation, public notice and decision notice of additional information will apply.

11. Judicial review

11.1.1 All cases may be subject to judicial review. A judicial review statement should be made available to the public.

Signed

Redacted

22 November 2017

Authorised by the Scottish Ministers to sign in that behalf

Appendix I: Consultee Responses

Scottish Natural Heritage



Scottish Natural Heritage
Dualchas Nàdair na h-Alba

All of nature for all of Scotland
Nàdar air fad airson Alba air fad

Marine Scotland Licensing Operations Team
Marine Laboratory
375 Victoria Road
Aberdeen
AB11 9DB

FAO: Redacted

16 November 2017

DearRedacte

**EIA scoping for Uig ferry terminal development, Uig Bay, Isle of Skye
Marine (Scotland) Act 2010 and the Marine Works (Environmental Impact Assessment)
Regulations 2017 (as amended) and the Harbours Act 1964**

Thank you for your consultation dated 10 October requesting our EIA scoping advice on the above proposal.

1. Background

We provided EIA screening advice to Transport Scotland on 16 August 2017. We also had some earlier discussions with AECOM regarding terrestrial surveys and ornithology.

You requested comments on the marine aspects but, as you note, the proposals (and the EIA scoping document) include terrestrial elements. For completeness, and to avoid duplication of effort, we have assessed and commented on all significant elements of the proposals as they relate to our remit at this stage. We have copied this response to all competent authorities.

2. Summary

Key marine natural heritage issues arising from this development which will need to be considered in the EIA include:

- Effect of piling noise on marine mammals, particularly cetaceans, including harbour porpoise within Inner Hebrides and the Minches candidate Special Area of Conservation. Information required to inform Habitats Regulations Appraisal and possible EPS disturbance licence.
- Consideration of dredge disposal options (location and methods) in terms of effects on Priority Marine Feature habitats, particularly some of the rarer biotopes of burrowed mud.

In addition we recommend consideration of the location and timing of the works with respect to white-tailed eagles.

Annex A of this letter provides further detail to assist with the EIA process.

Should you have any queries about this letter, or require any further advice, please contact me at the address above.

Scottish Natural Heritage King's House, The Green, Portree, Isle of Skye, IV51 9BS
Tel 01478 612625 www.snh.gov.uk

Dualchas Nàdair na h-Alba Taigh an Rìgh, An Àilean, Port Rìgh, An t-Eilean Sgitheanach, IV51 9BS
Fòn: 01478 612365 www.snh.gov.uk

30 November 2017

Yours sincerely

Redacted

Area Officer
Skye and Lochalsh, South Highland
Redacted snh.gov.uk

cc. Redacted (SEPA);
Transport Scotland);
Redacted (The Highland Council);
Redacted AECOM).

Annex A – details to assist with the EIA for Uig ferry terminal redevelopment

1. Guidance for assessing impacts on the natural heritage

We have a variety of guidance covering topics such as protected areas and protected species. We would expect the applicant to follow the latest guidance as published on our website via <http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/>. Guidance on the EIA process is also available, including a link to our EIA handbook - <http://www.snh.gov.uk/planning-and-development/environmental-assessment/eia/> (noting that this has yet to be updated to account for the recent changes in the EIA Regulations).

2. Designated sites

Ascrib, Isay and Dunvegan Special Area of Conservation (SAC)

The proposal (as defined by the EIA red line boundary) lies approximately 5.5km outside Ascrib, Isay and Dunvegan (SAC), designated for its common seal population. However the distance between Uig pier and the nearest seal haul-outs is significantly greater. At this distance we advise that there will be no likely significant effect on seals within the SAC.

There are no regularly used seal haul-outs recorded by Sea Mammal Research Unit within Uig Bay. Nevertheless, seals from the SAC population may visit Uig Bay and we would expect assessment of risks and mitigation to be proposed to protect seals from injury and to minimise disturbance. Further detail is provided in the section below.

Inner Hebrides and the Minches candidate Special Area of Conservation (cSAC)

The proposal (as defined by the EIA red line boundary) lies within Inner Hebrides and the Minches candidate Special Area of Conservation (SAC), selected for its harbour porpoise. The pier and dredging area are approximately 1.2km outside the boundary of the cSAC.

The proposals include piling, dredging and probably dredge disposal. These activities are likely to affect harbour porpoise. If porpoise are too close to an intense noise source when it is initiated, hearing damage can occur. Disturbance can occur over tens of kilometres from the activity. Blasting is not currently proposed but if it subsequently proves necessary further detailed assessment will be required. Further details are available in the Ports and Harbours section of the *Advice to Support Management* at <http://www.snh.gov.uk/docs/A1918723.pdf>.

In addition to the EIA Regulations, the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended (the "Habitats Regulations") also apply. Consequently, Marine Scotland and Transport Scotland will be required to consider the effect of the proposal on the cSAC before it can be consented. Our view at the moment is that this proposal is likely to have a significant effect on harbour porpoise within the cSAC. Consequently, Marine Scotland and Transport Scotland, as competent authorities, are likely to be required to carry out an appropriate assessment. It is important that the Environmental Report contains sufficient information to support these assessments. We therefore advised that this topic should be scoped in (contrary to the scoping report).

Other cetacean species, such as minke whale, bottlenose dolphin and short-beaked common dolphin, have been recorded within and around the entrance of Uig Bay, as well as more widely in Loch Snizort. A dead Short-beaked common dolphin was found in Uig Bay in 2014. While present, we do not currently have any data to suggest that Uig Bay is of particular importance for these species. However, given their presence and the noise associated with

piling it is possible that an EPS license will be required and sufficient information should be provided in the ER to support that application.

The construction methods should be clarified following site investigations including:

- Piling – what type of piles would be installed; how many; impact or vibratory piling; duration of installation.
- Dredging techniques and duration.
- Any blasting – what size of charge; how many; over what duration

The applicant has identified the need to model underwater noise propagation for marine mammals and we agree that is necessary. We are not familiar with the Environment Agency methodology outlined in the fish section and would require detail on the methodology. However, our initial advice is that it is unlikely to be sufficient by itself. Noise levels for all noisy activities should be predicted and we advise that they consider the following references:

- *Good Practice Guide for Underwater Noise Measurement*, National Measurement Office, Marine Scotland, The Crown Estate, Robinson, S.P., Lepper, P. A. and Hazelwood, R.A., NPL Good Practice Guide No. 133, ISSN: 1368-6550, 2014.
- Farcas A., Thompson P.M., Merchant N.D. (2016) Underwater noise modelling for environmental impact assessment. *Environmental Impact Assessment Review* Vol 57 pg 114-122

Received levels, or acoustic thresholds, at which individual marine mammals are predicted to experience changes in their hearing sensitivity (either temporary or permanent) for acute, incidental exposure to underwater anthropogenic sound should be considered. For assessment of impact to marine mammals we advise that they consider both Southall and NOAA injury thresholds:

- National Marine Fisheries Service (2016) *Technical Guidance for Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing: Underwater Acoustic Thresholds for Onset of Permanent and Temporary Threshold Shifts*. U.S Dept. of Commer., NOAA. NOAA Technical Memorandum NMFS-OPR-55, 178p.
http://www.nmfs.noaa.gov/pr/acoustics/Acoustic%20Guidance%20Files/opr-55_acoustic_guidance_tech_memo.pdf
- Southall B.L., Bowles A.E., Ellison W.T., Finneran J.J., Gentry R.L., Greene Jr. C.R., Kastak D., Ketten D.R., Miller J.H., Nachtigall P.E., Richardson W.J., Thomas J.A., & Tyack P.L. (2007) Marine Mammal Noise Exposure Criteria: Initial Scientific Recommendation. *Aquatic Mammals*, Vol 33 No 4

Disturbance should also be assessed. We advise that there is currently no agreed disturbance threshold as such, but that assessments are moving away from a fixed threshold towards using a dose response curve as used in:

- Thompson P.M., Hastie G.D., Nedwell J., Barham R., Brookes K.L., Cordes L.S., Bailey H., & McLean N. (2013) Framework for assessing impacts of pile-driving noise from offshore wind farm construction on a harbour seal population *Environmental Impact Assessment Review* Vol 43 pg 73-85.

However the NOAA interim disturbance thresholds may prove sufficient in this case:

- http://www.westcoast.fisheries.noaa.gov/protected_species/marine_mammals/threshold_guidance.html

While we expect the above guidance to be considered, the final assessment should be proportionate to the scale and risk of the works. We can provide further guidance on this aspect if required.

Appropriate mitigation should be put forward based on relevant best practice guidance including:

- Statutory nature conservation agency piling protocol (August 2010):
http://jncc.defra.gov.uk/pdf/JNCC_Piling%20protocol_August_2010.pdf
(and the JNCC explosives guidelines if relevant)

Consideration should be given to the size of the piling mitigation zone and the best way to cover it. The head of the bay would be included within the standard 500m radius, however consideration should be given to whether the whole bay, or a larger proportion of the bay should be monitored. It should also consider the most appropriate viewpoints and the number of MMOs required.

3. Priority Marine Features

The review of existing marine data should identify any Priority Marine Features which may be affected by the proposals. Priority Marine Features (PMFs) are habitats and species which are considered to be marine nature conservation priorities in Scottish waters. Further information and a link to the adopted list of PMFs is available via <http://www.snh.gov.uk/protecting-scotlands-nature/priority-marine-features/priority-marine-features/>

The scoping report has identified the available benthic data. The predictive mapping is based primarily on the 3 x MNCR sample points collected in 1988. One of these identified a sediment plain of soft sandy mud which is representative of the **PMF Seapens and burrowing megafauna in circalittoral fine mud**. While this habitat is of importance it is also widespread and therefore the priority should be to avoid impacting on rarer biotopes and high quality examples, rather than avoiding all impacts. This is probably more relevant to the identification of a dredge disposal site rather than the capital dredging which is expected to occur in previously impacted areas.

The scoping report also refers to surveys carried out for the Uig Bay (Rubha Riadhain) fish farm). This farm is situated over an example of the Priority Marine Feature habitat (PMF) 'Inshore Deep Mud with Burrowing Heart Urchins' which extends across the depositional footprint of the site. Heart urchins were visible in the visual footage but grab samples were necessary to confirm their presence. The brittlestar *Amphiura chiajei*, another indicator species of this biotope, was also recorded in grab samples. Both species were also recorded from the reference sites in Camas Beag but there is no information on the wider extent of this habitat elsewhere within Uig Bay.

Over 30% of records of this PMF within the North East Atlantic occur within UK waters. The habitat is considered to be under threat of anthropogenic decline largely due to bottom trawling activities. The PMF habitat is scarce in Scotland, although it is likely to be under recorded. The main marine regions where it has been recorded are Outer Hebrides, West Highland and Argyll (see Marine Atlas). Confirmed records in the West Highland Marine Region are restricted to Loch Duich, Loch Ailort and Loch Dunvegan/Loch Bay. Records in Loch Laxford and Little Loch Broom have not been corroborated in more recent surveys.

Given the limited records of this PMF habitat within this marine region, and the recorded extent within Uig Bay, we are keen to establish how widespread it is in Uig Bay and recommend that the EIA should consider the likely impacts on this PMF. In particular this should be taken into account in the selection of the location and method of dredge disposal.

Data on the presence of the biotope should be collected as part of the assessment process required in relation to the dredge disposal site (e.g. assessing grab samples for the presence of characteristic species in addition to sediment characteristics). It may also be possible to estimate the distribution of the habitat within the bay based on sediment characteristics.

We support proposals for further sediment contamination testing in the vicinity of the dredge and the dredge disposal site. We defer to Marine Scotland Science regarding appropriate standards for assessing toxins in dredged material. We recommend that the impacts of this material on the PMF habitats be considered.

Once the extent of PMF habitats and the scale of impacts have been predicted and quantified these can be assessed against known sensitivities of PMF habitats. A summary of current understanding regarding sensitivity to various pressures is available via the FEAST (Feature Activity Sensitivity Tool) section of the Marine Scotland website <http://www.marine.scotland.gov.uk/FEAST/FeatureReport.aspx>

We were consulted on proposals for disposal of material from maintenance dredging via beach replenishment in 2015. It would be helpful to clarify whether this operation went ahead and, if so, where and how the dredge material was disposed of. The earlier dredge disposal is likely to have already modified the benthic communities in that location.

4. Other protected species

Otters

An otter survey has been carried out, following an appropriate methodology and did not find any sign of otters within 250m of the proposed works. We agree that no further assessment is required. Otter activity can change over time and we usually recommend that otter surveys are repeated if >18 months elapses between the original survey and commencement of works.

White-tailed eagles

White-tailed eagles (WTE) breed and roost on the cliffs around Uig Bay. They have special protection – guidance can be found on the SNH website at: <http://www.snh.gov.uk/docs/A1230814.pdf>. Given the existing disturbance, it seems unlikely that works at the pier will present significant issues. However, the dumping of dredge material may cause disturbance and should be considered in the EIA.

We recommend contacting the Highland Raptor Study Group co-ordinator for WTE for an update on the current situation. If WTE have nest sites or roost sites within 1km of any of the proposed works a mitigation plan should be produced. Any information which could allow the nest or roost sites to be identified should be supplied as part of a confidential annex.

The Highland Council



Marine Scotland
Per: Redacted
Scottish Government
Marine Lab
375 Victoria Road
Aberdeen
AB11 9DB

Please ask for / Foighnich airson: Redacted

Direct Dial / Àireamh òn:

Email / Post-d:

Our Ref / Ur n-àireamh-iùil:

Your Ref / Ar n-àireamh-iùil:

Date / Ceann-là:

highland.gov.uk

17.04800/PREAPP

6 November 2017

By email only

Dear Sir/Madam

MS-LOT CONSULTATION: MS-LOT CONSULTATION: UNDERTAKE REDEVELOPMENT WORKS TO ACCOMMODATE NEW VESSEL, UIG HARBOUR

Thank you for consulting The Highland Council on the above application, which was received on 10 October 2017. For clarity, the comments provided only relate to the marine aspects of the proposal.

Impacts on the Inner Hebrides and the Minches candidate Special Area of Conservation will be appropriately considered by Marine Scotland. This should include cumulative and in-combination effects with the nearby fish farms (ref 14/01595/FUL: Ru Chorachan and 15/03667/FUL: Rubha Riadhain) due to any additional impacts of ADDs on the qualifying feature and any impacts of increased/changes in ferry use e.g. larger and/or more frequent vessels, as well as piling and dredging.

Yours faithfully

Redacted
Case Officer

The Scottish Environment Protection Agency

Redacted

From: Planning Dingwall <Planning.Dingwall@sepa.org.uk>
Sent: 07 November 2017 09:30
To: MS Major Projects; 'ePlanning'
Subject: RE: Scoping Opinion Request - Highland Council (per Affric) - Uig Ferry Terminal Development - Consultation - SEPA Response PCS/155492
Attachments: Ferry terminal upgrades at Uig, Lochmaddy and Tarbert

Redacted (and THC Eplanning),

Many thanks for the Uig scoping consultation.

As you'll be aware, we previously provided screening and scoping advice for the three projects at Uig, Tarbert and Lochmaddy (attached). We have reviewed the proposed scope of the Uig EIA against this advice and we are generally supportive of the proposed scope. There are a couple of topics where we have provided further comments as detailed below.

- a) We note the proposals for LNG storage. We have already received some pre-application consultation regarding this and other potential LNG storage facilities for ferries across Scotland as we will regulate these alongside HSE under COMAH. We would encourage the applicant to continue this dialogue so that it can be ensured this all required mitigation can be accommodated within the proposed layout. We will have to advise on the likely consentability of the site layout during the planning application process and therefore it is vital that this dialogue continues and that all the required information is submitted in support of the planning application.
- b) We note the proposals to assess water quality. We request that surface water drainage is assessed as part of this as it is important to demonstrate that adequate space is available to treat surface water run-off. Please refer to Section 3 of our previous response for the issues we would expect to be assessed as part of this. In addition we will expect waste water drainage to be directed to the public sewer. This should be shown on site plans. Please note Section 5 of our previous response in terms of existing waste water outfalls. These should be included within any site plans too.
- c) We welcome the proposals to assess flood risk. We wish to take this opportunity to highlight that there will be updated Coastal Flood Boundary levels for Scotland available by the end of the year and updated climate change predictions in the spring of 2018.
- d) The Scoping Report does not clarify whether borrow pits are required. We therefore assume that none are proposed. This should be stated within the applications. If this is not the case then the issues detailed in Section 6 of our previous response should be assessed.
- e) We note the proposal for a construction environmental management plan. As detailed in Section 7 of our previous response, our preference is that detailed site plans are submitted to demonstrate how impacts on the environment have been minimised through site design and that all mitigation should be detailed within a suitably robust schedule of mitigation as part of the application. Across Scotland, we have found that the use of maps, plans and a supporting schedule of mitigation are more effective at ensuring that mitigation is implemented than CEMPs. CEMPs tend to contain too much text and repetition to be useful to contractors and site operatives. As a result we will expect the applications to include detailed site plans and site specific schedule of mitigation.
- f) For the proposed land reclamation, given the use of sheet piles it is likely we will regulate this activity under The Waste Management Licensing (Scotland) Regulations 2011 (WML) should waste dredging spoil be utilised. We will have to advise on the likely consentability of this proposal at the planning application and marine licence application stage. We note there may be heavy metals within the dredging spoil. If it is proposed to utilise this dredging spoil within the land reclamation then the submission should demonstrate that the heavy metal spoil will not cause harm to the environment. SEPA's [Waste Classification Technical Guidance WM3](#) may assist in assessing the potential hazardous nature of the spoil.

I hope the above assists but please do not hesitate to contact us if you have any queries.

The Maritime Coastguard Agency

Redacted

From: Redacted @mcga.gov.uk>
Sent: 09 November 2017 10:12
To: Redacted AS Major Projects
Cc: Redacted
Subject: RE: Scoping Opinion Request - Highland Council (per Affric) - Uig Ferry Terminal
Development - Consultation - Response required by 09 November 2017

Redacted

Thank you for the opportunity to comment on the scoping request for the Uig Ferry Terminal development.

On this occasion we are content that any navigation safety concerns can be addressed by suitably worded conditions at the formal marine licence stage.

We would like to point the developers in the direction of the Port Marine Safety Code (PMSC) and Guide to Good Practice (GTGP). They will need to liaise and consult with the local Harbour Authority, in this case The Highland Council (and in consultation with Calmac Ferries Ltd), to develop a robust Safety Management System (SMS) for the project under this code. The Harbour Authority has a duty to conserve the harbour so that it is fit for use as a port, and a duty of reasonable care to see that the harbour is in a fit condition for a vessel to use it, during and after the construction. I note that the development plans also include new LNG storage tanks.

At the Marine Licence stage I would expect to see consideration given to any potential impact the construction works may have on vessels operating in the area and proposed risk mitigation methods. As the upgrade includes the widening of a berth structure and new dredging, I would expect the developers to notify the UK Hydrographic Office at the Marine Licencing stage for consideration of updates to nautical charts and publications. The local coastguard and local MCA Marine Office should also be notified of the proposed works.

Kind regards

Redacted
ed

Redacted

Acting OREI Advisor and
Marine Licensing Lead
Maritime and Coastguard Agency
Bay 2/25 Spring Place
105 Commercial Road
Southampton
SO15 1EG

Tel: Redacted
Mobile: Redacted
Email Redacted @mcga.gov.uk

Redacted

The Northern Lighthouse Board

Northern Lighthouse Board

Your Ref: Email dated 10/10/17
Our Ref: GB/OPS/ML/H1_01_431

84 George Street
Edinburgh EH2 3DA
Switchboard: 0131 473 3100
Fax: 0131 220 2093
Website: www.nlb.org.uk
Email: enquiries@nlb.org.uk



Redacted

Marine Licensing Officer
Marine Scotland – Marine Planning & Policy
Scottish Government
Marine Laboratory
375 Victoria Road
ABERDEEN
AB11 9DB

18 October 2017

Redacted

MARINE (SCOTLAND) ACT 2010 AND THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 (AS AMENDED) ("THE EIA REGULATIONS") AND THE HARBOURS ACT 1964 ("THE ACT") – HIGHLAND COUNCIL (PER AFFRIC) – FERRY TERMINAL REDEVELOPMENT WORKS – UIG FERRY TERMINAL, UIG, ISLE OF SKYE

Thank you for your email correspondence dated 10 October 2017 regarding the proposal by Highland Council (per Affric) for ferry terminal redevelopment works at Uig, Isle of Skye.

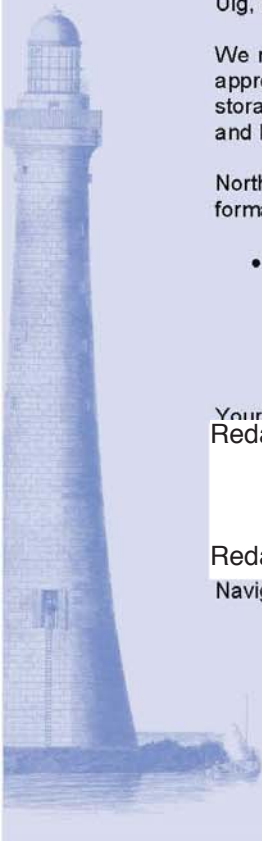
We note the redevelopment works will include dredging, major pier works (including approach widening, berth widening, new linkspan and possible Liquid Natural Gas storage facility), relocation of outer dolphin, offshore wave screen, land reclamation and HRO.

Northern Lighthouse Board has no objections to these proposals, and will reply formally in response to the Marine Licence applications, and would initially advise:

- That the existing Aids to Navigation (AtoN) are reviewed and an overall plan for AtoN at the ferry terminal is discussed with the Northern Lighthouse Board.

Yours sincerely
Redacted

Redacted
Navigation Manager



the safety of

to: ISO 9001:2000 · The International Safety Management Code (ISM) · OHSAS

Historic Environment Scotland



By email to Redacted

Redacted

Marine Scotland Licensing Operations Team
Marine Scotland (Aberdeen Office)
Scottish Government
Marine Laboratory
375 Victoria Road
Aberdeen
AB11 9DB

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
HMConsultations@hes.scot

Our ref: AMN/16/H
Our case ID: 300023954

07 November 2017

Deal Redacted

Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017
Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017
The Harbour Works (Environmental Impact Assessment) Regulations 1999
Uig Harbour Redevelopment
Scoping Report

Thank you for your consultation which we received on 10 October 2017 about the above scoping report. We have reviewed the details in terms of our historic environment interests. This covers world heritage sites, scheduled monuments and their settings, category A-listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields and historic marine protected areas (HMPAs).

The Highland Council's archaeological and cultural heritage advisors will also be able to offer advice on the scope of the cultural heritage assessment. This may include heritage assets not covered by our interests, such as unscheduled archaeology, and category B- and C-listed buildings.

Proposed Development

I understand that the proposed development comprises the redevelopment of Uig Harbour on the Isle of Skye. This will comprise both on-shore and off-shore elements including dredging and harbour widening works and the construction of a new terminal building.

Scope of assessment

While we note that the *North Cuil, cairn (Scheduled Monument, Index No.900)* is located in the vicinity of the proposed development, we are content that significant impacts on terrestrial heritage assets and their settings are unlikely in this instance. On this basis,

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH

Scottish Charity No. **SC045925**

VAT No. **GB 221 8680 15**



we would be content for terrestrial heritage assets within our statutory remit to be scoped out of the assessment.

We would, however, recommend that any Environmental Impact Assessment (EIA) undertaken should give consideration to where the proposed works may affect undesignated wreck sites and unknown marine remains. The potential for direct and indirect impacts on any such assets should be considered with appropriate involvement of archaeological expertise. Impacts may include direct disturbance, contamination and loss to historic environment assets and the de-stabilisation of sites.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Redacted and they can be contacted by phone on Redacted or by email on Redacted

Yours sincerely,

Historic Environment Scotland

The Royal Yachting Association



Royal Yachting Association Scotland

RYA Scotland

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1 Redheughs Rigg
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EH12 9DQ

Tel: +44 (0)131 317 7388
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Email: admin@ryascotland.org.uk
Web: www.ryascotland.org.uk

6 November 2017

Redacted Marine Scotland Licensing Operations Team
Scottish Government, Marine Laboratory,
375 Victoria Road, Aberdeen, AB11 9DB
ms.majorprojects@gov.scot ; Redacted

Dear Redacted

Scoping opinion request, Uig Ferry Terminal Development

I have read the Scoping Document of behalf of RYA Scotland. We recognise the importance of the work being carried out.

In relation to section 3.18, Gairloch Boat Club is marginally nearer than Comann na Mara in Lochmaddy. However, apart from Uig based boats, most recreational vessels using Uig will be those of visitors on relatively long voyages. The current (2013) edition of the Clyde Cruising Association *Sailing Directions and Anchorages, Ardnamurchan to Cape Wrath* notes that anchorage is possible in the shelter of the pier and that yachts can go alongside the pier during the day when the fishing boats are at sea. It is also stated that there are 'aspirations to improve the facilities for yachts at Uig'.

Section 3.18.3 of the report mentions the RYA data. The current edition of the RYA *UK Coastal Atlas of Recreational Boating* includes heat maps of recreational craft traffic based on AIS transmissions. Although the resolution is only about 1 km this should be adequate for the EIA, particularly as the tracks of the approximately 20% of cruising boats that transmit a AIS signal are considered representative of recreational craft as a whole in places such as Uig where navigation is not constrained by narrow passages, offshore reefs and strong tidal streams. Note that the sailing routes, which were carried over from the previous edition of the atlas, were plotted using expert knowledge at a time before the recent expansion in marine tourism. I see no need to collect further data. However, I recommend that Redacted the Manager of the Scottish Marine Tourism Strategy is contacted to see whether Uig has been identified as a possible location for growth in recreational or cruise traffic.

This work provides an opportunity to review and possibly expand provision for recreational craft at Uig so that the local economy can benefit. In that respect I note the potential addition of a concrete slipway, which I would welcome were access to be permitted to recreational craft at a reasonable cost.

For these reasons I support the proposal in 3.22 to scope commercial and recreational navigation into the EIA.

Redacted

Planning and Environment Officer, RYA Scotland



The Royal Yachting Association Scotland
A company limited by guarantee and registered

Defence Infrastructure Organisation

Redacted

From: DIO-Safeguarding-Offshore (MULTIUSER) <DIO-Safeguarding-Offshore@mod.uk>
Sent: 06 November 2017 09:26
To: Redacted
Subject: RE: 20171106-Scoping Opinion Request - Highland Council (per Affric) - Uig Ferry Terminal Development - Consultation-DIO 10041604-O

Good Morning Redact

Further to your e-mail below and after our assessment, I can confirm that the MOD has No Objection to the proposed activity. I hope this information is sufficient for your purposes.

Regards

Redacted

Safeguarding Assistant- Environment & Planning Support – Safeguarding

DIO Safety Environment & Engineering

Defence Infrastructure Organisation
Kingston Road, Sutton Coldfield, West Midlands, B75 7RL

MOD telephone: Redacted Telephone: Redacted Fax: Redacted Email: DIOSEE-EPSSG2A1A@MOD.UK
Website: <https://www.gov.uk/government/publications/wind-farms-ministry-of-defence-safeguarding>

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Recipient(s):
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From: Redacted
Sent: 10 October 2017 09:31
To: Redacted
Redacted

Subject: Scoping Opinion Request - Highland Council (per Affric) - Uig Ferry Terminal Development - Consultation - Response required by 09 November 2017

Dear Sir/Madam,

Marine (Scotland) Act 2010 and The Marine Works (Environmental Impact Assessment) Regulations 2017 (as amended) ("The EIA Regulations") and The Harbours Act 1964 ("The 1964 Act").

Whale And Dolphin Conservation

Redacted

From: Redacted @whales.org >
Sent: 13 November 2017 18:36
To: Redacted MS Major Projects
Cc: Redacted
Subject: RE: Scoping Opinion Request - Highland Council (per Affric) - Uig Ferry Terminal Development - Consultation - Response required by 09 November 2017

Dear Redact

Apologies for responding late to the Uig Ferry Terminal Development Scoping Report consultation.

We have concerns about the close proximity of the proposed development to the Inner Hebrides and the Minches SAC for harbour porpoise. Therefore, we do not agree with the present statement that based on the use of marine mammal observers and soft start during pile driving there will be 'no Likely Significant Effects' to harbour porpoise. Full analysis on underwater noise propagation during development, especially for the noise generated during impact pile driving, will need to be conducted. If there is going to be significant noise from the development in the SAC, further mitigation methods, such as bubble curtains, may be required. Furthermore, an EPS licence will be required.

We are happy to discuss these comments further.

Best wishes,

Red

Redacted

POLICY OFFICER
End Bycatch

Telephone: Redacted
whales.org

From: Redacted
Sent: 10 October 2017 09:31
To: Redacted
Redacted

Subject: Scoping Opinion Request - Highland Council (per Affric) - Uig Ferry Terminal Development - Consultation - Response required by 09 November 2017

Dear Sir/Madam,

Marine (Scotland) Act 2010 and The Marine Works (Environmental Impact Assessment) Regulations 2017 (as amended) ("The EIA Regulations") and The Harbours Act 1964 ("The 1964 Act").

Please find attached the scoping opinion request documentation submitted by Affric on behalf of Highland Council in regards to their proposals for the Uig Ferry Terminal Development.

The proposals include terrestrial and marine development therefore planning permission and marine licence(s) will be required. Due to the nature of the works Environmental Impact Assessment is also required

Appendix II: Licensing Process

Pre-Dredge Sampling

Please note that if it is intended to dispose of any dredged material at sea, adequate pre-dredge sample analysis must be submitted in support of the EIA Report and marine licence dredging application. The licensing authority reserves the right not to accept an application in the absence of acceptable sediment analysis data.

Please refer to the pre-dredge sampling guidance provided in Appendix III.

Ordinance Survey (“OS”) Mapping Records

Applicants are requested at application stage to submit a detailed OS plan showing the site boundary and location of all deposits and onshore supporting infrastructure in a format compatible with The Scottish Government’s Spatial Data Management Environment (“SDME”), along with appropriate metadata. The SDME is based around Oracle RDBMS and ESRI ArcSDE and all incoming data should be supplied in ESRI shape file format. The SDME also contains a metadata recording system based on the ISO template within ESRI ArcCatalog (agreed standard used by The Scottish Government); all metadata should be provided in this format.

Advertisement

Where the applicant has provided the Scottish Ministers with an EIA Report, the applicant must publish their proposals in accordance with Regulation 16 of The Marine Works 2017 (as amended) and ensure that a reasonable number of copies of the EIA Report are available for inspection at any place named in the publication. Licensing information and guidance, including the specific details of the adverts to be placed in the press, can be obtained from the Scottish Ministers. If additional information is submitted further public notices will be required

EPS licence

European Protected Species (“EPS”) are animals and plants (species listed in Annex IV of the [Habitats Directive](#)) that are afforded protection under [The Conservation \(Natural Habitats, &c.\) Regulations 1994](#) (as amended) and [The Offshore Marine Conservation \(Natural Habitats, &c.\) Regulations 2007](#) (as amended). All cetacean species (whales, dolphins and porpoise) are European Protected Species. If any activity is likely to cause disturbance or injury to a European Protected Species a licence is required to undertake the activity legally.

A licence may be granted to undertake such activities if certain strict criteria are met:

- there is a licensable purpose;
- there are no satisfactory alternatives, and;
- the actions authorised will not be detrimental to the maintenance of the population of the species concerned at favourable conservation status in their natural range.

Applicants must give consideration to the three fundamental tests and should refer to the [guidance on the protection of marine European Protected Species](#) for more detailed information in relation to Scottish Inshore Waters. Applicants may choose to apply for an EPS licence following the determination of the EIA application and once construction methods have been finalised, however it is useful to include a shadow EPS assessment within the EIA Report.

Basking sharks are also afforded protection under the Wildlife & Countryside Act 1981 (as Amended by the Nature Conservation (Scotland) Act 2004).

Appendix III Pre-Dredge Sampling Guidance



Marine Scotland

Pre-disposal Sampling Guidance
Version 1 – January 2017



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1. Introduction

Sea disposal operations are controlled by:

- [Marine \(Scotland\) Act 2010](#);
- [OSPAR Convention 1992](#), see also;
 - [OSPAR Guidelines for the Management of Dredged Material at Sea](#);
 - [JAMP Guidelines for Monitoring Contaminants in Sediments](#)
- [The EU Waste Directive](#);
- [The London Convention & Protocol](#);
- [The EU Water Framework Directive](#); and
- [Scotland's National Marine Plan](#).

The requirements set out in this document will ensure applications are in compliance with the above. Deviations from these requirements are liable to result in delays in processing your application as well as the potential requirement for further sampling, analysis and assessment. Please retain **all** samples until determination of your application has been made in case further analysis is required.

2. Pre-disposal sampling stages

The process map ([see Figure 1](#)) shows the stages both applicant and MS-LOT must go through to determine a marine licence application for sea disposal activities.

Figure 1 – Process map of pre-disposal sampling stages



3. Sampling and analysis requirements

There are a minimum number of sample stations required for each dredge volume (see Table 1).

Table 1 – Minimum sample stations required by dredge volume

Proposed dredge volume (m ³)	No. of sample stations required
≤25,000	3
32,500	4
50,000	5
75,000	6
100,000	7
150,000	8
200,000	9
250,000	10
300,000	11
350,000	12
400,000	13
450,000	14
500,000	15
600,000	16
700,000	17
800,000	18
900,000	19
1,000,000	20
1,100,000	21
1,200,000	22
1,300,000	23
1,400,000	24
1,500,000	25
1,600,000	26
1,700,000	27
1,800,000	28
1,900,000	29
2,000,000	30
>2,000,000	Seek guidance from ms.marinelicensing@gov.scot

If you are dredging more than 1 metre in depth or in an area with known or suspected contamination you will be required to take core samples, cores should extend to the maximum dredge depth. Individual cores count as 1 station, so a 100,000m³ dredge of over 1 metre would require 7 cores to be collected. When a core is collected you should sub-sample the surface layer (0-15cm) then every 50cm thereafter. Initially you should select sub-samples from the surface, middle and bottom of the core for analysis, with **all** sub-samples retained for further analysis.

Table 2 – Action Levels

Contaminant	Revised AL1 mg/kg dry weight (ppm)	Revised AL2 mg/kg dry weight (ppm)
Arsenic (As)	20	70
Cadmium (Cd)	0.4	4
Chromium (Cr)	50	370
Copper (Cu)	30	300
Mercury (Hg)	0.25	1.5
Nickel (Ni)	30	150
Lead (Pb)	50	400
Zinc (Zn)	130	600
Tributyltin	0.1	0.5
Polychlorinated Biphenyls	0.02	0.18
Polyaromatic Hydrocarbons		
Acenaphthene	0.1	
Acenaphthylene	0.1	
Anthracene	0.1	
Fluorene	0.1	
Naphthalene	0.1	
Phenanthrene	0.1	
Benzo[a]anthracene	0.1	
Benzo[b]fluoranthene	0.1	
Benzo[k]fluoranthene	0.1	
Benzo[a]pyrene	0.1	
Benzo[g,h,i]perylene	0.1	
Dibenzo[a,h]anthracene	0.01	
Chrysene	0.1	
Fluoranthene	0.1	
Pyrene	0.1	
Indeno(1,2,3cd)pyrene	0.1	
Total hydrocarbons	100	
Booster Biocide and Brominated Flame Retardants *		

*Provisional Action Levels for these compounds are subject to further investigation.

4. Submitting results

Results should be submitted to MS-LOT using the Pre-disposal Sampling Results form.

1.3 Scoping Verification

To:
Redacted
Marine Scotland - Licencing Operations Team

Project name:
Uig Harbour Redevelopment EIA

Project ref:
60536743

From:
Redacted

Date:
15 March 2018

Memo

Subject: Design adjustments and Environmental Impact Assessment (EIA) Scoping

As discussed on our call last Thursday, please find set out below a summary of the key design developments which have been proposed for the Uig Harbour Redevelopment project since issue of the EIA Scoping Opinion dated 30 November 2017. Where ever possible these are described within the context of the project parameters previously provided within the EIA Scoping Report dated September 2017. Design developments are summarised in the table below.

Works	Description (September 2017)	Design Amendments (March 2018)	Current EIA Scope as set out within Scoping Opinion Nov 2017	Required Adjustments to EIA Scope?
Dredging	Dredge pocket along the berth area, to minus 5.9 mCD. Totalling approximately 20 000m ³ of dredged material.	Dredge pocket along the berth area to minus 5.9mCD. Totalling approximately 26 800 m ³ of dredged material	Marine physical environments: changes to the hydrodynamic regime; the wave climate; sediment transport; and sediment disturbance; changes in the substrate type through the redistribution of both suspended sediment and sea disposal of dredge material. EIA Report should include modelling of hydrodynamics, waves and sediments	Existing agreed environmental scope already provides for consideration of potential activity/receptor interactions associated with these adjustments
	Dredging along the approachway for the fishermen's berth. Totalling approximately 2 000 m ³	Dredging along the widened approachway for fishermen's berth. Totalling approximately 1 500m ³	Marine Water and Sediment Quality: changes to water and sediment quality; dissolved oxygen; contaminant levels; redistribution of sediment-bound contaminants. EIA Report should include review of existing conditions (water quality and chemical analysis) and should demonstrate that heavy metal spoil will not cause harm to the environment.	
Dredge disposal	Re-use the dredge material in the land reclamation where possible.	Dredge material no longer to be used for land reclamation.	Benthic Ecology: direct loss of habitat disturbance to benthic habitats from dredge spoil; suspended sediment affecting water quality. Consideration of PMFs (specifically seapens and burrowing megafauna in circalittoral fine muds).	Dredge sediment no longer to be used for land reclamation. Consideration of marine water and sediment quality impacts as a result of its use in land reclaim is no longer required. However appropriate consideration will be given to dredge sediment reuse for beach nourishment.
	Naturally high concentrations of heavy metals in the sediment in Uig Bay. If not used on land reclamation dredge material to be disposed of in a new sea disposal site within the local environment of similar characteristics. i.e. within 1km of Uig Bay. A site Characterisation Process will be carried out	Naturally high concentrations of heavy metals in the sediment in Uig Bay. If not used on land reclamation dredge material to be disposed of in a new sea disposal site within the local environment of similar characteristics. i.e. within 1km of Uig Bay. A site Characterisation Process will be carried out.	Marine Mammals: Potential effects on Harbour Porpoise Commercial Fisheries: vessel movements between dredge and dredge disposal site.	
Widening of the existing berth	Berthing structure to be widened by 10m. (final width 19.5m) This will include: <ul style="list-style-type: none"> Demolition and relocation of 	Berthing structure to be widened by 14.5m. (Final width 24m). This will include: <ul style="list-style-type: none"> Demolition and relocation of existing waiting shelter - No change; 	Marine physical environments: changes to the hydrodynamic regime; the wave climate; sediment transport; and sediment disturbance; changes in the substrate type through the redistribution of both suspended sediment and sea disposal of dredge material. EIA Report should include modelling of	Existing agreed scope already provides for consideration of potential activity/receptor interactions associated with these

Works	Description (September 2017)	Design Amendments (March 2018)	Current EIA Scope as set out within Scoping Opinion Nov 2017	Required Adjustments to EIA Scope?
	<ul style="list-style-type: none"> existing waiting shelter; Removal and replacement of fenders, fender piles and fender panels; Demolition of sections of existing wave wall and construction of new wave protection wall; Driving of new tubular piles; Combination of pre-cast and in-situ concrete to construction deck and berthing structure extension; Reinforced with steel tubular bearing piles with reinforced concrete plugs. 	<ul style="list-style-type: none"> Removal and replacement of fenders, fender piles and fender panels - No change; Existing wave wall will still be removed, new wave protection wall will be constructed on edge of new coping on circular cells; Installation of new circular cells to support widened berthing structure and to provide wave protection to the vessel berth. Driving of new straight web and some H piles; Combination of pre-cast and in-situ concrete to construction deck and berthing extension – No change 	<p>hydrodynamics, waves and sediments</p> <p>Marine Water and Sediment Quality: changes to water and sediment quality; dissolved oxygen; contaminant levels; redistribution of sediment-bound contaminants. EIA Report should include review of existing conditions (water quality and chemical analysis) and should demonstrate that heavy metal spoil will not cause harm to the environment</p> <p>Flood Risk and Climate Change: EIA Report to demonstrate that the issue of coastal flooding has been addressed.</p> <p>Marine Mammals: Potential effects on Harbour Porpoise. Information to inform Habitat Regulations Appraisal (HRA) and a possible EPS disturbance licence should be included. Standard piling mitigation as recommended by JNCC should be applied as appropriate.</p> <p>Fish and Shellfish: Underwater sound from impact piling works. Underwater noise propagation modelling will be undertaken. Sediment dispersion modelling to determine effects of water quality changes will be undertaken.</p> <p>Commercial and Recreational Navigation: UK Hydrographic Office and MCA Marine Office to be notified. Aids to Navigation (AtoN) should be reviewed with Northern Lighthouse Board</p>	<p>adjustments</p>
Increased marshalling area through land reclamation	<p>Undertake approximately 11 000m² of land reclamation using approximately 50 000 m³ of infilling material with rock armour revetment and sheet piles.</p> <p>No change</p>	<p>Undertake approximately 11 000m² of land reclamation using approximately 50 000 m³ of infilling material with rock armour revetment and sheet piles</p> <p>No change</p>	<p>Marine Water and Sediment Quality: EIA Report should demonstrate that heavy metal spoil from dredge sediment will not harm the environment.</p>	<p>Dredge sediment no longer to be used for land reclamation. Consideration of marine water and sediment quality impacts as a result of its use in land reclaim is no longer required.</p>

Works	Description (September 2017)	Design Amendments (March 2018)	Current EIA Scope as set out within Scoping Opinion Nov 2017	Required Adjustments to EIA Scope?
Works on the increased marshalling area	Construction of new ticket office; vehicle lanes; HGV lanes; parking spaces; collection and drop off spaces; replacing the dry berthing area and relocating the existing fishermen's compound.	Construction of new ticket office and fishermen's compound and storage building No change	No change	No change
Widening of the Approachway	Widening of the approachway by an additional 6m (total width 15.2m) will require the following: <ul style="list-style-type: none"> Driving new tubular steel piles with reinforced concrete pile caps; Using a combination of pre-cast and in-situ concrete to construct the deck; Repair existing concrete deck on approachway over open piled and masonry wall sections; Removing and reinstating the monoblock area and backfill; and Replace timber grillage, fenders and steel boar deflectors, boatsteps. 	Widening of the approachway (fisherman's compound to chicane; and chicane to end of old pier head) (total width 15.2m) No change	No change	No change
New Linkspan with dolphins	Replace existing linkspan and M&E equipment, and replace or upgrade the existing lifting dolphins and bankseat. Invoices driving new piles and removing old piles	A new linkspan, bankseat and lifting dolphins will be installed. 36.5m in length (which is same length as current). Repositioned and rotated slightly to accommodate geometry of the new vessel. No change	No change	No change
Demolition of the existing ticket office	The existing ticket office will be demolished at the end of the construction phase.	Demolition of existing ticket office and disposal of material in a method compliant with applicable regulations	No change	No change

Works	Description (September 2017)	Design Amendments (March 2018)	Current EIA Scope as set out within Scoping Opinion Nov 2017	Required Adjustments to EIA Scope?
		No change		
Construction Compound	The construction compound will be located immediately to the west of the existing ticket office	A construction compound of up to 200m by 100m will be located immediately to the west of the existing ticket office.	No change	No change
		No change		
Upgrades to public utilities	The potable water system, electrical supply, telecoms / data lines and street lighting will be upgraded.	The potable water system, electrical supply, telecoms / data lines and street lighting will be upgraded.	No change	No change
	No change			
Potential Additional Options				
Extension of the pier to include bringing the line of dolphins onto the line of the pier.	Creating a solid pier between the berthing structure and the extremity of the outer berthing dolphin with an upgraded fender system. Additional length of the pier added	No Longer Proposed	No longer required	No longer required
Wave Screen and outer dolphin positioning	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.	No Longer Proposed	No longer required	No longer required
Slipway	Installing a concrete slipway to the back of the marshalling area. Sheet piled or rock armour edging with	No Longer Proposed	No longer required	No longer required

Works	Description (September 2017)	Design Amendments (March 2018)	Current EIA Scope as set out within Scoping Opinion Nov 2017	Required Adjustments to EIA Scope?
	infill and a concrete slab on top.			
LNG Storage	<p>The new ferry vessel will operate on Liquid Natural Gas (LNG). It is assumed at this stage that the operation would require construction of a storage tank (30 m long and 3 m in diameter) and bunkering system for LNG. It is currently expected that the storage tank will be filled 2 to 4 times a week by road tankers with a maximum volume of 42000l per bunkering. The Vessel will bunker twice a week.</p> <p>The installation will be equipped with an automatic Emergency Shutdown (ESD) system linked to gas detection and to emergency stop buttons, available to the operators.</p> <p>Two options are being considered for the location of the tank: the Berthing Pier and the Old Pier. If the Old Pier location is selected for the LNG storage, the existing Old Pier will be demolished and a new tubular steel pile structure with a concrete deck will replace it. The existing Harbour Master's building and fuel tank will be relocated to the main pier widening. A connection between the tank and</p>	<p>For the purposes of the EIA this remains unchanged.</p>	<p>Major Accidents and Disasters: Risk of fire and impacts to other vessels</p>	<p>No change</p>

Works	Description (September 2017)	Design Amendments (March 2018)	Current EIA Scope as set out within Scoping Opinion Nov 2017	Required Adjustments to EIA Scope?
	<p>the bunker door will be established underneath the deck passed the linkspan to the widened pier deck for bunkering. Additional dredging of approximately 5,000 m³ may be required along the approachway to provide an alternative refuelling berth if the Old Pier location is selected.</p> <p>The LNG storage and bunkering system will be designed in accordance with relevant guidance and regulations (e.g. the Control of Major Accident Hazards (COMAH) regulations, BS EN1473:2007 , and ISO 20519:2017). Consents will be sought from the Scottish Environmental Protection Agency (SEPA) and the Health & Safety Executive (HSE) by CFL as the operator of the LNG storage and bunkering system (see Appendix B for a statement from CFL).</p>			

For the purposes of the EIA, two scenarios for the construction and delivery of the Proposed Development will now be considered, as set out below.

Scenario 1: Single Integrated Delivery Programme

Under Scenario 1, all component elements of the Proposed Development as listed in the Table above will be delivered in an integrated and continuous delivery programme. This represents no change from the project description as set out within the Scoping Report and on which the current Scoping Opinion is based.

Scenario 2: Phased Delivery Programme

Scenario 2 is an addition to the project parameters since the Scoping Report was written and since the Scoping Opinion was agreed. Under Scenario 2, the facilities to be delivered by the Proposed Development remain the same as scenario 1. Therefore the primary activity/receptor interactions already identified within the Scoping Report and Opinion remain unchanged.

In addition the EIA Report will now include consideration of the 'in-combination effects' of the construction tasks in the event that construction will be delivered split into three phases as described below:

- **Phase 1- Essential Upgrades:** this phase will include the work that would allow the safe operation of the service maximising resilience to the environmental conditions and allow effective operation of the service. The activities include the following:
 - widening of the approachway and repair/maintenance to existing approach;
 - re-fendering of the approachway with timber fenders;
 - widening of the berthing structure and installation of new fendering;
 - replacement and re-location of the linkspan,
 - installation of a new wave wall on the widened pier bankseat and lifting dolphins;
 - capital dredging requirement and dredge disposal;
 - installation of new services (including Lighting, Power, Telecoms, Potable water and drainage);

For the purposes of the EIA, the potential installation of the LNG fuel facilities has also been included in Phase 1.

- **Phase 2 – Marshalling Area & Ticket Office:** this phase will comprise land reclamation in the intertidal zone, to accommodate the new marshalling area, fisherman's compound and New Terminal building and storage building; construction of a new Terminal Building and storage building.
- **Phase 3 – Additional Activities:** this phase will include the demolition and removal of the old ticket office and will also include the installation of a covered walkway for foot passengers between the new ticket office and the pier, for vessel boarding.

The EIA will include a proportionate level of assessment for the identified project activity/receptor interactions for both of the above listed construction scenarios.

As discussed on our call, we believe the project remains fundamentally the same as the project on which the existing scoping report and opinion has been based. We believe the changes described above can be accommodated within the existing EIA scope as agreed in November 2017. We would be grateful for your review, and hopefully agreement with this position, at your earliest convenience.



AECOM Infrastructure & Environment UK Limited
1 Tanfield
Edinburgh
EH3 5DA
United Kingdom

T: **Redacted**
aecom.com

Project name:
Uig Harbour Redevelopment EIA

Project ref:
60536743

From:
Redacted

Date:
16 April 2018

To:
Redacted
Marine Scotland - Licencing Operations Team

And

Redacted
Marine Scotland Science

Memo

Subject: Measurement of Antifouling Biocides in the Marine Environment at Uig Ferry Terminal.

Background

After the ban on the use of the antifouling compound Trybutyl Tin (TBT) on boats between the 1980s and 90s for large boats, extending to a complete ban in 2008, the naval industry started to reintroduce the use of metals, particularly copper and zinc, as the main active ingredients in antifouling paint formulations. However, these metals are not sufficient to prevent all forms of biological fouling, requiring the addition of other compounds or “booster biocides” for effective hull protection. Thus, biocides such as diuron, irgarol 1051, kathon, zinc and copper pyrithione have been incorporated into antifouling paint formulations worldwide.

There are two main pathways by which booster biocides can enter the environment (Thomas et al., 2002¹):

1. By direct release from the paint surface during normal use; and
2. During misuse by pressure hosing of pleasure craft hulls directly onto the foreshore.

In some marinas, these concentrations are sufficiently high to pose a risk to aquatic life (Thomas et al., 2001²). These elevated levels are considered to be due to the persistence of the biocide compound(s) in seawater (Thomas, 2001³).

Concerns have been raised by Marine Scotland, through recent correspondence with **Redacted** (February 2018) with respect to the potential for harmful levels of booster biocides to exist within the sediments at Uig Harbour. As a result sediment sample laboratory testing for samples from both the proposed dredge pockets and also from the disposal site for the following biocides was requested:

- **Diuron** and its degradation products 1-(3-chlorophenyl)-3,1-dimethylurea (CPDU), 1-(3,4-dichlorophenyl)-3-methylurea (DCPMU) and 1-(3,4-dichlorophenyl)urea (DCPU)
- **Irgarol 1051** and its degradation product GS26575
- **Sea-Nine 211 (Kathon 5287)**
- **Zinc pyrithione**

¹ Thomas, K.V., McHugh, M. & Waldock, M. 2002. Antifouling paint booster biocides in UK coastal waters: inputs, occurrence and environmental fate. *The Science of the Total Environment*, 293, 117–127.

² Thomas K.V., Fileman T.W., Readman J. & Waldock M.J. 2001. Antifouling paint booster biocides in the UK coastal environment and potential risks of biological effects. *Marine Pollution Bulletin*, 42, 677–688.

³ Thomas K.V. 2001. The environmental fate and behaviour of antifouling paint booster biocides: a review. *Biofouling* 7, 73–86.

³ Ferrer I, Barcelo´ D. 1999. Simultaneous determination of antifouling herbicides in marina water samples by on-line solid-phase extraction followed by liquid chromatography-mass spectrometry. *Journal of Chromatography*, 854, 197–206.

Potential Sources of booster biocide compounds in Uig Bay.

The booster biocide compounds listed above do not occur naturally within the marine environment. Consequently, in order to understand the likelihood that these compounds may currently be present within Uig bay, a review of the potential sources of these compounds has been completed.

1. Previous studies have shown that elevated concentrations of booster biocides are generally found in areas where there are high levels of yachting and leisure craft activity (Ferrer and Barceló, 1999⁴; Thomas et al., 2001²). Records of the use of anti-fouling products by small boats including leisure craft in Uig harbour are not available, therefore it has been assumed that there may be some use of booster biocides resulting in direct release to the environment from small boats using Uig Harbour and the ferry Terminal, however the Harbour Authority has confirmed that the number of small boats using Uig is low⁵.
2. The activity of pressure hosing of small craft hulls directly onto the foreshore is a recognised key pathway for biocide pollution. This is unlikely to be a significant source in Uig Bay as there are limited areas for this activity to be carried out for leisure craft. In addition, any release of booster biocides as a result of pressure hosing/hull maintenance from the low number of small, working craft that use Uig harbour is considered likely to be limited primarily to the localised area surrounding the 'drying out' berth for the working fishing and other small vessels associated with the existing fishermen's compound.
3. In addition, studies also indicate that elevated concentrations of these booster biocide compounds are generally associated with areas, such as marinas, where there are low water exchange rates (Thomas et al., 2001²). Whilst Uig is a Bay, it has an open connection to the wider Loch Snizort and is subject to regular water exchange via tides and wave driven water currents. The ebb and flow tidal movements are shown in Figure 1 at the end of the document. However, water speeds and direction is also significantly affected by wind direction, as shown in Figure 2, therefore water movements in some areas of the Bay are much higher.
4. CalMac, as ferry operator has confirmed the application of anti-foulant product to their vessel approximately every 5 years. The product used is compliant with the International Convention on the control of Harmful Anti-fouling System on ships as adopted by the IMO in 2001 (IMO AFS/CONF/26).

Existing Baseline Data

5. Anti-foulant paints containing booster biocides most usually also include concentrations of certain metals, particularly copper and zinc⁶. Consequently, in the event that elevated concentrations of booster biocides were present within sediments to be dredged, or within the wider bay, elevated concentration of these metals would also be expected.
6. No site specific data are currently available to characterise the existing concentrations of booster biocides within the sediments in Uig Bay. There are however, data available on the concentration of other contaminants, including copper and zinc, that may also be present in anti-foulant paints and thus co-occur with biocide compounds.
7. The concentration of zinc and copper, and other metals, in the sediments around Uig harbour and in the wider bay were measured in 2016 and again in 2018. There have been four samples taken within dredge Pocket 1 (2016 station G, 2018 GI stations BH01, DS01 and DS02 (Figure 3)) that were analysed for sediment contaminants.
8. Cefas Action levels 1 and 2 for copper are 30 and 300 mg/kg. The results from the four stations are between 37 and 97, above Cefas Action Level 1 but below Cefas Action Level 2. However, the highest concentration of copper, at 230 mg/kg, was found at 2016 survey station A which is outside the Bay in Loch Snizort (Figure 3 below). Concentrations of copper in the disposal site were low, between 21 and 27 mg/kg indicating a patchy distribution which may be related to water movements.
9. Zinc was found at concentrations below Cefas Action Level 1 (130 mg/kg) at all stations with concentrations between 77 and 120 mg/kg. In the proposed disposal site search area, the concentration of zinc ranged from 93 to 109 mg/kg.
10. Other metals, in particular chromium and nickel, and PAH compounds, were found at higher concentrations (in relation to Cefas Action Levels) at all stations in the dredge pocket but these were also found to be at similarly high concentrations at all other stations sampled in Uig Bay in 2016 and in the proposed sediment disposal site in 2018.

⁴ Ferrer I, Barceló D. 1999. Simultaneous determination of antifouling herbicides in marina water samples by on-line solid-phase extraction followed by liquid chromatography-mass spectrometry. *Journal of Chromatography*, 854, 197 –206.

⁵ An estimated 27 boats use the harbour regularly. The frequency of use is sufficiently low that no preauthorisation/registration system for boats when they arrive and leave is required. (Pers. Com. Tony Usher, Harbour Manager (27/03/2018))

⁶ Fay, F. et al. 2010. Booster biocides and microfouling. *Biofouling*, 26(7), 787–798.

The Proposed Development

Activities associated with the Proposed Development are not expected to introduce any new sources of potential booster biocide contamination to the Uig Harbour area.

Dredging activities will result in the mobilisation of existing sediments from two locations at Uig Harbour: Pocket 1 will include dredging of 26,842 m³ of sediment from around the existing ferry berth. Pocket 2 will include dredging of up to 1150m³ of sediment from around the existing fishermen's compound and small boat dry-berth area.

- Dredge Pocket 1: Based on the consideration set out above, sediments from proposed dredge pocket 1 (ferry berth) are considered to be at low risk of significant existing booster biocide contamination. This area of the harbour is not used by small boats as it is the ferry berth. CalMac has confirmed the anti-fouling regime used on their vessel complies with IMO requirements. The anti-fouling paint used by Calmac is Intersmooth 7460HS SPC, a TBT free self-polishing copolymer. The paint includes a patented slow release copper acrylate and the following biocides⁷:
 - BEA754 = Cuprous oxide (1317-39-1)
 - BEA757 = Copper, bis(1,hydroxy-2(1H)-pyridinethionato O,S)-T-4 copper (copper pyrrithione)

The sediments in the region of the ferry berth do not have significantly elevated levels of copper (particularly when compared to sediments outside the bay) consequently, it is considered unlikely that high concentrations of the related biocides will be present in the absence of elevated copper levels.

- Dredge Pocket 2: It is considered that potential does exist for sediments from proposed dredge pocket 2 (fishermen's area) to contain existing booster biocide contamination, as a result of the presence of small boats in this area and the potential maintenance activity at the drying-out berth.

Consideration of the evidence above indicates that the environmental risk associated with the presence and potential mobilisation of booster biocide contaminated sediments in Uig Bay can reasonably be considered to be low and would most likely be limited to area in proximity to the small vessel berths and drying out area.

Recommendations

Sediments from dredge pocket 1: Sediments from dredge pocket 1 are considered to be at very low risk of containing booster biocide contamination. It is therefore proposed that sediment from dredge pocket 1 will be transported to the dredge disposal area and deposited within the terms of operation agreed as part of the associated dredge disposal area licence.

Sediments from dredge pocket 2: Sediments from dredge pocket 2 are considered to have the potential to contain booster biocide contamination, though this is likely to be low on the basis of the low volume of small boats using Uig Harbour. It is therefore proposed that the EIA will include the following commitments:

- sediment samples from dredge pocket 2 will be subject to laboratory testing for the requested booster biocide compounds prior to construction commencing as a condition of the construction licence.
- In the event that elevated levels of the compounds of concern are found at pre-construction stage then sediment from dredge pocket 2 (i.e. up to 1150m³) will be removed from site for safe onshore disposal in accordance with relevant waste management protocols.

Assuming the above recommended mitigation is implemented it is not considered necessary to complete laboratory testing for booster biocide compounds at this stage, i.e. to inform the EIA.

⁷ Details available from the website of the Japan Paint Manufacturers Association at: <http://www.toryo.or.jp/eng/imo-e/83e.pdf>

Figure 1. Uig Bay flood and ebb water movements – tides only

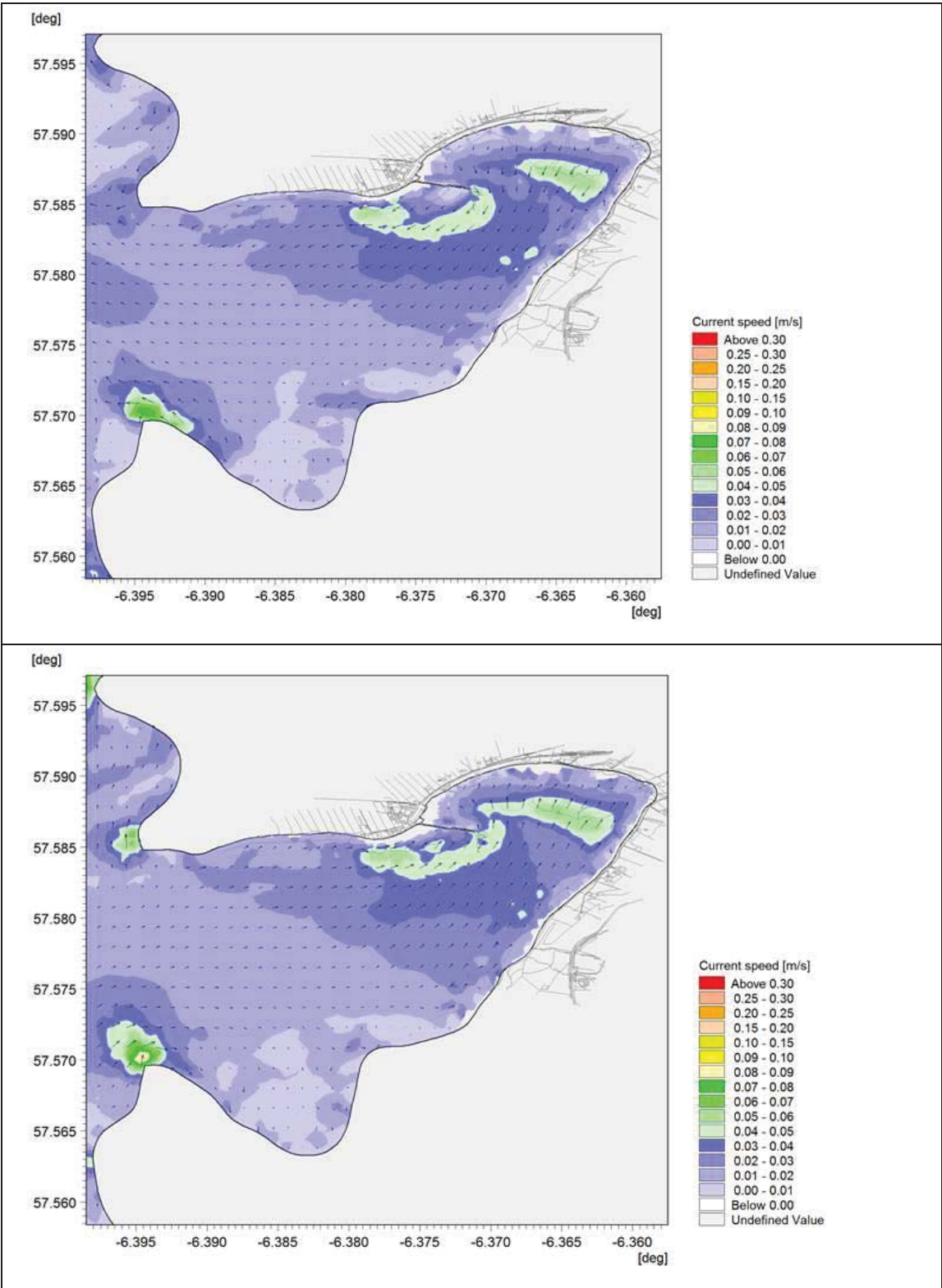


Figure 2. Uig Bay flood and ebb water movements – tides and a southwesterly wind

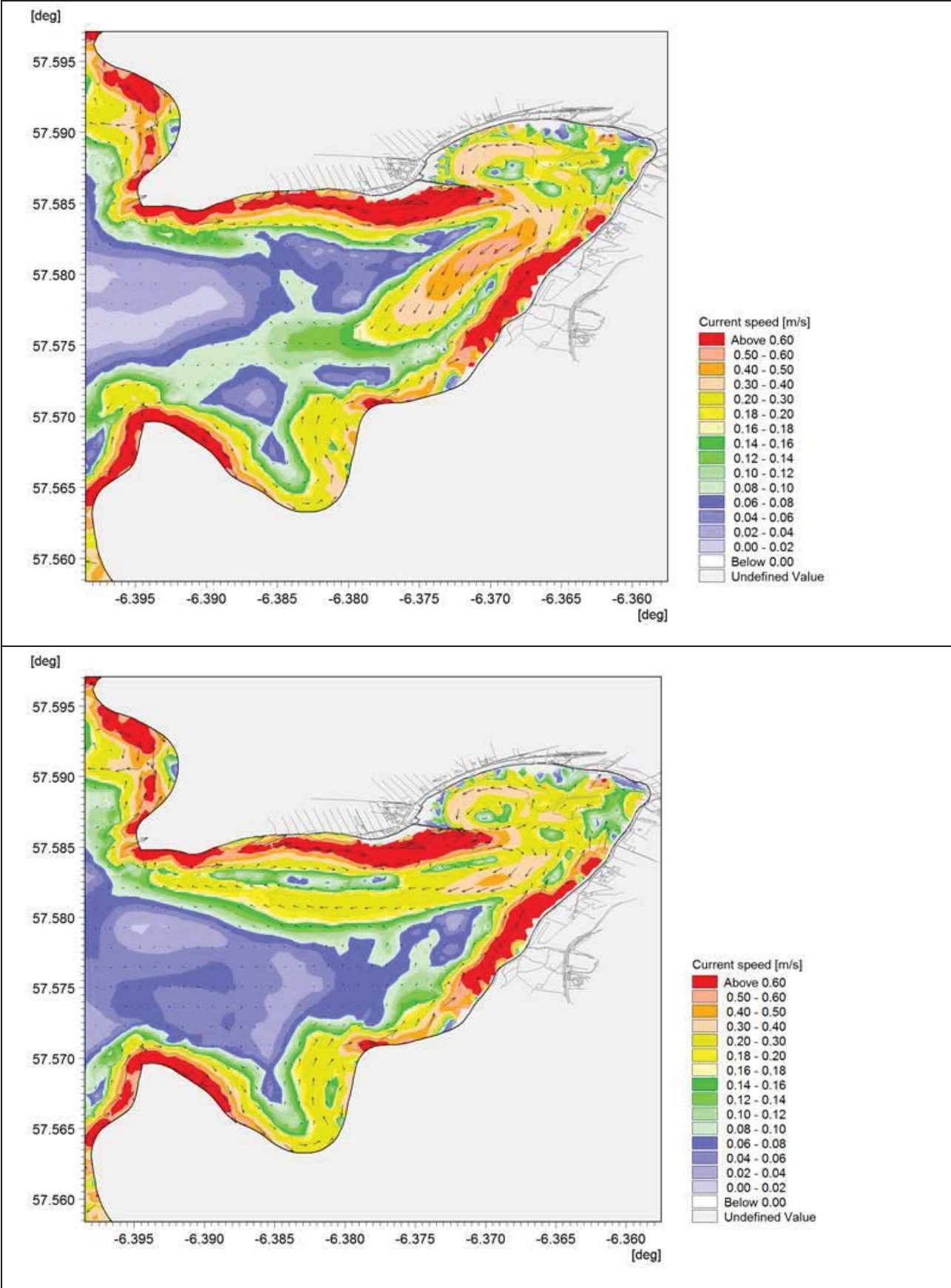


Figure 3. 2016 Sediment Sampling stations



26 April 2018

Redacted
Team Leader
The Highland Council
Development and Infrastructure
Service - Portree

Uig Harbour Redevelopment Update - Anticipated Changes to Construction Traffic Levels

Dear Red ,

Uig Harbour, located in Uig Bay, at the north eastern end of the Isle of Skye, forms part of the Uig, Tarbet, Lochmaddy triangle, providing lifeline ferry services to the communities of the Western Isles. The Highland Council (THC) is required to undertake redevelopment works to Uig Harbour to accommodate a new larger vessel. The Proposed Development consists of onshore and offshore elements associated with the redevelopment of the Harbour and therefore falls within both THC's and Marine Scotland's jurisdiction. Given the scale of the works and the proximity to a number of marine protected areas, the Proposed Development is deemed to require an EIA. The requirement to undertake an assessment of operational and construction Access, Traffic and Transport impacts and effects was previously agreed to be scoped out of the EIA in the scoping response received from THC Planning Department on 14 December 2017 and further clarifications received on 18 December 2017 based on the scoping report submitted to the planning authority on 28 September 2017.

A series of design developments have been incorporated into the project design since the scope of the EIA was agreed in December 2017. The majority of these design changes relate to activities proposed to take place below Mean Low Water Springs (MLWS). These have been discussed with Marine Scotland, as set out within the Memo to Redacted dated 15 March 2018, and included here as attachment 1.

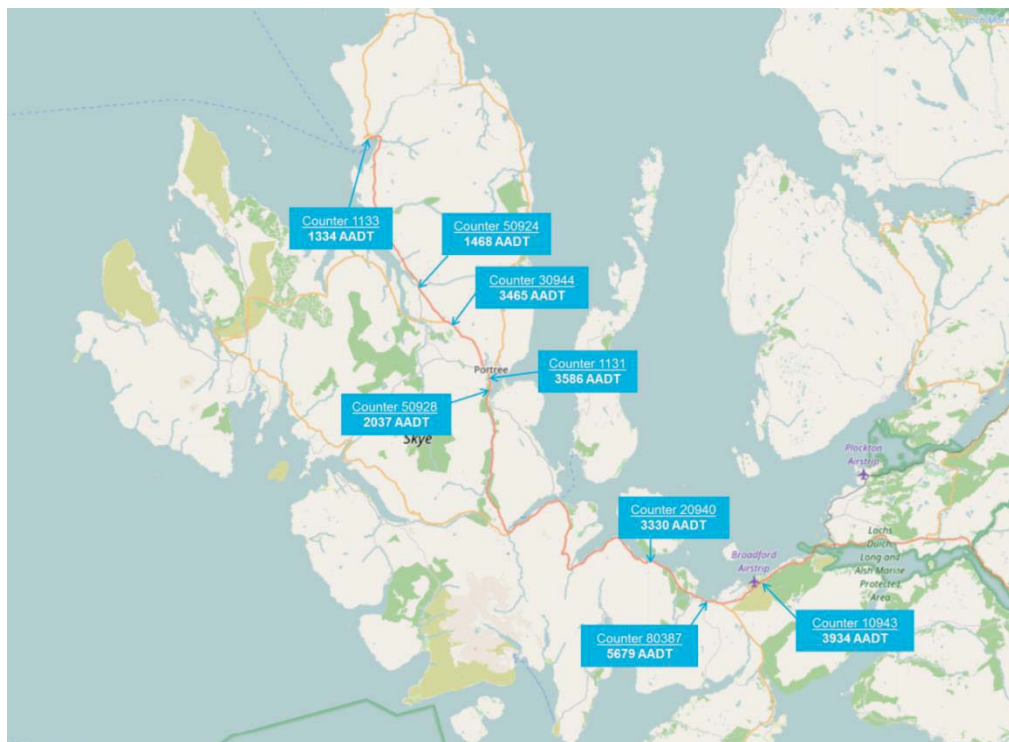
You will note that the design changes are highlighted in red in attachment 1. Whilst the primary effects of these design developments will take place below MLWS, we particularly note that the proposals to widen the existing berth now include the installation of a circular cell solid structure. Whilst construction will take place within the marine environment, supporting construction traffic will be generated on the road network. An increase in construction related traffic when compared to the levels anticipated at scoping stage, as a consequence of changes to the construction methodology is now anticipated. We have therefore reviewed the currently agreed scoping position relating to potential for construction traffic impacts, in the light of these design changes. No change is proposed to the anticipated levels of operational traffic as previously discussed and agreed.

Background / Baseline

Access to Uig Harbour is from the A87 trunk road (T) which falls within the jurisdiction of Transport Scotland. The A87 (T) serves as a strategic route connecting Uig Harbour to Portree, Kyle of Lochalsh and Invergarry. Local roads connect to the A87 (T) for localised access. The A87 (T) is a two-way single carriageway of approximate 7.3 m width with provision of footways, dedicated crossings, bus stops and street lighting intermittently provided along its length.

It is considered that the A87 (T) is a receptor of High Sensitivity based on its regional context. Baseline traffic flow information for the A87 (T), on the Isle of Skye, has been extracted from Department for Transport (DfT) Counters. These are shown in the following table. The locations of the DfT Counters are shown in the following figure.

DTI Counter Reference	Average Annual Daily Traffic (AADT)	Heavy Goods Vehicles (HGVs)
1133	1334	42
50924	1468	60
30944	3465	112
1131	3586	207
50928	2037	115
20940	3330	184
80387	5679	257
10943	3934	186



DfT Traffic Counter Locations and 2016 AADT Flows

There is no published guidance on the assessment of transport and traffic impacts associated with temporary construction activities. Reference is therefore made to longer term operational impact guidelines.

The IEMA Guidelines (1993) recommends that the following rules be considered when assessing the increase in traffic flow, associated with a proposal, on highway links and when identifying the area of influence for assessment purposes:

- Rule 1: Include highway links where traffic flows would increase by more than 30% (or the number of Heavy Goods Vehicles (HGVs) would increase by more than 30%); and
- Rule 2: Include any specifically sensitive areas where traffic flows would increase by 10% or more.

The IEMA Guidelines (1993) acknowledge that day-to-day variations of traffic on a road can frequently be at least + or – 10%. At a basic level, it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact. Absolute changes (number of vehicles) are equally relevant since percentages alone could be misleading.

It is considered that the 30% threshold from the IEMA Guidelines (1993) is the appropriate rule to apply when determining if the development warrants an assessment of environmental effects.

The average volume of daily construction traffic associated with the Proposed Development has been estimated as 78 two-way vehicles of which 55% of movements would be made by HGVs (22 one-way HGVs or 43 two-way HGVs)¹. The resultant daily uplift in vehicle numbers is shown in the following table.

Proposed Development Construction % Impact

DfT Counter Reference	AADT	Average Annual HGVs	Daily Construction Traffic	Daily HGV Traffic	% Impact AADT	% Impact in HGVs
1133	1,334	42	78	43	6%	102%
50924	1,468	60	78	43	6%	72%
30944	3,465	112	78	43	2%	38%
1131	3,586	207	78	43	2%	21%
50928	2,037	115	78	43	4%	37%
20940	3,330	184	78	43	2%	23%
80387	5,679	257	78	43	1%	17%
10943	3,934	186	78	43	2%	23%

In respect of all traffic movements the uplift in traffic flows as a consequence of construction of the Proposed Development does not exceed 30% thus does not warrant an assessment of environmental effects as per Rule 1 of the IEMA Guidelines.

It is recognised that the daily uplift in HGVs does exceed 30% however it is important to recognise that this percentage increase is attributable to the low base volume of HGV traffic and does not consider the absolute proposed change in HGV traffic of just 22 one-way movements per day. Moreover it is important to recognise the temporary nature of construction traffic. It is also important to note that the HGV percentage impact assumes all construction movements will route via every traffic counter and therefore does not account for any localised trips. It is therefore proposed that construction related traffic impacts are scoped out of the Proposed Development EIA.

AECOM recognise that good practice would dictate that a Construction Traffic Management Plan (CTMP) is prepared to support the Proposed Development which would set out measures to mitigate any effects of the Proposed Development for example relating to delivery control and dust & dirt. A CTMP would therefore be provided which would also include more detail on the volume of construction related vehicle trips and routing in consultation with THC Transport Planning Team and Transport Scotland. The CTMP can also consider any cumulative construction related implications.

I trust you find the proposed approach satisfactory, should you have any questions or queries I would be delighted to discuss these in more detail.

Yours sincerely,

Redacted

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¹ For note, the construction traffic volumes set out in this letter are a reproduction of the traffic flows previously scoped out of the EIA plus the anticipated increase in traffic flows due to changes to the construction methodology. The volumes in the table therefore represent updated anticipated total construction traffic associated with the Proposed Development

1.4 Pre-Application Consultation (PAC) Report



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 ^h February 2019	Final	Red		Regional Director

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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 20,000m². 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.

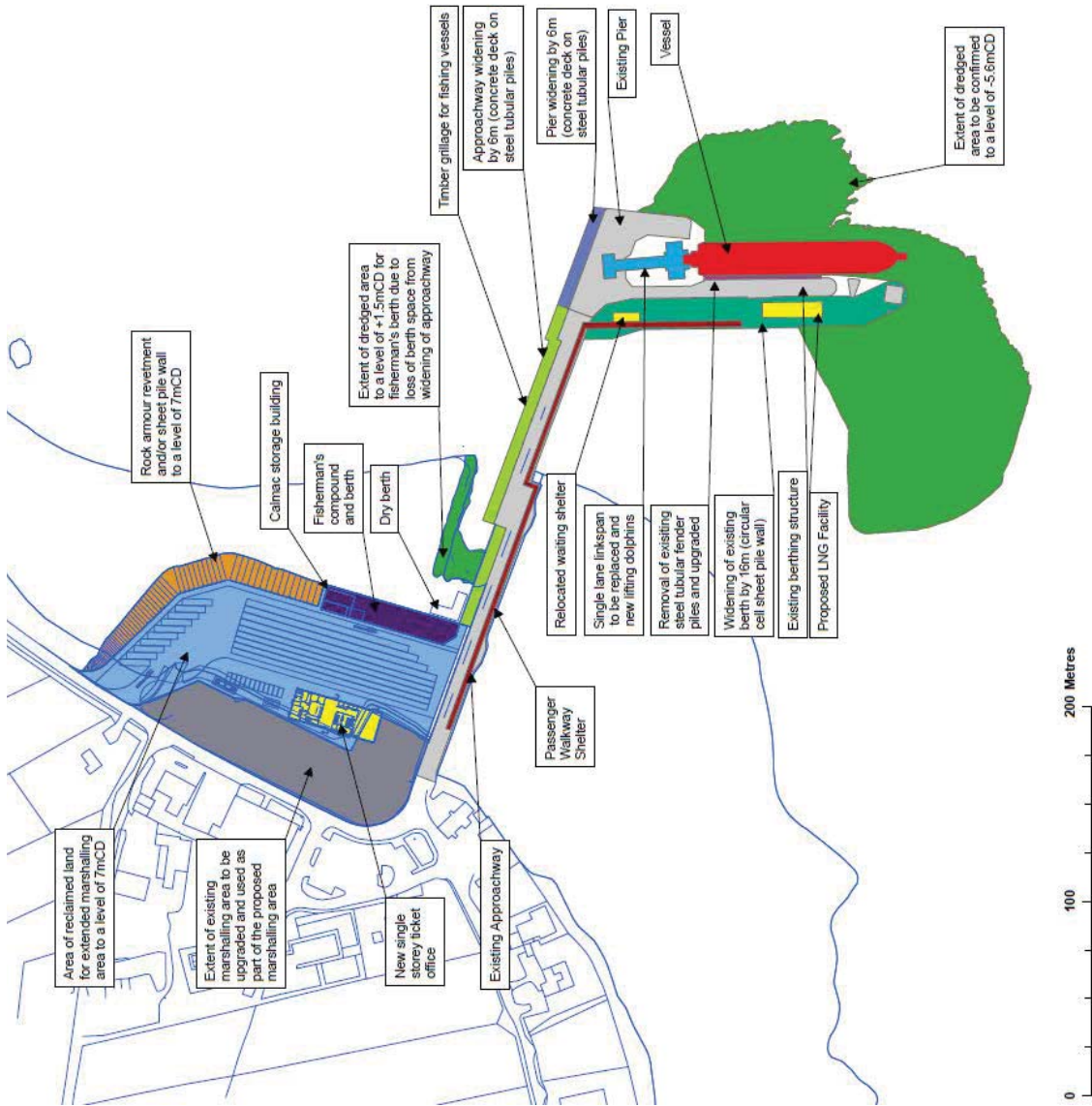


Figure 1: Proposed layout of Uig Harbour redevelopment

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
Preferred Option	
Dredging	Dredging the berth area to -5.6 mCD consisting of approximately 29,642 m ³ of dredged material and dredging along the widened approachway for the fisherman's berth to 0.7mCD consisting of approximately 1,150 m ³ 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"> • Demolition and relocation of the existing waiting shelter on the pier; • Removal and replacement of the fenders, fender piles and fender panels; • Demolition of sections of the existing wave wall and construction of new wave protection wall; • Driving straight web piles to form new circular cellular cofferdams infill material will consist of good quality sand, and gravel or concrete; • Using a combination of precast and insitu concrete to construct the deck and completed berthing structure extension; and • Reinforcement will be provided by steel tubular bearing piles with reinforced concrete plugs. • 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 • Construction of the deck and completed berthing structure extension using a combination of precast and insitu concrete.
Increased marshalling area by land reclamation	Undertaking approximately 15,000 m ² of land reclamation using approximately 70,000 m ³ 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"> • Driving new steel tubular piles with reinforced concrete pile caps; • Using a combination of pre-cast and insitu concrete to construct the deck; • Repairing existing concrete deck on approachway over open piled and masonry wall

	<p>section;</p> <ul style="list-style-type: none"> • Removing and reinstating the monoblock area and backfill; and • Replacing the timber grillage, fenders and steel boat deflectors, boat steps.
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)¹ 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"> • LNG Storage facility (including fuel delivery filling point and control station); • LNG bunkering facility.
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.
Additional Options Considered	
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

¹ 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:

Redacted

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Project Design Unit |
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IV2 3QN**

Email: Redacted highland.gov.uk

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 4th - 6th 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 26th – 28th 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 (11th January), Stornoway Gazette (11th January), Hebrides News (online/digital ad – w/c 8th Jan and w/c 15th January), Press and Journal (11th January), Am Paipear (8th February), seven weeks prior to second PAC events;
- Fourth public consultation events were held in Uig, Lochmaddy and Tarbert from 10th-12th 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 (30th August), Stornoway Gazette (30th August), Hebrides News (online w/c 27th August and 3rd September), Press and Journal (30th August), Am Paipear (6th September).

4.2.1.1 Public Consultation Events

The first public consultation event was arranged on the 3rd, 4th and 5th 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 3rd April 2017 at the Uig Community Centre, Uig, Skye;
 - 19:00 – 21:00 on 4th April 2017 at the Harris Hotel, Tarbert, Harris; and
 - 19:00 – 21:00 on 5th April 2017 at Lochmaddy Village Hall, North Uist.
- Second public consultation event (PAC event):
 - 16:00 - 19:00 on 4th September 2017 at the Uig Community Centre, Uig, Skye;
 - 16:00 - 19:00 on 5th September 2017 at the Harris Hotel, Tarbert, Harris; and
 - 16:00 - 19:00 on 6th September 2017 at Lochmaddy Village Hall, North Uist.
- Third public consultation event (PAC Event):
 - 16:00 – 19:00 on 26th February 2018 at the Uig Community Centre, Uig, Skye;
 - 16:00 - 19:00 on 27th February 2018 at the Harris Hotel, Tarbert, Harris; and
 - 16:00 - 19:00 on 28th February 2018 at Lochmaddy Village Hall, North Uist.
- Fourth public consultation event :
 - 16:00 – 19:00 on 10th September 2018 at the Uig Community Centre, Uig, Skye;
 - 16:00 - 19:00 on 11th September 2018 at the Harris Hotel, Tarbert, Harris; and
 - 16:00 - 19:00 on 12th 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 (20th July); and
- Public Notice in Stornoway Gazette (20th July)
- CMAL website under news (Web) 20th July 2017 (<http://www.cmassets.co.uk/cmал-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 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) was available for any comments made after the meetings, with an end date for comments to be received no later than the 29th 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 (11th January 2018);
- Public Notice in Stornoway Gazette (11th January 2018);
- Public Notice in Hebrides News (online w/c 8th and 15th January 2018);
- CMAL website under news (Web) 8th January 2018 and 30th 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

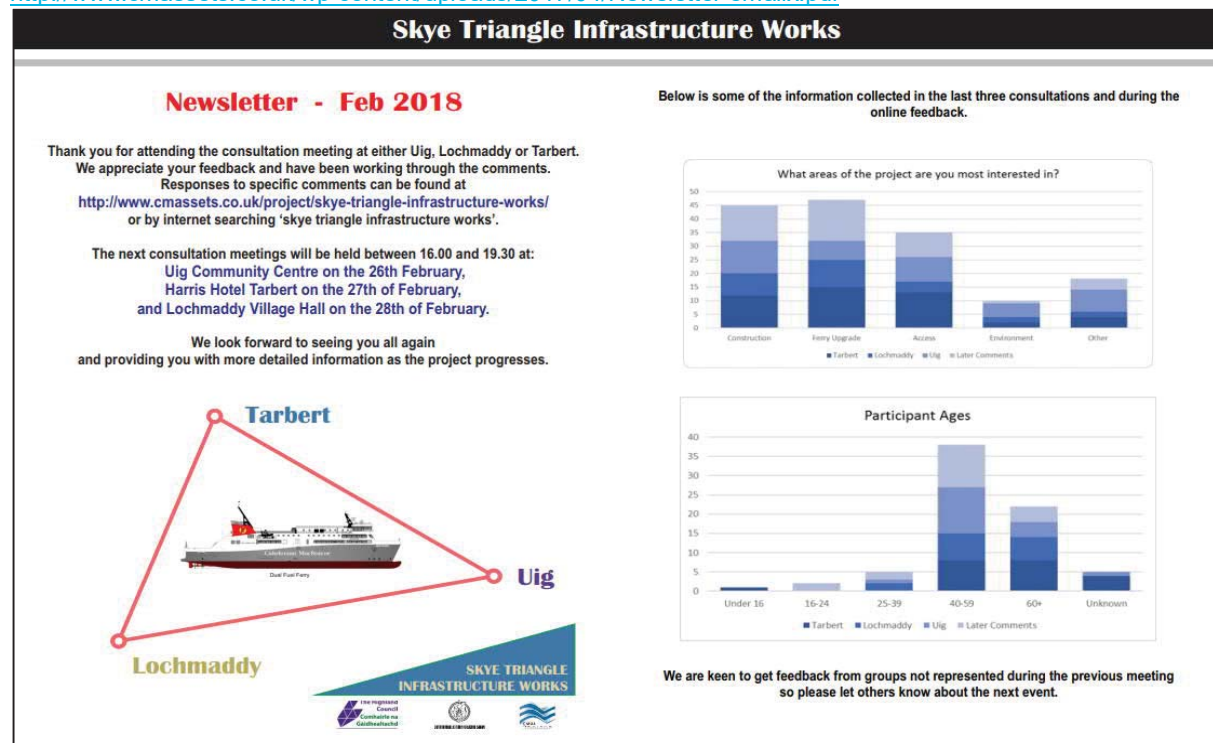
Wednesday 28th February 2018, 16.00-19.30hrs

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 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. Caledonian Maritime Assets Ltd, Municipal Buildings, Fore Street, Port Glasgow PA14 5EQ 01475 749920 | 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) 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 17th 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:

- Redacted 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
-------	----------	---------

Mr	A	Maciver
----	---	---------

Trading Title
(if appropriate)

The Highland Council

Address

The Highland Council
Development Infrastructure, Diriebught Depot,
IV2 3QN

Name of contact
(if different)

Position within Company
(if appropriate)

Principal Engineer – Uig Project Manager

Telephone No.
(inc. dialing code)

01349 868800

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

Insert name	Redacted
Insert Address	
	The Highland Council
	Development Infrastructure,
	Diriebught Depot,
	94 Diriebught Road, Inverness,
Town	Inverness
County	Invernesshire
Postcode	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.

Signature _____ Date _____

Appendix B - Public Consultation Story Board

Example (September 2018)

New Vessel & Need for Harbour Improvements

NEW FERRY

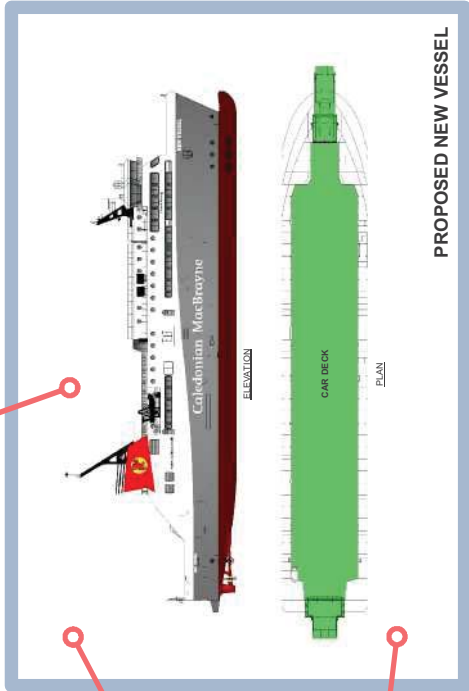
Caledonian Marine Assets Limited (CMAL) have invested in a new vessel for use on the Uig, Lochmaddy, Tarbert ferry routes (the Skye Triangle).

DUAL FUEL

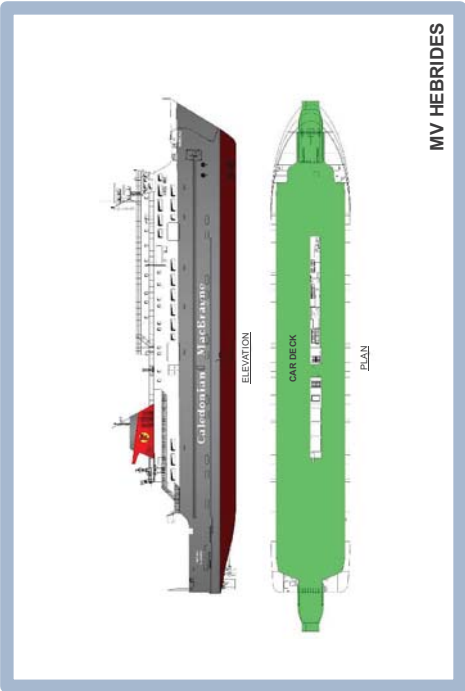
The new vessel is dual fuel, with the ability to utilise both marine gas oil and Liquefied Natural Gas (LNG). It is proposed that the LNG fuelling infrastructure be installed at Uig.

CLIMATE CHANGE

The new vessel gives rise lower greenhouse gas emissions.



PROPOSED NEW VESSEL



MV HEBRIDES

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

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.

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

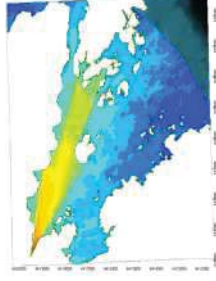
Traffic Surveys around Tarbert have been carried out to inform a Traffic Impact Assessment. This assessment will model the impact of the proposed road/marshalling area layout and increase in vehicle capacity of the new ferry.



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.

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.



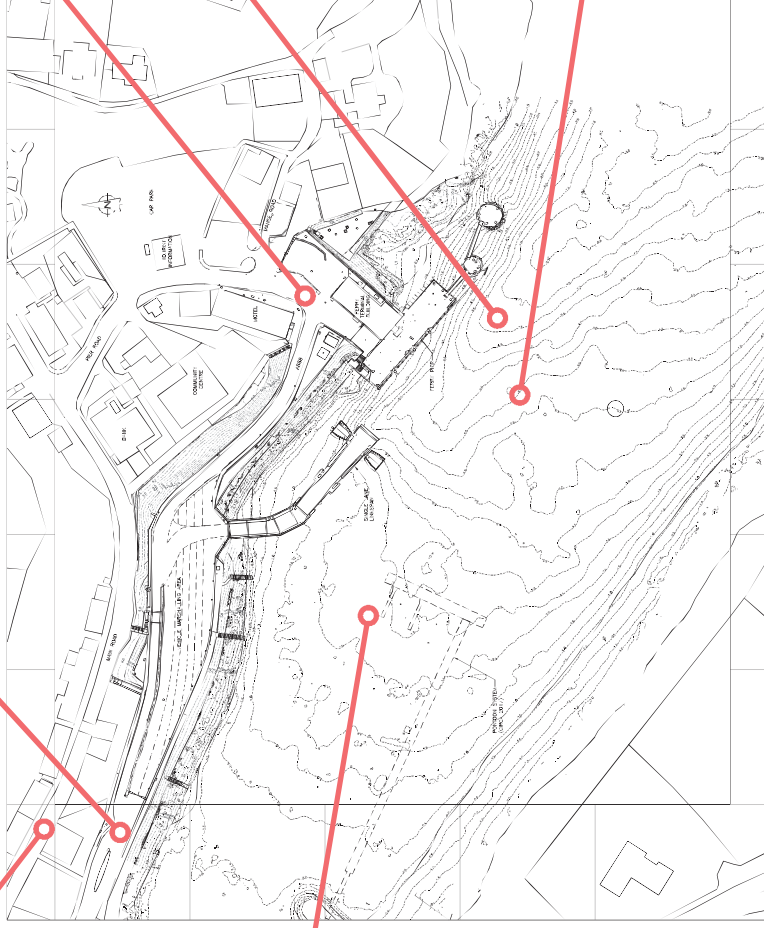
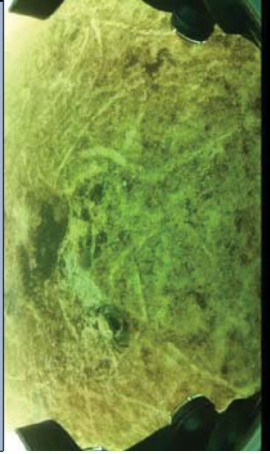
DREDGE SAMPLING

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 licensed sea disposal site.



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.



Tarbert

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Proposed Infrastructure

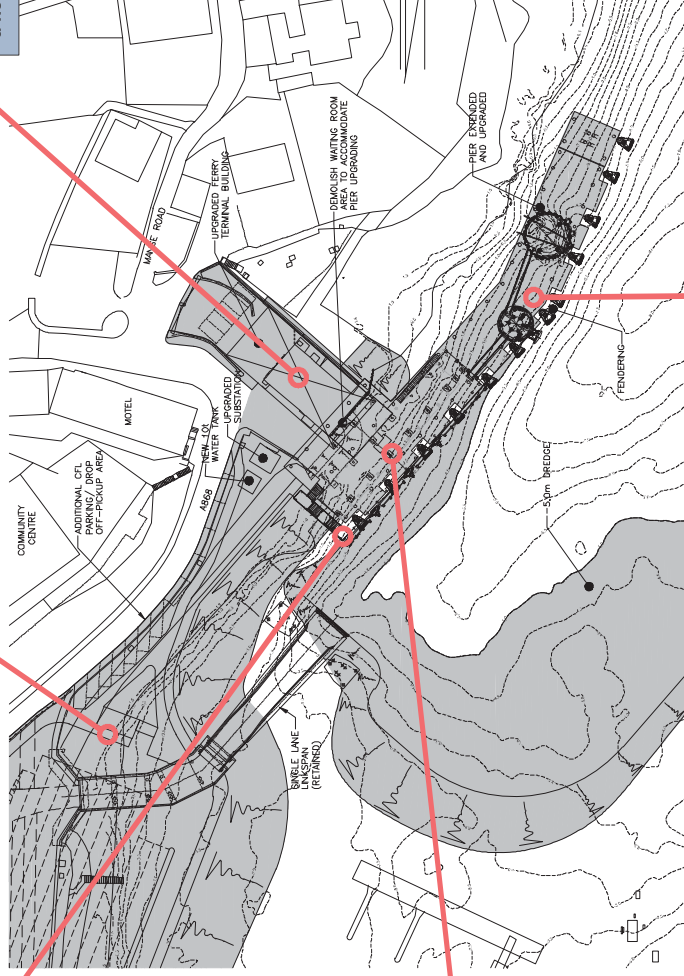
NEW FENDERING

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 to the vehicle linkspan.



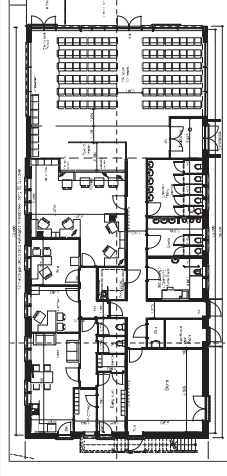
TERMINAL BUILDING

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.



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.



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.



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.



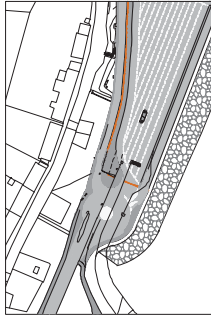
SKYE TRIANGLE
INFRASTRUCTURE WORKS



Tarbert

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.



ROAD LAYOUT

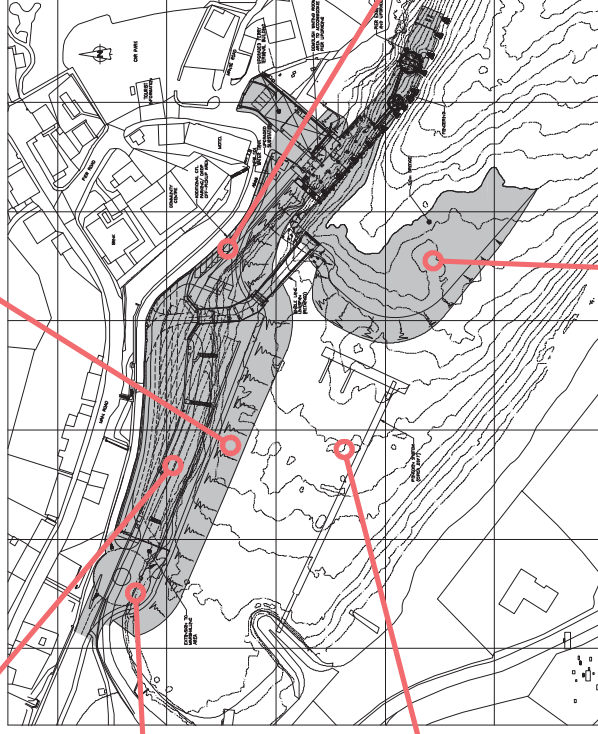
As raised at the previous consultation event, there are currently 'turning issues' from both East and West of the marshalling area. These issues could potential worsen if traffic volumes increase. To address this a roundabout is proposed. A Traffic Impact Assessment will consider the effectiveness of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

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.

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.



DROP OFF AREA AND SHORT TERM PARKING

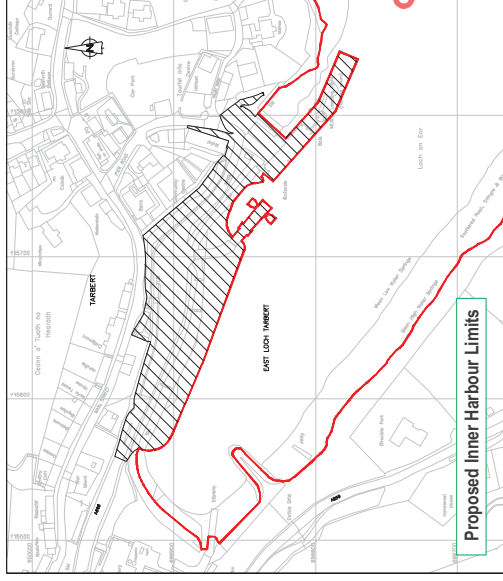
An area between the vehicle linkspan and the pier will be reclaimed to provide a bus stop/vehicle drop off area, limited short term parking and bicycle storage facilities.

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

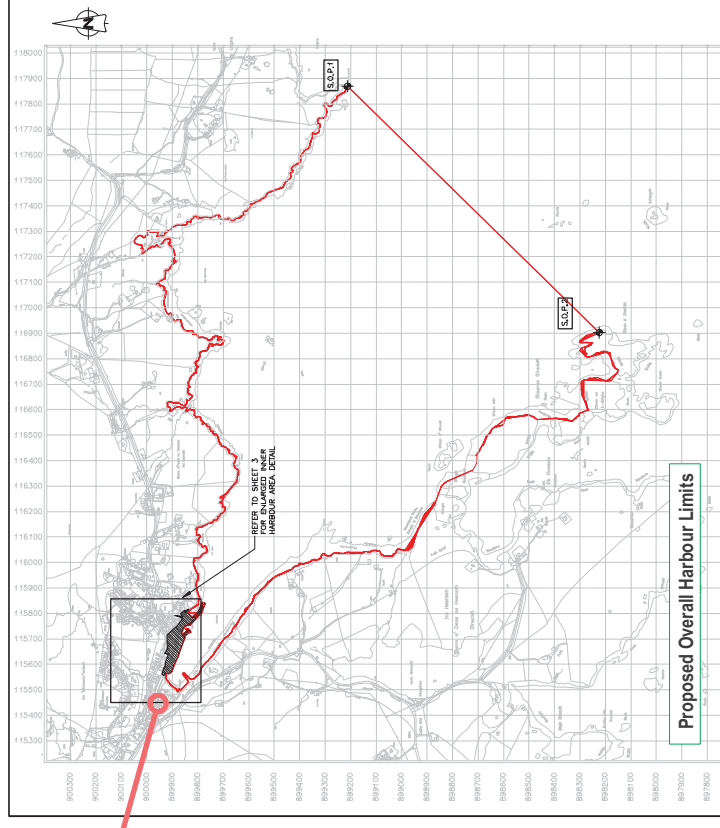


CURRENT SITUATION

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

Tarbert

SKYE TRIANGLE
INFRASTRUCTURE WORKS



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.

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.

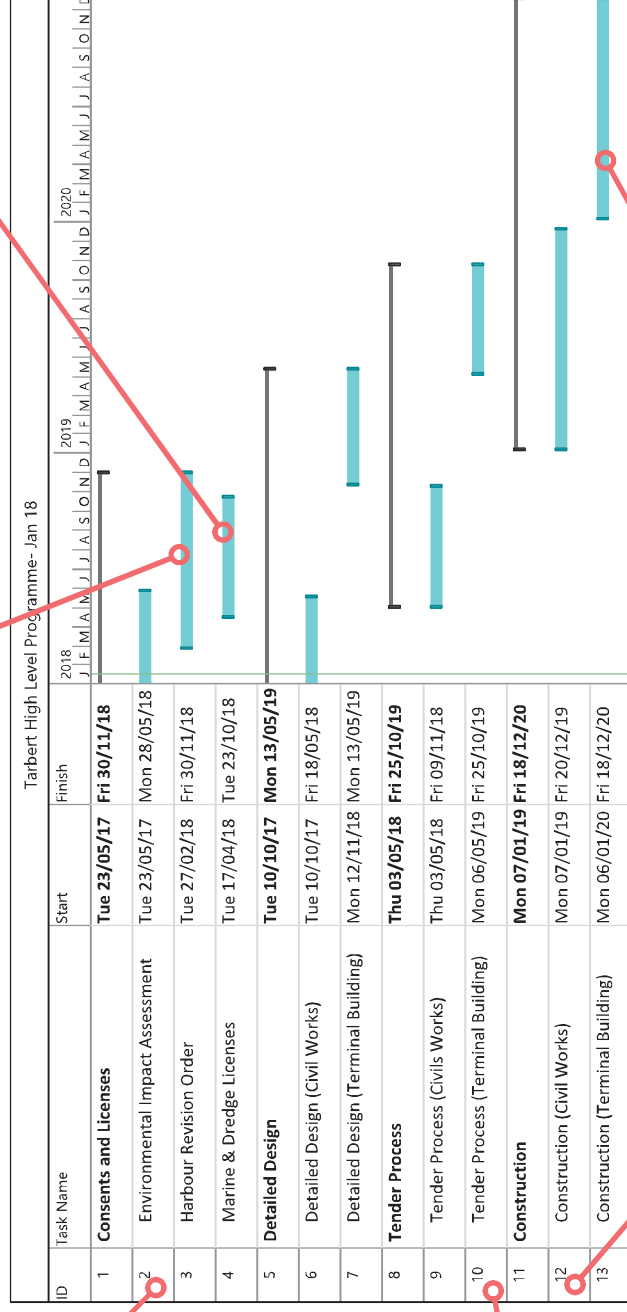
HARBOUR REVISION ORDER (HRO)

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.



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.

Tarbert

SKYE TRIANGLE
INFRASTRUCTURE WORKS



Environmental Considerations

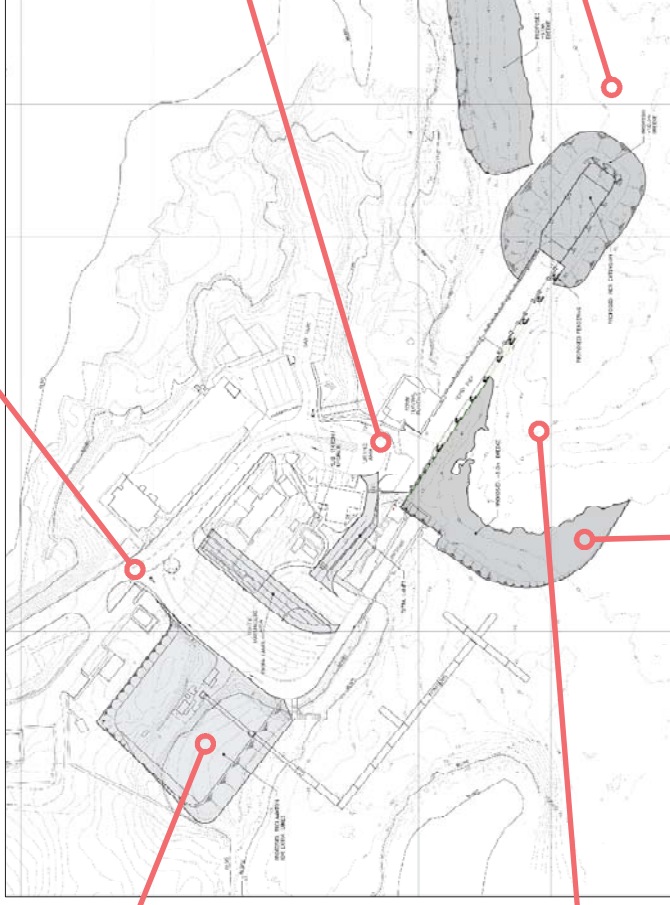


TERRESTRIAL ECOLOGY

The effect of the development on other 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



CUTHBERTSON PARTNERS LLP

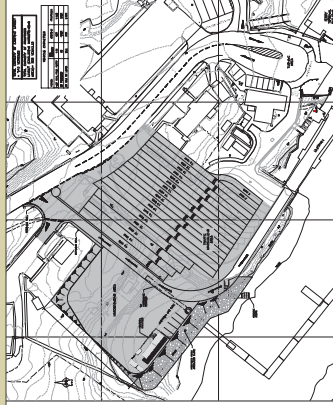
Proposed Infrastructure



RECLAMATION

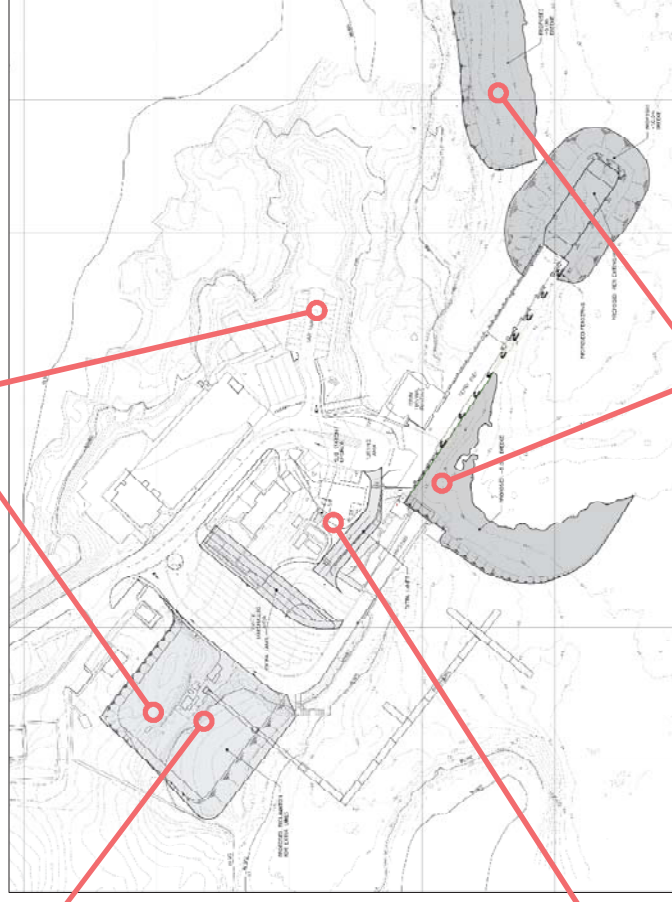
It is proposed that an area of beach to the West of the existing marshalling area be reclaimed by using dredged material from the site. This will bring the level of the reclamation up to the same level as the existing marshalling area, increasing the existing marshalling capacity.

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

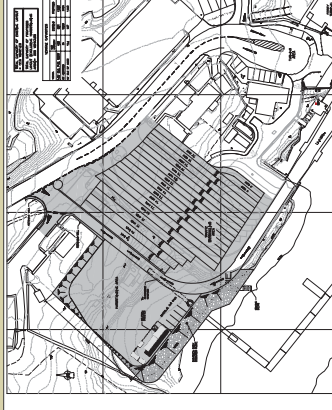
The land reclamation will provide additional area beyond the increased marshalling capacity. The provision of parking spaces on the site will be reviewed with a view to improving the space available.



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

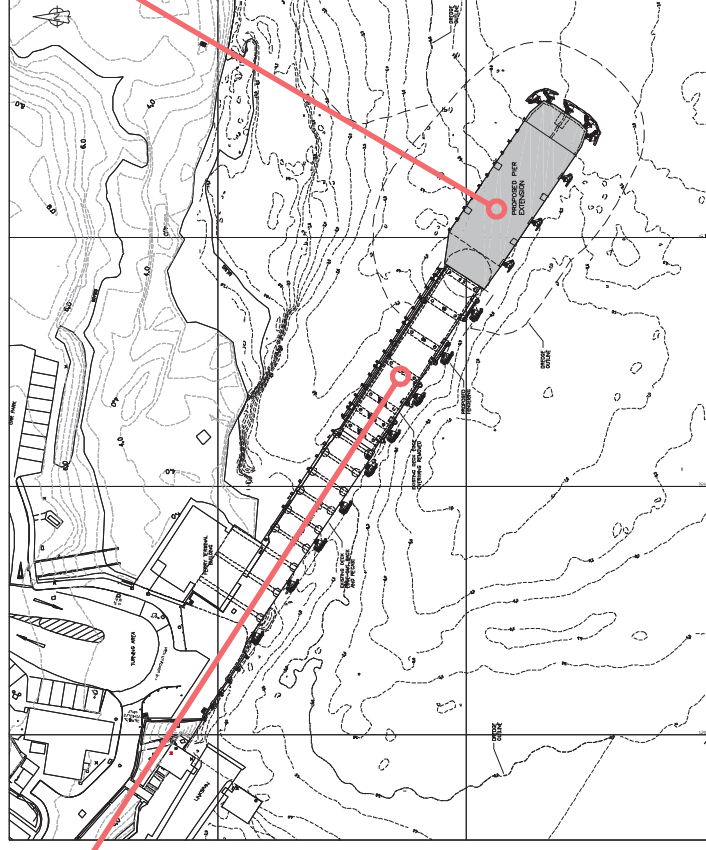
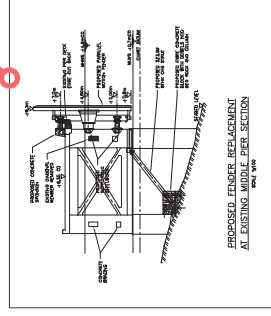
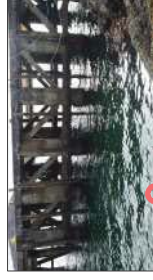


LOCHMADDY FERRY SERVICES

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.

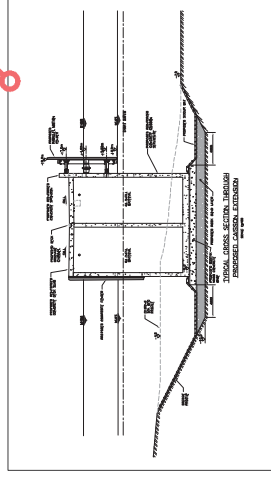


PIER EXTENSION

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



LOCHMADDY FERRY SERVICES

Way Forward

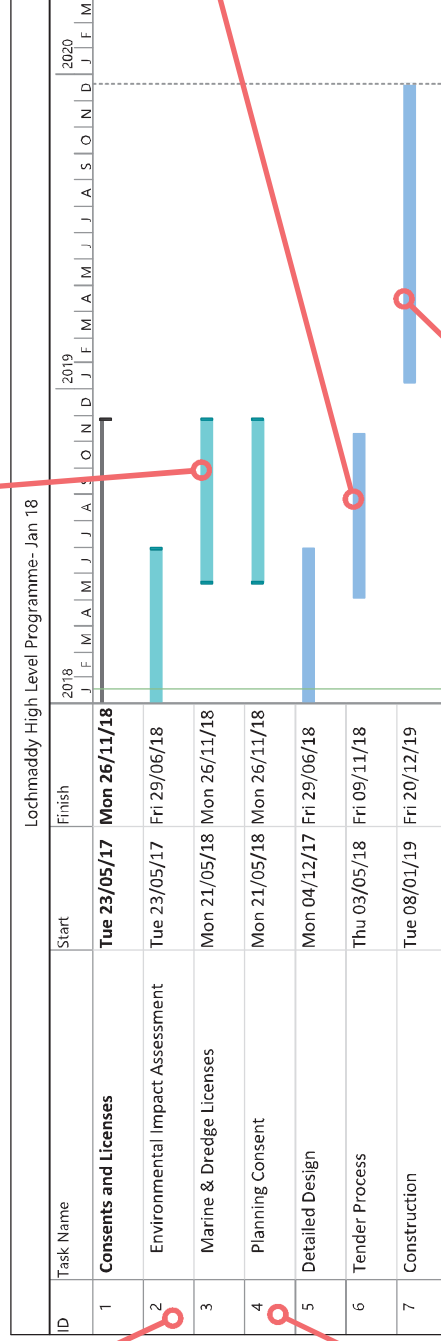
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

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.



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

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.

Lochmaddy

SKYE TRIANGLE
INFRASTRUCTURE WORKS



CONTINUABLE PART 1/2018

Proposed Infrastructure

POWER UPGRADE
A feasibility study is underway by SSE to determine if upgrade works is required to the existing power supply to allow the new vessel to be powered from the shoreside electrical supply overnight rather than run its engines.

PROPOSED SITE COMPOUND
Removal of existing fuel tanks and location of proposed site compound for construction works.

APPROACH WAY
Widened approach way for improved access. Reinstatement of the fisherman's berthing area and boatsteps.

WALKWAY
Sheltered passenger walkway along approachway.

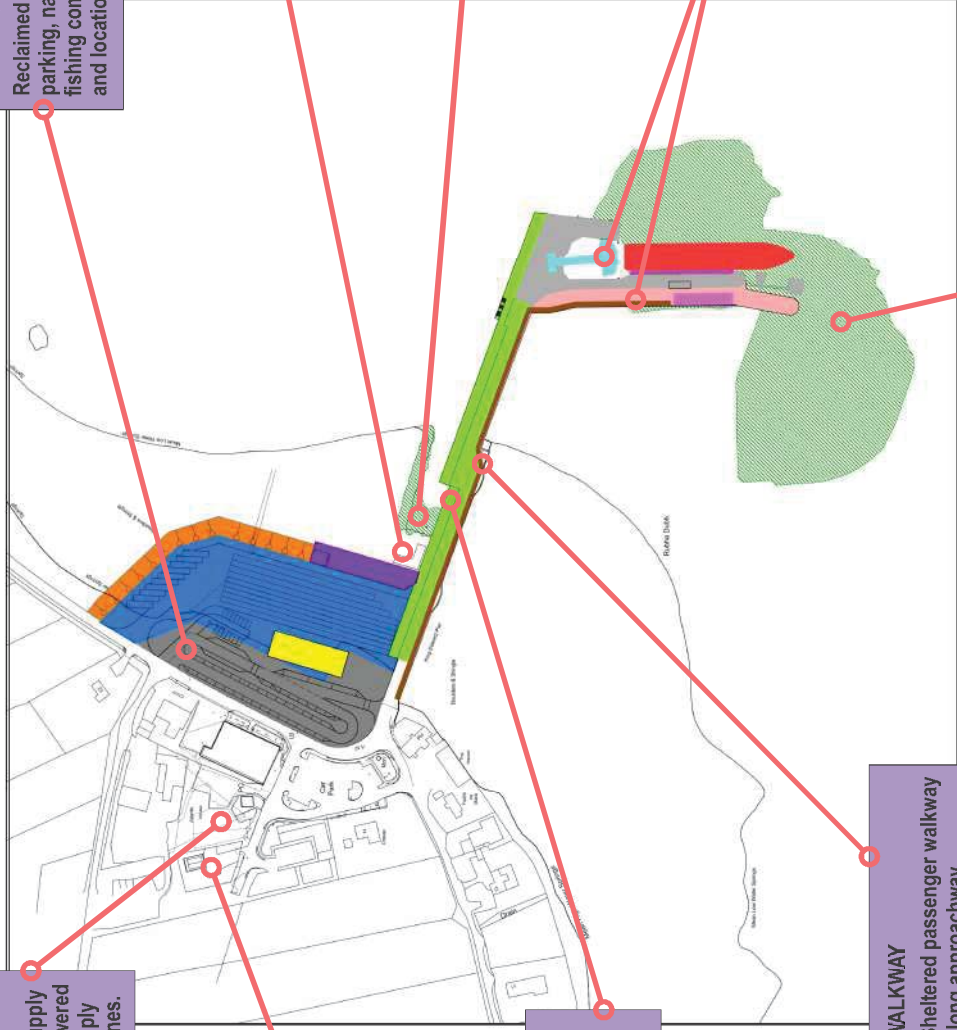
MORE SPACE
Reclaimed area for additional marshalling, parking, nature walk path link to pier, fishing compound with adjacent berths and location of new terminal building.

DRYING-OUT BERTH
Berth for smaller vessel repairs.

DREDGING
Dredging footprint to reinstate what is lost from the widening.

INFRASTRUCTURE
Widened ferry berth by solid structure construction upgraded fendering, new linkspan supported by solid structure bankseat and 2 lifting dolphins supported on open piled construction.

DREDGING
Dredging footprint of deepened berth pocket for improved vessel access.



Plant/Methods of Construction



ROCK ARMOURING

Rock armour placement around perimeter of land reclamation.



RECLAMATION

Land reclamation by compaction of layers of granular material.



DREDGING

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



CONCRETE

Concrete approachway widened from barge or end-over construction.



DELIVERIES

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



DREDGING

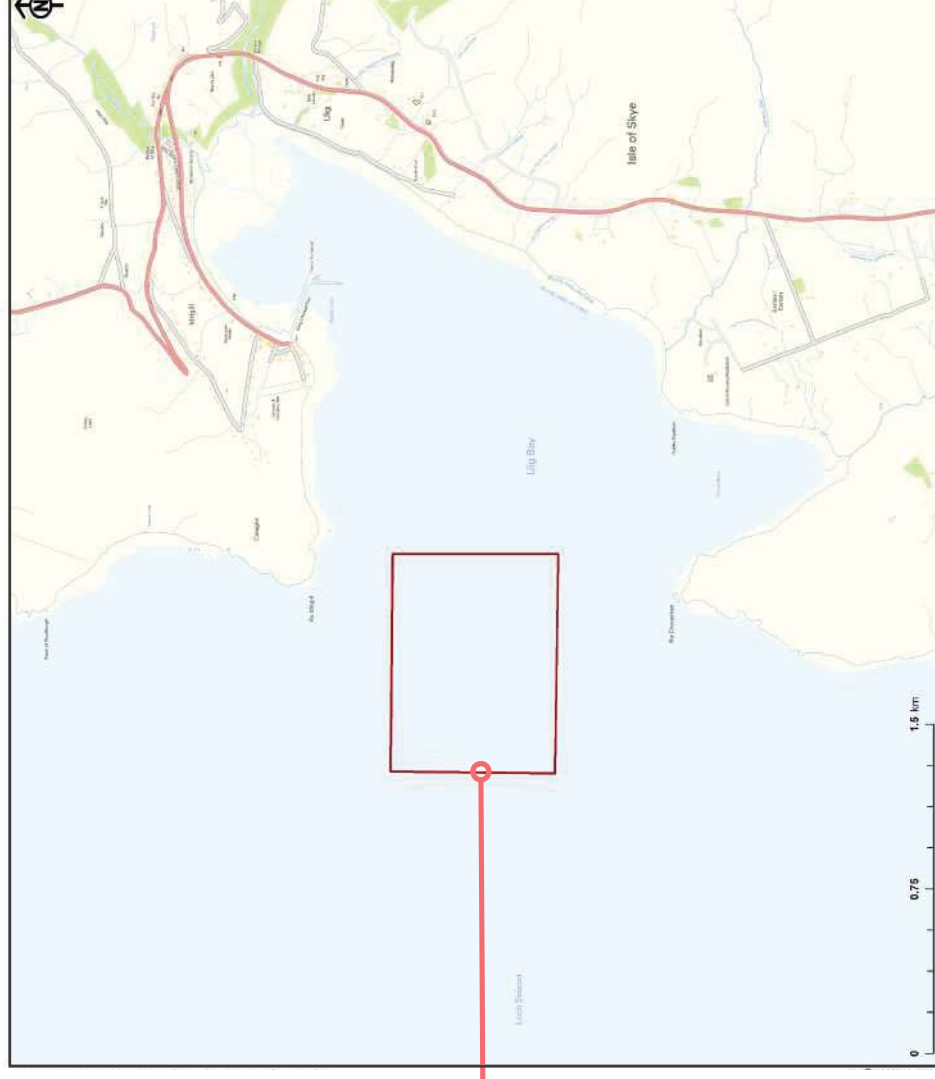
Dredging by off-shore floating plant and disposal via barge.



PILING

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

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.

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Uig

Way Forward

Uig Ferry Terminal Redevelopment		
*Indicative High Level Programme Estimates		
Activity	Start	Finish
Consents/Approvals		
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
Pre Construction		
Detailed Design	Autumn 2017	Summer 2018
Tender Submission	Summer 2018	Winter 2018
Construction		
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°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.

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 Ardrossan 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.

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.



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
Hibernian & 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/>



The Highland Council
Comhairle na Gaidhealtachd



The Highland Council
Comhairle na Gaidhealtachd



The Highland Council
Comhairle na Gaidhealtachd



The Highland Council
Comhairle na Gaidhealtachd

SKYE TRIANGLE
INFRASTRUCTURE WORKS

Vessel 802

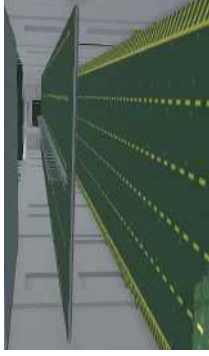
MAIN PARTICULARS

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



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.



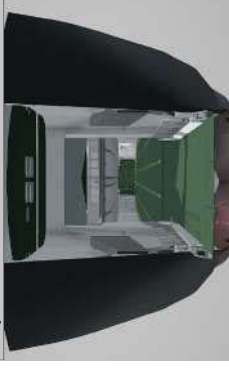
ADAPTABILITY

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



BOW DOORS & RAMP

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



BOW THRUSTERS

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



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.



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.



SKYE TRIANGLE INFRASTRUCTURE WORKS



CONTINUING OUR LEGACY SHIP



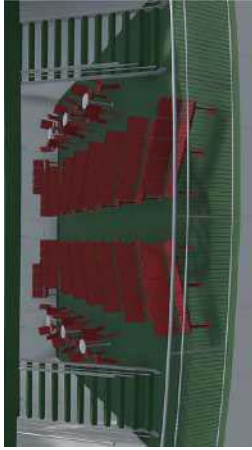
Passenger Accommodation Concept



DECK 5
Aft
Lounge

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

DECK 5
Forward
Lounge



DECK 6 & 7
External
Lounge

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

DECK 6
Observation
Lounge



SKYE TRIANGLE
INFRASTRUCTURE WORKS



CONTINUING FROM GLENN SHIP

Passenger Accommodation Concept



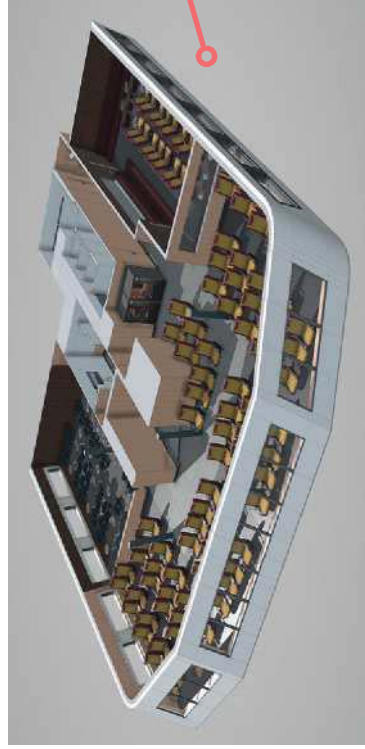
AFT LOUNGE

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.

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

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
- 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
until 31st March 2018.

Appendix D – September 2017 PAC event Questions and Responses

Document Name	2017 stakeholder meetings Qanda document.docx
Author	Lorna Spencer
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
Uig – 3rd April 2017, Tarbert – 4th April, Lochmaddy – 5th April				
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	<p>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.</p> <p>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.</p>	<p>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.</p>
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
				aspirations to ensure that the works will not impact or restrict any future works . 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.
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. This is not a legal requirement.
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	
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	<p>The ships being built meet the statement of requirements provided by CalMac and these could not be delivered with a catamaran design.</p> <p>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.</p>	
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	<p>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.</p> <p>Any closures will be planned carefully with all parties to ensure minimum disruption.</p>	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	<p>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.</p> <p>The harbour infrastructure team is working on September 2018 to complete any works considered critical for operations.</p> <p>Other works required will be planned and delivered as appropriate and funding allows.</p>	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.	CMAL capital works are funded through Grant In Aid at 75% contribution from TS with balance from CMAL revenue budget. We have been working with TS on the approvals required to deliver the project. The commission for detailed design is now progressing. Works will be financed through Public Works Loan borrowing and funded through an agreed Harbour Charges model. CMAL have developed with CnES the finance model and this has been presented to Transport Scotland for consideration in the upcoming spending review.

Item	Question	Reference	Response Provided	Updates August 2017
49.	The location of the marshallings at Lochmaddy is shown over the access the pontoons, why is that?	Lochmaddy	Currently we are reviewing options for marshallings areas, the plan is indicative only and we look to provide the best solution for all parties	A number of options for increasing the marshallings capacity were considered. Operationally, the most desirable solution is to have the additional marshallings area adjacent to the existing marshallings 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 Gàrrachais 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. Post meeting note: <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. Lochmaddy - 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. CMAAL 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.	Tarbert - 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. As item 51.
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.	
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
Uig – 4 th Sept 2017, Tarbert – 5 th Sept, Lochmaddy – 6 th Sept.				
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 enclose 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
82.	<p>life. This may be the right time to design and install such an important safety feature on exposed pier roundheads.</p> <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.</p> <p>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 tripartite 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"> • Current Age of Port Infrastructure 	

Item	Question	Reference	Initial Response-Sept 2017	Updates
			<ul style="list-style-type: none"> • Future spend on renewal of existing infrastructure • Additional costs of infrastructure required for new vessels • Capital Cost of vessel/s • Cost of fuel • Emissions of CO2, NOx, SOx, Particulates • Lifetime running costs • Level of service and comfort provided • Profiling the customer (passenger, car, coach, freight) demand into the future with economic modelling <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
104.	The current winter timetable does not allow daily access between Uig and Tarbert. The timetable should be amended to facilitate this.		there is future flexibility built into the plans in terms of future redeployment.	
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	CFL have no plans at the moment to change any timetables.	
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	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.	
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	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.	
			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 {CMAI} have the interest of the community of Uig at heart my belief is that you are ticking boxes 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 develeping 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 marshall area on the reclaimed land, the new ticket office on the increased marshall 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
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>proposals. It is also not a favoured option of CFL given the westerly side's exposure to wind, wave and swell.</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 tripartite 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 or email operations@cmassets.co.uk

Uig – 26th February 2018, Tarbert – 27th February 2018, Lochmaddy – 28th 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	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. 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.
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> <p>We will provide details as requested in the near future.</p>
17.	Please provide building and water tank details, concern about impaired view from hotel and nearby homes.	Tarbert	
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	<p>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.</p>
21.	Why has the ship been delayed?	Vessel	<p>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.</p>
22.	Where will the LNG come from?	Vessel	<p>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</p>

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"> • Is fully accessible for disabled/wheelchair users • Has more modern passenger and crew accommodation • Has increased and more modern facilities onboard • Is more fuel efficient and gives off less harmful emissions • Has increased redundancy of machinery systems • Has increased garage height • Has increased vehicle carrying capability • Is built to improved modern safety standards • Has an open vehicle deck without centre casing that restricts space
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
48.	Can you confirm whether the upstairs area of the proposed terminal building will be used as a working area for staff ?	Tarbert	<p>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.</p> <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
			Minches SAC. 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.
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	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.
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	Recorded levels will be considered within the context of surrounding natural sources and geology. 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	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. 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
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 routing 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
73.	entrance to car park/drop off area? 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"> - tarmac surfacing in phases as traffic levels increase - including landscaped strips with suitable trees/shrubs - including clearly marked pedestrian crossing corridors 	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.	<p>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.</p>	<p>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.</p>
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 fishermen's 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 experienced at such a location within the marshalling area. However, consideration will be given to the installation of benches.
8. Fishermen's compound	HC's latest proposals suggest this will be of the order of 47 by 16 metres (i.e. 750 m ² 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 m ²). 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>	<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.</p>
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>	<p>We understand that the latest wave climate analysis has indicated that this work is essential in order to operate the new ferry reliably.</p>	<p>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.</p>
12. Fuelling berths	<p>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).</p>	<p>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.</p>	<p>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.</p>
13. Pier-head berths	<p>We understand that HC's proposals now include re-location of the link-span 10m or so north of its</p>	<p>The new ferry, coupled with proposals for a solid faced ferry berth and a re-located</p>	<p>The installation of a solid sheet pile bank seat will reduce the effects of the new vessel thrusters and the</p>

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 <i>"The only additional dredging is to replicate existing conditions"</i> 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 <i>Port Marine Safety Code</i>, 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&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 17th 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**

Attendance

Councillor Redacted THC
Redacted , Head of Infrastructure, THC
Redacted , Principal Engineer, THC
Redacted , Uig Harbour Master, THC
Redacted Harbour Assistant, THC
Redacted , Regional Director, Ports & Marine, AECOM
Redacted Associate Director, Ports & Marine, AECOM
Redacted , Senior Technician, Ports & Marine, AECOM
Redacted Drennan Marine Consultancy Ltd
Redacted Uig Community Trust
Redacted , Skye Cruises.
Redacted , Calmac Ferries Ltd
Redacted Fisherman
Redacted , Fisherman
Redacted , Fisherman
Redacted Uig Community Trust and Uig Community Council
Redacted Grieg Seafood
Redacted , Uig Community Trust
Redacted , Uig Community Council
Redacted Uig Community/Boat Owner (Leisure)
Redacted , Uig Community
Redacted Uig Community (Joiner/Builder)
Redacted Uig Community
Redacted Boat Owner
Redacted Uig Community Council

	Item	Action
1.	<p>Introduction</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. Redacted , 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>	
2.	<p>Project Update</p> <p>Redacted , 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>	
3. i.	<p>Approachway Widening – Approachway Opened Piled and Closed Face Alternatives</p> <p>AECOM presented their technical note on the berthing concerns of an open and closed berthing structure and Redacted 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>	AECOM

	<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>Steps</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 Redacted 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>	AECOM

	<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>	
3. iii	<p>Pier Furniture</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>	THC/ UHUCG
4.	<p>Construction Works Disruption – Additional Harbour Moorings Technical Note</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>	AECOM

5.	<p>Slipway – Upgrade of Existing or Provision of New Slipway Technical Note</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>Additional Fuelling Berth – Additional Fuelling Points Technical Note</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>Pontoons – Optioneering for Pontoons in Uig Bay Technical Note</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>Drying Out Berth</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>	
9.	<p>Power and Water Points</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>	AECOM
10.	<p>Fuel Tanks</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>	THC
11.	<p>Walkway at East Edge of New Marshalling Area</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>	
12.	<p>Power Cabinet at Bakar Bar</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>	
13.	<p>Parking</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>	
14.	<p>Scheduled Bus Service</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>	

15.	Funding and Harbour Dues 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.	
16.	AOB 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.	
17.	Date of Next Meeting 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.

