



Lochmaddy Ferry Terminal Upgrade Pre-Application Consultation Report



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1 Introduction

This Pre-application Consultation (PAC) report lays out the public and stakeholder engagement carried out to support the marine licence and planning consent applications for the Lochmaddy ferry terminal upgrade planned by Comhairle nan Eilean Siar (CnES). CnES owns the Lochmaddy ferry terminal and is the Harbour Authority. Caledonian Marine Assets Ltd (CMAL) are managing the delivery of the project on behalf of CnES. The purpose of this report is to capture, analyse and review the output of the consultation undertaken with the local community in relation to the proposed development.

This report provides a brief description of the development, and the legislative requirements that both the development itself, and the consultation process, must satisfy. Before describing the consultation undertaken in detail and discussing the outputs of the engagement process, an evaluation of the overall process in terms of its effectiveness against the Planning Aid for Scotland's SP=EED framework (Scottish Planning = Effective Engagement and Delivery) is also provided.

The report has been completed by Affric in consultation with CMAL and CnES, views expressed are those of the respondents completing the project questionnaire and do not necessarily represent the views of Affric or CnES.

In preparing this document Affric, in consultation with CMAL and CnES, has made every effort to ensure that the content is accurate, up-to-date and complete. In doing so, we make no warranty as to the accuracy or completeness of material supplied by those taking part in the consultation.

The PAC Report Form has been completed in line with the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013. The details with regard to Questions 1, 4, 5, 6, 7 and 8 of the form are provided within this document to allow a comprehensive response to be provided.

In line with CnES PAC guidance (Comhairle nan Eilean Siar, 2009) the consultee groups are discussed, copies of advertisements and reference material has been appended, comments received and associated responses provided are discussed.

2 The Proposal

Lochmaddy ferry terminal is located at the south east end of the village of Lochmaddy, on the north-east coast of the Isle of North Uist and has a grid reference centre point of NF920 680 (Drawing 49L.02.01). The ferries that utilise this terminal provide the shortest link between the Isle of North Uist and Uig on Skye which has road links to the Scottish Mainland. Lochmaddy falls within the administrative area of the Comhairle nan Eilean Siar (CnES).

The Lochmaddy ferry terminal upgrades include the following components:

- Dredging to allow the larger ferry to berth and manoeuvre safely;
- Land reclamation to increase the marshalling area;
- Temporary works to allow the ferry service to operate throughout construction works;

- Demolition of the top of the existing pier roundhead to reduce its level to match the adjacent pier deck;
- Pier extension utilising a concrete caisson;
- Concrete repairs and strengthening to the existing concrete pier deck slab, cross beams and columns;
- Fender upgrade to the new and existing pier structure;
- Road lay-out upgrade to improve access to the ferry terminal;
- Carpark extension to increase exiting provision; and
- Upgrade of services to facilitate the new terminal layout, and bunkering and cold ironing of the new vessel.

Further project detail is provided in the Chapter 2 of Volume 2 of the Lochmaddy Ferry Terminal Upgrade – Environmental Impact Assessment Report (EIAR) (Affric Limited, 2019).

3 Consenting Requirement

3.1 Marine Licence

As per Part 4, Section 21 of the Marine (Scotland) Act 2010, various activities require a Marine Licence issued by the Marine Scotland Licensing Operations Team. Construction and a capital dredge and disposal marine licences are being sought for the project.

The screening request opinion received from Marine Scotland on the 24th July 2017, under the Marine Works (EIA) Regulations 2017, required the submission of an EIAR to support the application for a Marine Licence.

3.2 Marine Pre-Application Consultation

The Marine Licensing (Scotland) Regulations 2013 prescribe the marine licensable activities that are subject to PAC and, in combination with the Marine (Scotland) Act 2010, set out the nature of the pre-application process. The Lochmaddy ferry terminal falls within regulation 4(d) as a construction activity within the marine area that exceeds 1000m² and therefore the project is required to go through the PAC process. Consultation was carried out to meet the requirements of the Marine Licensing (Scotland) Regulations 2013. This report has been developed in line with Section 8 of the Marine Licensing (Scotland) Regulations 2013 and Section 24(1) of the Marine (Scotland) Act 2010.

3.3 Onshore Consenting

Under the Town and Country Planning (Scotland) Act 1997, any type of development (i.e. carrying out of building, engineering, mining or other operations) in, on, over or under land, or the making of any material change in the use of any buildings or other land, over the Mean Low Water Springs (MLWS) line will require a Planning Consent issued by CnES. The exception to this is developments falling under the permitted development rights of the harbour under the Harbours Act 1964.

The Comhairle nan Eilean Siar (Various Harbours) Harbour Revision Order 2002 gives the authority the power to provide various facilities within the harbour area, which includes all areas which were utilised as harbour facilities in 2002. As such onshore works within the

Harbour Area will be completed under the Harbour Order, and planning consent is being sought for works above MLWS out with the Harbour Area.

The EIAR considers all elements of the project and as such will be submitted in support of the planning application in line with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017.

3.4 Planning Pre-Application with Consultation

The Planning etc (Scotland) Act 2006, requires PAC to be completed for major projects in accordance with the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013. Major projects are defined by the Town and Country Planning (Hierarchy of Developments) Scotland Regulations 2009. The project would be classed as an 'Other Development' under Section 9 of the Major Development Schedule, which defines major developments if the area of the site is or exceeds 2 hectares. The planning consent area is less than 1 hectare and as such the planning application is not subject to PAC. However, the overall Lochmaddy ferry terminal upgrade project exceeds the 2 hectares, hence, compliance with the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013 has been ensured.

4 Engagement Strategy

4.1 Engagement Principles

The consultation and engagement strategy is founded on sound principles and best practice drawn from the organisations professional experience as well as Planning Aid for Scotland's SP=EED framework (Scottish Planning = Effective Engagement and Delivery – A Practical Guide to Better Engagement in Planning in Scotland, 2011). Further information with regard to SP=EED is provided in Appendix 1.

4.2 Engagement Objectives

CnES aim has been to work with all stakeholders (organisations, individuals and the local community) who have an interest in the project, whether as a result of their activities or their location. This will enable the development to benefit from the considerable experience of the stakeholders and will allow the project to develop with the involvement of stakeholders upon whom it will ultimately impact. The consultation process started in the pre-application scoping phase of the development and has continued as the design and EIAR have progressed.

The objectives in relation to the engagement process can be summarised as follows:

- To engage with stakeholders (organisations, individuals, and the local community) who either have an interest in the project or have the potential to be directly affected by the proposed project;
- To ensure that stakeholders gain a suitable understanding of the proposals;
- To understand stakeholders' concerns and issues, to allow them to be taken account of in the development of the project;
- To provide information about the potential environmental issues and proposed mitigation identified to reduce and manage them;

- To inform the EIAR production to ensure specific issues and concerns raised are appropriate considered, assessed and mitigation identified where appropriate;
- To fulfil marine licencing obligations; and
- To achieve best practice in engagement (including applying Planning Aid for Scotland's SP=EED criteria, aiming for level 2).

4.3 Engagement Definitions

Stakeholder engagement comprises two main elements; communication and consultation. These terms can be defined as follows:

- Communication: Keeping stakeholders fully informed on the progress of the development and educating them about the relevant processes involved and the project itself so that they can make informed decisions regarding the proposal. This is typically a one-way process.
- Consultation: Providing information/options and discussing these with stakeholders, thereby giving them the opportunity to influence the design of the development. This is an interactive and iterative process which involves listening and being responsive.
- Engagement: A combination of communication and consultation.

4.4 Stages of Engagement

It is proposed that the engagement activities will take place at key milestones during the project's development and will follow the established pattern outlined below:

- Identify: identification of stakeholders;
- Communicate: provide appropriate information to stakeholders;
- Consult: discussing issues which influence the final design of the development; and
- Record: throughout the engagement, views and opinions have been systematically captured.

4.5 Engagement Considerations

The Lochmaddy ferry terminal upgrade is part of wider project. The new ferry planned to service the Skye Triangle (Uig-Tarbert and Uig-Lochmaddy) ferry routes requires upgrades to all three ferry terminals. Stakeholders from Lochmaddy who utilise the ferry will also pass through Uig ferry terminal and as such may be interested in that development as well as the new ferry itself. The consultation events were held on consecutive days to allow information for all three ferry terminals to be available along with appropriate representatives from the three terminal projects. Although the consultation focused on the ferry terminal upgrade, information regarding the new vessel was available, as it was inevitable that stakeholders would be interested in the design of the new ferry and the progress of its construction.

4.6 Stakeholder Engagement Tool Utilised

4.6.1 Statutory Consultee Engagement

As part of the EIA process formal and informal consultation has been completed.

A formal scoping request was submitted to Comhairle nan Eilean Siar (CnES) and Marine Scotland under The Town and Country Planning (Scotland) Act 1997 and Regulation 14 of the Marine Works (EIA) Regulations 2017 on the 25th of September 2017. The scoping request

provided the information laid out in Section 35B (4) of the Planning etc. (Scotland) Act 2006, and as such also provided Pre-application notice of the planning application. A scoping response was received from CnES on the 26th of October 2017 and from Marine Scotland on the 15th of November 2017.

The main points made in the scoping opinion have been identified and considered in the production of the EIAR; a scoping summary table is provided in Volume 3, Appendix C.1 of the EIAR. The scoping summary table also details how each point has been addressed and directs the reader to the relevant sections of the EIAR (Affric Limited, 2019).

CnES have been in direct contact with the North Uist Community Council regarding the project and members of the Community Council have attended the Public Events.

4.6.2 Steering Group Meetings

A Steering Group for the overall Skye Triangle project (comprising the construction of the ferry and the infrastructure works at all three harbours) meets regularly to discuss the project and its progress. The Steering Group is made up of representatives of the following organisations:

- Transport Scotland – the main funders of the projects;
- CMAL – Owners and Harbour Authority of Tarbert ferry terminal;
- CnES – Owners and Harbour Authority of Lochmaddy ferry terminal;
- Highland Council – Owners and Harbour Authority of Uig ferry terminal; and
- CalMac Ferries Limited (CFL) – Operators of the ferries.

From time to time others are invited to attend these meetings, including representatives from Marine Scotland Licensing Operation Team.

4.6.3 Public Meeting

Prior to the formal PAC process commencing there was a public meeting held on the 5th April 2017 at 7pm in the Lochmaddy Community Hall, Lochmaddy. The meeting was advertised in the West Highland Free Press and Stornoway Gazette on the 23rd March, and in Am Paipear on the 30th March. The advert text is included in Appendix 2.

Information on the new dual fuel ferry and the Skye triangle project was presented by CMAL, followed by a question and answer section. Representatives from CnES, CFL and Transport Scotland were in attendance.

4.6.4 Public Events

The main events to meet the PAC regulatory requirements took the form of a public exhibition. This approach was taken as it allows members of the public to view information about the project, read it at their leisure in a relaxed environment, and ask questions on a 'one to one' basis. This avoids the issue of having to have the confidence to stand-up and ask a question in front of neighbours and peers as is the case at a public meeting. It also allows responses to be tailored to the consultees needs, in terms of specific information provided, and the level of technical detail given. Exhibitions allow for two-way engagement as opposed to a simple question and answer scenario. There were three public exhibitions held in Lochmaddy.

The details of the locations, times and dates of the events are provided in Table 4.1.

Table 4.1: Public Event Details

Event	Location	Date	Time
Exhibition 1	Lochmaddy Village Hall, North Uist	6/9/2017	4pm to 7pm
Exhibition 2	Lochmaddy Village Hall, North Uist	28/2/2018	4pm to 7.30pm
Exhibition 3	Lochmaddy Village Hall, North Uist	12/9/2018	4pm to 7pm

In addition, there was an update event held on the 17th of April 2019, in the Lochmaddy Village Hall, North Uist, this was purely an information provision session as it was not possible to influence the design by this stage of the process.

4.6.5 Website

CMAL have a dedicated website: <http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/> where they have posted regular updates on the project. This has included advertising events, copies of consultation material provided at the consultation events, electronic versions of questionnaires, and stakeholder Q&A where responses to questions raised by stakeholders are provided.

4.6.6 Local Media

Newspapers have been utilised to advertise the consultation events. As the events for each ferry terminal have been held on consecutive days, one advert has been utilised to publish all 3 events. This has had the benefit of it being included in multiple publications, increasing the chance of it being noticed. Table 4.2 details the papers and dates of the adverts posted. Copies of the text utilised in the various adverts is provided in Appendix 2.

Table 4.2: Local Media Advertisements

Paper	Event		
	Exhibition 1	Exhibition 2	Exhibition 3
West Highland Free Press	20/7/17	11/1/18	30/8/18
Stornoway Gazette	20/7/17	11/1/18	30/8/18
Hebrides News Online Advert		w/c 8/1/18 and w/c 15/1/18	w/c 27/8/18 w/c 3/9/18
Press and Journal		11/1/18	30/8/18
Am Pàipear		8/2/18	6/9/18

Prior to each event press releases were submitted to all of the papers, see Appendix 2.

4.6.7 Letters

Letters were sent to the following consultees six weeks prior to the first two public exhibitions:

- Commissioners of Northern Lighthouses;
- Maritime and Coastguard Agency;
- Scottish Environment Protection Agency;
- Scottish Natural Heritage; and
- Marine Scotland.

Example letters are provided in Appendix 3. Informal correspondence (email and phone calls) were utilised to ensure that CnES and the North Uist Community Council were aware of the consultation events and representatives of both attended the events.

4.6.8 Newsletters

Newsletters were produced prior to the second and third exhibitions. These were emailed or posted out to those that left their contact details at the previous events and were made available on the website. The aim of the newsletters was to both provide information on the progress of the projects and remind people of the events, especially the second one as it was advertised in the newspapers six weeks prior to the event. A copy of the newsletters is provided in Appendix 4.

4.6.9 Questionnaires

Questionnaires were utilised to gather information at the exhibitions and were also provided on the website to facilitate submission after the public exhibitions.

The questionnaires, as seen in Appendix 5, 9 and 11, asked specific questions with regards to the development and gathered general information on those attending the event in order to provide an overview of the responding demographic. Question format was a mixture of free text boxes, which allowed respondents to express their own concerns and views, accompanied by a number of tick box questions which asked participants direct questions.

Data collected was for the specific purpose of understanding the demographic of the stakeholders attending. The data has been handled in accordance with the General Data Protection Regulation (GDPR) and the Data Protection Act 2018. Personal data collected is for the specified explicit and legitimate purposes of PAC and not processed further in a manner that is incompatible with those purposes. Affric and CnES have ensured compliance with all requirements under the DPA Act 2018.

4.6.10 Questions and Answers

A list of questions received at the public events was collated and answers to them provided. The resultant Q&A was made available as a paper copy at subsequent events and on the CMAL website as mentioned in Section 4.6.5.

5 PAC Events

5.1 Exhibition 1

The event followed an exhibition style format whereby people were greeted at the entrance, provided with a questionnaire (Appendix 5) and free to move about the room as they pleased. The room included the exhibition boards for all three developments and the proposed new ferry (the general and Lochmaddy boards are provided in Appendix 6) and a power point presentation that ran on repeat during the event (Appendix 7). Various members of staff from CMAL, CFL, Affric, Transport Scotland, CnES, and Highland Council were available to walk around the exhibition boards with the attendees and to answer any questions raised during the event.

This event had 33 attendees, of which 15 filled out questionnaires.

5.2 Exhibition 2

The event had a similar style to the first exhibition with attendees welcomed at the door and provided a questionnaire (Appendix 8). There were exhibition boards covering the three Skye

triangle infrastructure projects and the new ferry (those relevant to Lochmaddy are included in Appendix 9) and staff from each of the same organisations as the previous exhibition were available to answer questions raised. Refreshments were provided with the aim of both creating a relaxed environment and allowing people to take their time to consider the information provided.

The event had 19 attendees, none of whom attended after 7pm as such the timing of the third exhibition was reduced to reflect this.

5.3 Exhibition 3

The style was the same as previous exhibitions, with questionnaires (Appendix 10) and exhibition boards for all three infrastructure projects and the new ferry (the general and Lochmaddy boards are provided in Appendix 11). The display boards were also provided on a laptop to allow them to be displayed in a comfortable manner to meet individual needs. This was a direct result of learning from Exhibition 2 where a wheelchair user had struggled to read the display boards due to their positioning. A computer screen presentation was also set up with information about the new ferry.

The exhibition was attended by 12 people, 6 of which completed questionnaires.

6 Information Provided at the PAC Events

As discussed in Section 5 various types of media were utilised to provide information at events. This is summarised in Table 6.1, which signposts to the items where applicable. In addition, the events were attended by a range of project related staff with knowledge in terms of the engineering design, environmental effects and operational issues associated with the construction and operational phases of the Lochmaddy ferry terminal upgrade.

Table 6.1: Summary of Information Provided at Events

Medium	Event		
	Exhibition 1	Exhibition 2	Exhibition 3
Exhibition Boards	Appendix 6	Appendix 9	Appendix 11
Presentation	Appendix 7		Vessel Information
Questionnaire	Appendix 5	Appendix 8	Appendix 10
Other paper work.	Appendix 12 (Q&A)	Appendix 12(Q&A)	Appendix 12 (Q&A)
Laptop			Appendix 12

The exhibition boards aimed to provide information about the design at that point in time and the potential effects on the environment. As the design and EIAR were progressing between events, the level of detail provided increased towards the end of the consultation process.

6.1 Quality of Information Provided

All the questionnaires included the following question:

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

Table 6.2 provides a summary of the responses for the three public exhibitions.

Table 6.2: Consultation Information Scoring Summary

Event	No. of People Selecting Each Score					No. of Responses	Average
	1	2	3	4	5		
Exhibition 1	0	0	0	4	10	14	4.71
Exhibition 2	0	0	1	5	7	13	4.46
Exhibition 3	0	0	0	1	5	6	4.83
Online	2	0	4	3	5	14	3.64

The number of people attending and completing the questionnaires at each exhibition reduced as the design moved on. Only one questionnaire response received for all the events at Lochmaddy rated the consultation a 3, all other responses being higher. The average score for the final event was the highest, demonstrating that learning from the previous exhibitions was taken on board.

The lowest average score was from those responding online. This could be due to them not viewing all the resource material and/or the lack of human interaction and additional explanation which is provided at exhibitions by the PAC team. This would suggest that although websites allow convenient access to information, they do not bring the same value as face to face events. This question was followed up with a question regarding what further information could be provided. No responses to this question were received on any of the online forms.

Additional information with regard to long stay parking and the internal layout of the ferry was requested at the first exhibition. Information on these elements was incorporated into the information provided in the later public exhibitions.

7 Information Received at the PAC Events

7.1 Attendance and Demographic

Table 7.1 provides information with regard to the number of people attending each event, and the numbers who completed questionnaires. The demographic information provided is based on the questionnaire responses only.

Table 7.1: Attendance Level and Questionnaire Completion

Event	Attendees	Questionnaires Completed	Male	Female
Exhibition 1	33	15	10	5
Exhibition 2	19	14	10	4
Exhibition 3	12	6	5	1
Online		14	13	1

Figure 7.1 shows the age distribution of the questionnaire respondents at each event and online. All questionnaire responses were dominated by males aged 40 and over. The third exhibition responses had the worst spread of age ranges attending (no-one under 40).

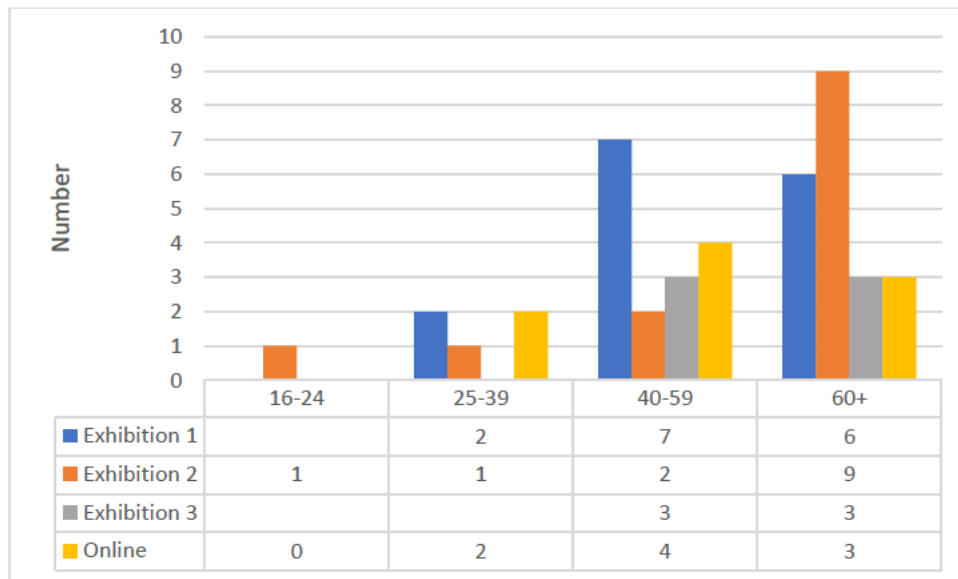


Figure 7.1: Age of Questionnaire Respondents

7.2 Sunday Working

The first and third exhibition questionnaires (Appendix 5 and 10 respectively) asked:

Should Sunday working be undertaken?

Figure 7.2 shows that 10% of all respondents said Sundays should never be worked, while 35% said they should always be worked. The intent is for construction works to be completed Monday to Saturday between 7am and 7pm, but if for some reason there was a need to work a Sunday, CMAL wanted to understand whether this might be acceptable. Based on the fact 90% of respondents said that Sunday working was acceptable occasionally or always, then Sunday working could be acceptable if required, subject to any necessary consents.

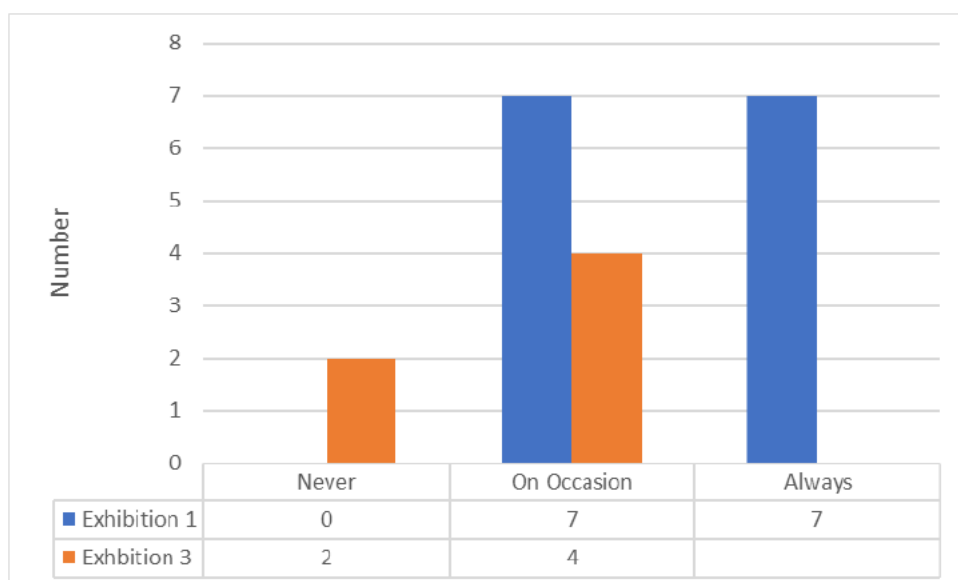


Figure 7.2: Responses to the Acceptability of Sunday Working

7.3 Interests

Respondents were asked which aspects of the project they were most interested in. This helped to tailor the later events. For example, at the first event little information was provided about the new ferry. This was to try to focus interest on the terminal works, which are what are being consented. However, more than half the respondents said they were interested in the new ferry. This was also noted by the PAC team hosting the event who received lots of questions about the new vessel. Hence at later events, information on the new ferry was provided, so that it could be discussed, and then focus could be moved onto the terminal upgrades. Interest in the ferry continued to be high at the later events.

Construction was the second highest point of interest, being noted as such by at least 50% of respondents at each event.

7.4 Ferry Usage

Responders were asked how often they utilised the ferry in all three questionnaires. The responses from all questionnaires are provided in Figure 7.3.

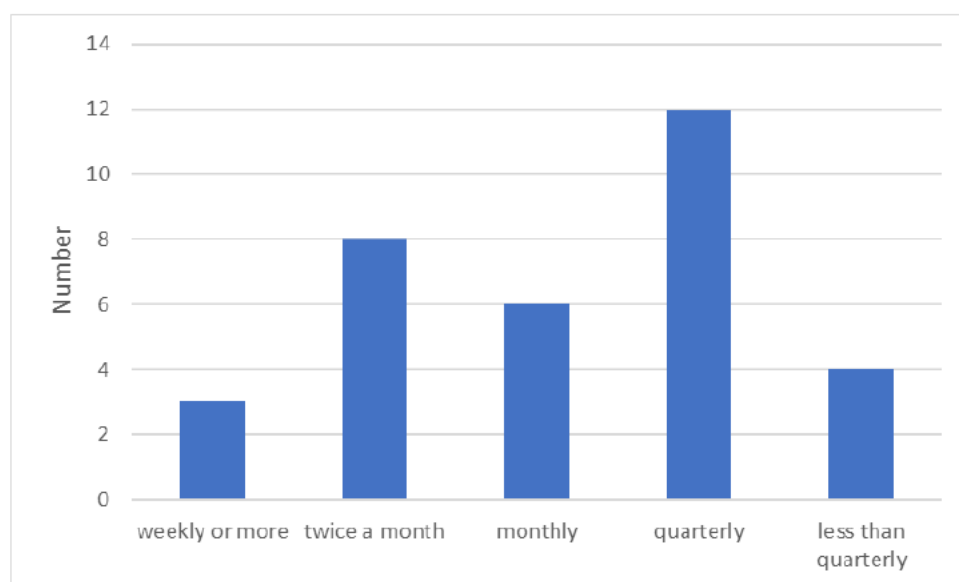


Figure 7.3: Frequency of Ferry Use

7.5 Questionnaire Free Text Responses

Information received verbally at the exhibitions has been reflected in the questionnaires returned. Anyone that provided feedback during the event was encouraged to fill in a form and, in some cases, this was done with a member of the PAC team to ensure all opinions were captured.

The questions and comments from all the events were collated and, where appropriate, answers provided. The resultant Q&A's have been published as discussed in Section 4. The Lochmaddy questions and up to date answers are provided in Appendix 12. The main themes of responses were:

- Disabled access to the ferry;
- Including a 'Changing Place' facility in the terminal building;
- Access from land to the pontoons during construction;
- The need for additional car and lorry parking;
- The pier extension length and why a new pier is not being built; and
- Ferry timetables and onward travel arrangements.

8 Consideration of Comments Received during the PAC Process

Detailed responses to each of the points raised are provided in Appendix 12.

The main themes raised, as detailed in Section 7.5, were addressed as follows:

- The gangway will have a reduced maximum slope (20 degrees) for improved access to the ferry. However, if passengers are unable to utilise the gangway, they will be given assistance to access via the car deck. A lift solution was deemed prohibitively expensive;
- No changes are proposed for the terminal building, as such a 'Changing Place' facility will not be provided as part of the upgrade works. Note: a Changing Place facility is being incorporated in the new ferry terminal building at Tarbert;
- Access to the pontoons will be ensured throughout the construction works, which may include temporary arrangements. In addition, the onshore facilities associated with the pontoons will be relocated closer to the pontoons;
- The proposed reclaimed area to the west of the Lochmaddy marshalling area will provide seven lorry/trailer parking bays and parking for pontoon users. The existing carpark to the north of the ferry terminal will be extended, adding 21 new spaces for staff and public use, providing long and short-term parking;
- Pier inspections identified that the existing infrastructure could be repaired and strengthened in a cost-effective manner, hence repair and extension is planned. The pier extension is 35m to provide access to a suitable manoeuvring area. The north berthing face will not be straight, but available berthing will be equivalent if not better than that currently available; and
- Ferry timetables and public transport arrangements are out with the scope of the project and CnES' remit. The comments have however been passed to the appropriate people within CFL and Transport Scotland.

9 Evaluation of PAC Events

The consultation process was done over a period of a year, as the design and EIAR were developing. This was to ensure that effective stakeholder engagement commenced as early as possible to allow consultees to influence the design, and then to provide feedback on how their input was shaping the project. Learning gained from the early consultation processes informed the later exhibitions.

This assessment of the consultation carried out looks at the whole project to understand what level of consultation has been carried out for the whole process. Each of the SP=EED Criteria are considered in turn to below.

9.1 Transparency and Integrity

The Lochmaddy ferry terminal upgrade consultation achieved Level 2 relating to the transparency and integrity criteria. This was assessed against the clarity of purpose and information provided, how participants were told about the event, how further information could be accessed and the methods for obtaining feedback.

Events were well advertised via mail out, project website and local media. Letters ensured all key stakeholders such as SNH and Marine Scotland were informed about the event. Additionally, advertisement aimed to ensure that any other interested parties were made aware.

Timetables of the events were clearly laid out in the advertisements, letters and on the website. The timeframes for providing feedback after the event were outlined on the questionnaires, the exhibition boards (both at the event and at the terminals) and on the website. The development timeframes were also shown on the exhibition boards including when the project will begin and the expected completion date.

The purpose of the engagement was communicated to the known stakeholders (i.e. government bodies) via letters. This stated: *'The Skye Triangle Infrastructure developers are committed to ensuring a high quality of stakeholder engagement is carried out, not only to meet the legislative requirements but to ensure that the communities we work in have the opportunity to input to the proposals.'* It was discussed during the events to people with concerns about the vessel that this consultation was about the harbour development and, while information could be given about the design of the vessel, the level of influence was limited.

The events were attended by key personnel from CMAL, CFL, Transport Scotland, Wallace Stone (CMAL's design consultant) and Affric Limited so that all information that was available at the time of the event was able to be effectively communicated to interested parties. If information was not available (e.g. not yet designed), this was clearly communicated to the stakeholder. Previous questions and the response to these questions were available at the events and on the website.

Feedback was actively encouraged, all participants entering the event being offered a questionnaire, and the last exhibition boards pointing attendees to different avenues if they were not able to provide feedback at the time of the event. During the event, if feedback was provided but not written down, a member of staff would encourage the participant to write it on the feedback form so that it was adequately captured and in some cases a member of staff sat down with the participant and captured their key points. Additionally, the exhibition boards that were used within the events were then placed on the walls of the relevant ferry terminals and on the website. Both gave information on how to provide feedback on the development.

9.2 Co-Ordination

Level 2 relating to the co-ordination criteria was achieved. Events were well advertised via mail out, project website and local media. Letters insured all key stakeholders such as SNH and Marine Scotland were informed about the event. Additionally, advertisement aimed to ensure that any other interested parties were made aware.

Project schedules ensured that all interested parties were aware of the PAC Event timeframes. These were updated on a regular basis to ensure any delays were considered. Once the event had been advertised, there was substantial time to discuss the format of the PAC event and coordinate the development of the relevant material. This was undertaken by the key people involved in the project including CMAL, Wallace Stone (the Engineers) and Affric Limited (who were producing the EIAR). All content was reviewed by all three parties to ensure it was correct and nothing was missing.

These PAC events were co-ordinated in an exhibition style format to ensure that, no matter when attendees arrived, they would have access to the same information and the ability to discuss areas of interest or concerns with the relevant representative. The events ran for at least three hours and attendees were encouraged to take their time. Various attendees stayed at the exhibition for multiple hours discussing the boards and the designs. Events started at 4pm and ran till 7 or 7.30pm. These times were chosen in an attempt to encourage attendance after work and before settling in for the evening.

9.3 Information

Level 2 relating to the information criteria was achieved. The information provided during the PAC Events has been outlined in Section 6. A similar format of display boards was utilised for all three public exhibitions. Individual boards were developed for each of the Skye triangle projects and included the construction methods, the environmental concerns, proposed infrastructure and timelines. Additionally, an introduction and conclusion board were developed to provide information on the need for the development and where to access further information and provide feedback. These boards aimed to keep text to a minimum and used visual prompts. All of the sites board, Tarbert, Lochmaddy and Uig were presented at each event to allow the attendees to see how the Lochmaddy development fits in with the larger scaled Skye Triangle Project.

Additional information sources were provided as was relevant to the stage of the project as discussed in Sections 5 & 6. PAC Event staff were available to talk through the boards.

A dedicated project website <http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/> provided access to detailed information on the proposal and consultation programme. Clear information was provided along with an online questionnaire for any questions or concerns.

Feedback was actively encouraged both at the event, via face-to-face methods or questionnaires. All event attendees were offered a questionnaire that invited feedback and responses from participants. The same materials and questionnaire were also made available on the project website to enable those who were unable to attend the information sessions to

submit a response. The exhibition boards were placed within the ferry terminals after the event to provide the people visiting the area with relevant information and pointed them to the online questionnaire.

These questionnaires also asked participants if they would like to receive project updates and their preferred method (i.e. email, newsletter or website).

9.4 Appropriateness

The Lochmaddy Development achieved Level 2 relating to the appropriateness criteria as consideration was given to the best tools to present the required information to the local community. This consideration led to the exhibition style events that used clear English and diagrams (Appendix 3).

The venues were selected for the events due to their proximity to the local community and project. The first exhibition was held between 4pm and 7pm to enable as many people to attend. The second event was run from 4pm to 7.30pm, to provide more opportunity for people to attend. However, no one attended after 7pm so the third exhibition reverted to the initial times.

Specialist staff attended the events to answer questions on all aspects of the proposal. Specialisms included: The Project Manager, Environmental Consultants, Civil Engineering, Design Engineer, Vessel Navigation Specialist and representatives from Transport Scotland and CnES.

9.5 Responsiveness

A level 2 regarding responsiveness was achieved. The first exhibition allowed participants concerns to be raised earlier enough in the process to be considered as part of the development. Any areas of concern that were raised during the events were discussed with a relevant expert staff member. Depending on the issue, additional information provided during the event by the associated expert was sufficient in addressing the concern. By having a diverse range of expertise at the event, it was possible to address concerns immediately. When additional information was required (for example concerns that required detailed design that was not yet completed), a feedback form was suggested. This ensured that no concerns were lost, and the appropriate information could be provided when it became available. Section 7.1 to 7.5 outline the feedback that was received regarding the development and Section 8 explains how comments were taken onboard.

As previously discussed, all information available at the event was made available on the website and the exhibition boards relevant to Lochmaddy were placed within the ferry terminal. The website also hosted the Q&A where answers to all questions raised in feedback forms were addressed.

The second and thirds exhibitions allowed more detailed information to be provided as it was undertaken at a later stage of the design process. Additionally, the later exhibitions allowed face-to-face feedback to participants who raised concerns at the earlier events whether or not these were incorporated into the development. The design information presented at the third

exhibition is very close to the final design submitted for consent, with all the 'big ticket' items resolved.

In some instances, stakeholders' details were taken, and dialogue progressed out with the meeting to allow the points raised to be considered in more detail.

9.6 Inclusiveness

A database was compiled throughout the consultation using existing knowledge and feedback from completed questionnaires. Questionnaires included questions on age, gender and location. Questionnaires were available during the event and online.

All the exhibitions were dominated by over 40 males. However, there were younger attendees at the first two exhibitions and more than 25% of attendees were female. The third exhibition had only 6 attendees completing forms, 5 of which were male over 40. The reason for older attendees is potentially due to availability to attend (more than 50% of questionnaires completed at the second exhibition were by retired people). The number of attendees dropped throughout the meetings despite the advertisement being similar and arrangements the same. This could be due to enough information being provided at early events, a lack of interest in the project or people accessing the information via other routes e.g. the website and display of material in the ferry terminal building.

Making the display material available in the terminal building for weeks after the event gave time for people to view the information at their leisure and to provide online responses. 14 online questionnaires were completed.

Feedback from a wheelchair user during the second exhibition at Tarbert about it being difficult to read the boards, which were designed to be at eye level for someone standing, was taken on board for the third round of exhibitions including Lochmaddy. The information was made available on a laptop which could be utilised by a sitting stakeholder to view comfortably at their leisure.

The initial SP=EED level was 1 but this improved towards a 2 as the exhibitions progressed taking on learning from previous exhibitions.

9.7 Monitoring and Evaluating

Level 2 was achieved for monitoring and evaluation. Information from the first exhibition was recorded via the original information and analysis of the questionnaire responses. The questionnaire included questions on age, gender, areas of interest, understanding and frequency of ferry use. This data enabled an understanding of the demographics of the community that attended the first exhibition and any information the attendees believed was not included. Both of these were considered when planning for subsequent exhibitions as discussed in Section 6.1.

As shown in Table 6.1 the average score given on a scale from 5 (excellent) to 1 (poor) with regard to the quality of the information provided was highest for the last exhibition (4.83).

People who completed the online questionnaire were also asked if sufficient information was provided on a scale from 5 (excellent) to 1 (poor). The average score was 3.64 with two people

scoring it as a 1, although it is not possible to tell if they viewed the available information online which included the exhibition boards. It does demonstrate the benefit of face to face contact at events and the ability to adapt the content. In future it may be appropriate to tailor information for inclusion on the website to address the lack of face to face contact.

When asked what further information could be provided, only one person, who scored the event as a 5, stated that they 'Would want further information on the internal layout of the new ferry'. This was provided at a later exhibition.

9.8 Learning and Sharing

Level 2 was achieved in Learning and Sharing. The first exhibition included staff of varying levels of experience in community engagement. This enabled a greater level of understanding regarding the importance of community engagement and allowed the less experience staff to ask questions as required. Several members of the project team, who had not been formally trained in community engagement, participated in the SP=EED training following the event.

A summary of the feedback received over all three events, removing any identifiable information, was provided to the various teams to distribute as they saw fit.

Learning from the first two exhibitions was incorporated into the second and third exhibitions to help to gain more diverse engagement and inclusion of all information requested.

9.9 SP=EED Assessment

The assessment has indicated that the consultation process has been undertaken successfully and has fulfilled the requirements of Level 2 of the SP=EED framework in relation to all eight of the consultation criteria.

10 Conclusion

The Skye Triangle project, including the Lochmaddy ferry terminal upgrade, has undertaken extensive pre-application consultation, much more than the one event required by the regulations. By utilising the SP=EED framework, the project has learned and improved the engagement process throughout obtaining an overall Level 2 SP=EED score.

Stakeholder input from very early in the process has allowed the design to take on board suggestions and comments, resulting in a high-quality design for the proposed Lochmaddy ferry terminal upgrade.

11 Glossary

CMAL	Caledonian Marine Assets Ltd
CFL	CalMac Ferries Limited
CnES	Comhairle nan Eilean Siar
EIA	Environmental Impact Assessment
PAC	Pre-application Consultation
SEPA	Scottish Environmental Protection Agency
SNH	Scottish Natural Heritage
SP=EED	Successful Planning = Effective Engagement and Delivery
1984 Act	Lochmaddy and East Loch Tarbert (Improvement of Piers &c.) Confirmation Act 1984

12 References

- Affric Limited. (2019). Lochmaddy Ferry Terminal Upgrade - Environmental Impact Assessment Report.
- Comhairle nan Eilean Siar. (2009). *Pre-Application Consultation Guidance Notes*. Retrieved from <https://www.cne-siar.gov.uk/media/2382/pac-guidance-notes.pdf>

	Level 1: Giving Information	Level 2 (Level 1 +) Consulting & Listening	Level 3 (Levels 1 & 2+): Partnership
	relevant relationships explained.	for meetings, public events and discussion with stakeholders.	partners to develop their own ideas; partners will be involved in discussing how to co-ordinate actions.
3.Information	Information will be relevant, accurate and comprehensible to the target audience.	Information will be communicated and shared, aiming to invite feedback.	Identification, collection and dissemination of relevant new information by partners is encouraged.
4.Appropriateness	Information will be presented to suit its intended audience and can be accessed by all stakeholders at each stage of the process.	Engagement processes to fit the situation to be used, with opportunities for discussion and for answers to be raised and answered.	A collaborate approach to working with partners on proposals, and regular review of the engagement process.
5.Responsiveness	Relevant information will be provided at every stage of the process.	Findings from engagement process will be analysed, disseminated, and potentially incorporated.	Partners will be offered the opportunity to present and discuss their own ideas and receive feedback.
6.Inclusiveness	Relevant representative groups/organisations will be identified, and information will be designed and disseminated to reach them.	An emphasis will be placed on allowing the voices of seldom heard groups and those most likely to be affected to be heard.	Assistance and advice will be made available to seldom heard groups to enable them to become partners in the process; overall, a representative range of stakeholders will be consulted.
7.Monitoring and Evaluation	Distribution of information and feedback received on the engagement process will be analysed after the process is completed.	Monitoring and evaluation of the engagement process will take place on an ongoing basis.	Monitoring and evaluation processes will be devised in collaboration with stakeholders.
8.Learning and Sharing	Lessons from the engagement process will be identified and lead to ongoing improvements in quality.	Lessons from the engagement process will be reviewed and shared with a focus on learning and training.	The creation of creative, problem-solving culture where skills and experience are pooled, shared and enhanced.

Criteria for Selecting Engagement Methods

The effectiveness of any stakeholder engagement strategy is ultimately dependent upon the appropriateness and robustness of the actual methods of engagement selected. In this regard, a number of key criteria have been considered when determining which methods to employ. These are detailed Table A.2.

Table A.2: Engagement Methods Selection Criteria

Criteria	Options
Stage	<ul style="list-style-type: none"> Very early stages may require more informative techniques to establish a knowledge base amongst stakeholders;

	<ul style="list-style-type: none"> • Subsequent stages will be more participative and interactive as the consultation seeks to canvass the views and comments of stakeholders; • Late stages are likely to involve further informative elements to disseminate the findings and evaluate the effectiveness of engagement.
Stakeholders needs	<ul style="list-style-type: none"> • Language • Accessibility • Support services (e.g.: for those with caring responsibilities)
Type of data	<ul style="list-style-type: none"> • Quantitative – used for categorising, measuring, profiling. • Qualitative – gathering opinions, feelings, and suggestions. • Balance to be struck between capturing more complex, in depth responses from fewer stakeholders and less detailed input from a larger number of participants. • Methods of analysis and reporting to be applied to data.

Tools for Stakeholder Engagement

For the purposes of this exercise, engagement tools have been broadly grouped into six main categories. Each category features a range of vehicles or instruments, but they are essentially variations on the theme of the category. Table A.3 summarises the different forms of engagement commonly used in this type of stakeholder engagement process and details the pros and cons of each approach.

Table A.3: Engagement Tools Evaluation

Examples	Pros	Cons
One-Way Communications		
YouTube/Social media	Useful way of informing large numbers of stakeholders about the project	Not easily focused on target audiences
Posters		
Press releases	May access stakeholders not previously identified	Not interactive – participants cannot typically ask questions or supply responses
Newspaper articles	Can be relatively cost-effective given the number of people reached.	Media can be perceived as being subjective
Television/radio		
Mailshots	Media can be perceived as being objective.	
E-mails		
Leaflets/newsletters		
Telephone information line		
Face-to-Face, Open Forums/Events		
Public meetings	Potentially large numbers of participants.	Some participants can feel intimidated by peer pressure.
Exhibitions		

Examples	Pros	Cons
Stalls at wider community events (e.g.: village fetes). Open day Library bus Village pub	<p>Can attract stakeholders not previously identified</p> <p>Can be designed to be non-threatening and inclusive.</p> <p>Good during communications stage.</p>	<p>Strong voices can dominate and may not be representative of stakeholders as a whole.</p> <p>Do not always know who has attended.</p> <p>Less effective during consultation stage.</p>
Face-to-Face, Restricted Access Forums		
Focus groups Workshops In depth, face-to-face Interviews Drop-in-sessions – schools School lessons/assemblies Door-to-door	<p>Good qualitative information can be captured</p> <p>Allows in depth discussion of issues and resolution of problems.</p> <p>Face to face contact ensures attendees understand issues and detailed information.</p> <p>Interactive nature of such discussions often stimulates respondents to develop their views and ideas.</p> <p>Good way of exploring a range of subjective issues in considerable depth and can cover confidential aspects.</p> <p>Allow detailed analysis of a complex situation to be conducted addressing attitudes and motivations.</p>	<p>Can be costly as there may be a need to hire a venue, pay incentives and travel expenses, hire translators or child minders and send out teams in advance to recruit people face-to-face to attend the session.</p> <p>Consultation with a relatively small number of people means that information gathered may not be representative.</p> <p>Groups may not represent the majority opinion.</p> <p>Not appropriate if data to be gathered is sensitive or views of respondents are likely to be too diverse.</p> <p>Time consuming.</p> <p>High potential for interviewer bias when recording responses.</p>
Non-Face-to-Face, Restricted Surveys		
Postal surveys Email/online surveys Telephone interviews	<p>Allows a large number of participants to be contacted relatively inexpensively.</p> <p>Participants can complete questionnaires in their own time; often delivering higher response rate.</p>	<p>Respondents are not able to seek clarification regarding question content.</p> <p>Not a good way of obtaining large amounts of qualitative data such as detailed insights into attitudes.</p> <p>Contact details can be difficult to obtain, and data</p>

Examples	Pros	Cons
Opinion polls	<p>Not subject to interviewer error through inaccurate recording of responses.</p> <p>Responses are more likely to be based on individual opinion rather than guided by the group.</p>	collection requires degree of technical expertise.
Non-Face-to-Face, Open Forums		
Social. Networks (Facebook, Twitter, etc.)	Allows access to otherwise hard to reach groups.	Not accessible to all
Telephone information line	<p>Inexpensive way of communicating with large numbers of people</p> <p>Can be interactive and allow dialogue with stakeholders.</p>	Can be difficult to manage/control.

Appendix 2: Newspaper Advert Text



PUBLIC MEETINGS

NEW DUAL FUEL FERRY AND SKYE TRIANGLE

Caledonian Maritime Assets Limited (CMAL) will host a series of public meetings to update communities on the design and build of the new dual fuel vessel for the Skye Triangle route and to discuss harbour infrastructure at Uig, Tarbert (Harris) and Lochmaddy.

You are invited to attend a public meeting where CMAL will present the latest information and answer questions. Representatives from the local council, Calmac Ferries Ltd and Transport Scotland will attend the meetings.

Uig Community Centre, Uig

Monday 3rd April 2017, 19.00hrs

Harris Hotel, Tarbert

Tuesday 4th April 2017, 19.00hrs

Lochmaddy Community Hall, Lochmaddy

Wednesday 5th April 2017, 19.00hrs

Caledonian Maritime Assets Ltd,
Municipal Buildings, Fore Street, Port Glasgow
01475 749920 | info@cmassets.co.uk

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, as follows:

- Tarbert upgrades proposed by CMAL: a pier extension and upgrades, seabed dredging to improve vessel access, land reclamation to increase the marshalling and parking areas and alterations to the terminal building facilities.
- Lochmaddy upgrades proposed by Comhairle nan Eilean Siar: a pier extension and upgrades, seabed dredging to improve vessel access and land reclamation to increase the 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.

The projects will require construction and dredging licences from Marine Scotland Licensing Operations Team to allow the works below the Mean High Water Spring to be carried out.

Public exhibitions of the proposals will be held as follows:

- Monday 4th September 2017, 16.00-19.00hrs, Uig Community Centre, Uig, Skye
- Tuesday 5th September 2017, 16.00-19.00hrs, Harris Hotel, Tarbert, Harris
- Wednesday 6th September 2017, 16.00-19.00hrs, Lochmaddy Village Hall, North Uist

Comments can be provided at the exhibitions, or afterwards in writing to CMAL or by email to **operations@cmassets.co.uk** by 29th September 2017. Additional exhibitions 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.

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

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:

- **Monday 26th February 2018, 16.00-19.30hrs, Uig Community Centre, Uig, Skye**
- **Tuesday 27th February 2018, 16.00-19.30hrs, Harris Hotel, Tarbert, Harris**
- **Wednesday 28th February 2018, 16.00-19.30hrs, Lochmaddy Village Hall, North Uist**

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 749 920 | operations@cmassets.co.uk



PUBLIC MEETINGS

SKYE TRIANGLE PORT UPGRADES

Caledonian Maritime Assets Ltd (CMAL) is hosting public meetings to update communities on plans for infrastructure upgrades at Tarbert (Harris), Lochmaddy and Uig. The planned upgrades are:

- Uig upgrades proposed by The Highland Council: pier modifications and upgrades, new linkspan, seabed dredging to improve vessel access, land reclamation to increase the marshalling area and new terminal facilities.
- 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.

Public meetings will be held:

**Monday 10th September
2018**

15.00-19.00hrs
Uig Village Hall
Uig, Skye

**Tuesday 11th
September 2018**

16.00-19.00hrs
Tarbert Community Centre,
Tarbert, Harris

**Wednesday 12th
September 2018**

16.00-19.00hrs
Lochmaddy Village Hall,
North Uist

Individuals are welcome to drop in at any time during the meetings.

Comments can be provided at the meetings, or afterwards in writing to CMAL or by email to operations@cmassets.co.uk by 12th October 2018. 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.

Further information can be found at:

cmassets.co.uk/project/skye-triangle-infrastructure-works

Caledonian Maritime Assets Ltd, Municipal Buildings, Fore Street, Port Glasgow

01475 749920 | info@cmassets.co.uk

NEWS RELEASE
21st March 2017

LOCAL COMMUNITY INVITED TO NEW DUAL FUEL FERRY MEETING

Caledonian Maritime Assets Limited (CMAL) will host a series of public meetings to update communities on the design and build of the new dual fuel vessel for the Skye Triangle route and to discuss harbour infrastructure at Uig, Tarbert (Harris) and Lochmaddy.

Communities are invited to attend their local meeting:

Uig Community Centre, Uig
Monday 3rd April 2017, 19.00hrs

Harris Hotel, Tarbert
Tuesday 4th April 2017, 19.00hrs

Lochmaddy Community Hall, Lochmaddy
Wednesday 5th April 2017, 19.00hrs

Representatives from CMAL, Calmac Ferries Limited, Transport Scotland and the relevant local authority will attend the meetings.

CMAL, which owns ferries, ports and harbours across the west coast of Scotland, will present the latest progress report on construction of the new 102 metre dual fuel vessel, which is one of two currently being built and is earmarked to serve the Skye Triangle route. It will be capable of running on liquefied natural gas (LNG) and marine gas oil (MGO), helping to reduce carbon emissions. The vessel will carry up to 1,000 passengers and provide 646 metre vehicle lane capacity, which is approximately 25% increased carrying of a mix of cars, light vehicles, coaches and heavy goods vehicles.

The ferries have been designed to operate from the existing berths at Uig, Lochmaddy and Tarbert (Harris). However, CMAL is currently working with Highland Council and Comhairle nan Eilean Siar to investigate what infrastructure improvements may be required at the three ports to optimise operations. CMAL owns the harbour at Tarbert (Harris), while Uig and Lochmaddy are owned by the local authority in each area.

Lorna Spencer, Director of Harbours, Caledonian Maritime Assets Limited said:

“The meetings are an opportunity for local communities to find out the latest information on the new ferry construction, as well as discussions around harbour infrastructure improvements.

“We know that the age and condition of the existing infrastructure at these harbours will benefit from investment to optimise operations. The larger size of the new dual fuel vessel and the ongoing need for investment in harbour infrastructure are key considerations for identifying the works required. We already know that harbour improvements are needed – the arrival of the new vessel is accelerating the process.”

The work to identify harbour requirements will be completed by summer 2017. The two new dual fuel vessels are earmarked for the Arran and Skye Triangle routes, although the final decision on routes is subject to review by CalMac Ferries Ltd, CMAL and Transport Scotland. The first ferry (Hull

801) is expected to enter service in the second half of 2018, with the second vessel (Hull 802) following a little later.

Ends

Notes to editors:

1. Issued by Clark Communications on behalf of Caledonian Maritime Assets Limited (CMAL). For media enquiries contact **Redacted**
2. CMAL own property at piers and harbours at more than 26 locations throughout Scotland. CMAL is delivering a programme of investment and improvements, which will create better facilities.
3. In addition to its pier and harbour facilities, CMAL owns 32 ferries and leases one further ferry. All 32 vessels are leased to CalMac Ferries Ltd for use on ferry services on the Clyde and Hebrides. In addition, two ferries are currently under construction.
4. CMAL is a publicly owned company with Scottish Ministers as the sole shareholder.
5. For more information about CMAL visit: www.cmassets.co.uk

NEWS RELEASE
20th JULY 2017

CMAL TO HOST PUBLIC EVENTS FOR SKYE TRIANGLE PORT PROPOSALS

Caledonian Maritime Assets Limited (CMAL) 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 proposals cover prospective work to improve harbour infrastructure and operations for the arrival of the new 102 metre dual fuel ferry currently being built by CMAL to service the route.

The public exhibitions and consultations are being undertaken as part of the application process for the required marine licences for works at the ports. 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 are also a follow-up to a series of public meetings held in April this year.

Redacted

at CMAL said:

“We visited each of the communities in April this year to let them know about our initial plans to explore harbour modifications. At those meetings, we undertook to consider the comments received and update communities with developments as they progress. The public exhibitions in September are an opportunity for communities to see how the plans have developed and have their say on the proposals.

“We are now completing what we call the port master plans. Drawings showing the preferred options for work at each harbour will be published online prior to the events in September and discussed at the exhibitions. No final decisions have been made on what work will be carried out, and the works are subject to funding availability. We encourage those with an interest in this prospective work to come along to find out more and ask questions.”

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

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. Further information is available on CMAL's website www.cmassets.co.uk/project/skye-triangle-infrastructure-works.

The two dual fuel vessels are currently being built in Port Glasgow and are earmarked for the Arran and Skye Triangle routes. They will be capable of running on liquefied natural gas (LNG) and marine gas oil (MGO), helping to reduce carbon emissions. The vessels will carry up to 1,000 passengers and provide 646-metre vehicle lane capacity, which is approximately 25% increased carrying of a mix of cars, light vehicles, coaches and heavy goods vehicles.

Ends

Notes to editors:

1. Issued by Clark Communications on behalf of Caledonian Maritime Assets Limited (CMAL). For media enquiries contact **Redacted**
2. CMAL is working in partnership with Comhairle nan Eilean Siar and The Highland Council, as owners of the ports at Lochmaddy and Uig, in connection with the proposed upgrades.
3. CMAL own property at piers and harbours at more than 26 locations throughout Scotland. CMAL is delivering a programme of investment and improvements, which will create better facilities.
4. In addition to its pier and harbour facilities, CMAL owns 32 ferries. All 32 vessels are leased to CalMac Ferries Ltd for use on ferry services on the Clyde and Hebrides. In addition, two ferries are currently under construction.
5. CMAL is a publicly owned company with Scottish Ministers as the sole shareholder.
6. For more information about CMAL visit: www.cmassets.co.uk

NEWS RELEASE
8 January 2017

CMAL TO HOST PUBLIC EVENTS FOR SKYE TRIANGLE PORT UPGRADE

Caledonian Maritime Assets Limited (CMAL) 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 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 events, which will take place the week commencing February 26, are the latest in a series of public consultations. The exhibitions are being undertaken in conjunction with onsite investigations, testing and environmental studies as part of the application process for the required marine licences for works at the ports. They will allow local communities and other interested parties to comment on proposals and work at various stages of the process.

The preferred options being discussed at the meetings in February are:

- 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.

Redacted

at CMAL said:

“Following our public consultations in September, we are pleased to be revisiting the communities now that the project has entered the design phase. Previous meetings within Uig, Tarbert and Lochmaddy were useful in gathering comments on the various stages of work, and the public exhibitions in February are an opportunity for communities to see how the plans have developed further and have their say on the preferred options.

“We encourage those with an interest in this prospective work to come along to find out more and ask questions.”

The public exhibitions will take place:

Uig Community Centre, Uig, Skye
Monday 26th February 2018, 16.00-19.00hrs

Harris Hotel, Tarbert, Harris
Tuesday 27th February 2018, 16.00-19.00hrs

Lochmaddy Village Hall, North Uist
Wednesday 28th February 2018, 16.00-19.00hrs

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.

Ends

Notes to editors:

1. Issued by Clark Communications on behalf of Caledonian Maritime Assets Limited (CMAL). For media enquiries contact **Redacted**
2. CMAL is working in partnership with Comhairle nan Eilean Siar and The Highland Council, as owners of the ports at Lochmaddy and Uig, in connection with the proposed upgrades.
3. CMAL own property at piers and harbours at more than 26 locations throughout Scotland. CMAL is delivering a programme of investment and improvements, which will create better facilities.
4. In addition to its pier and harbour facilities, CMAL owns 33 ferries. All 33 vessels are leased to CalMac Ferries Ltd for use on ferry services on the Clyde and Hebrides. In addition, two ferries are currently under construction.
5. CMAL is a publicly owned company with Scottish Ministers as the sole shareholder.
6. For more information about CMAL visit: www.cmassets.co.uk

CMAL CONTINUE PUBLIC MEETINGS FOR SKYE TRIANGLE PORT UPGRADE

CMAL will host further public meetings to update communities on the harbour revision order (HRO) needed at Tarbert (Harris) to allow for the harbour improvement works to begin.

To prepare for the new ferry that has been procured by Caledonian Maritime Assets Limited (CMAL), upgrade work is being proposed at the harbours at Tarbert (Harris), Lochmaddy and Uig, known as the Skye Triangle ports.

CMAL's proposed harbour improvements will include, pier reconstruction and extension, seabed dredging to improve vessel access, land reclamation to increase the vehicle marshalling area and reconstruction of the terminal building.

Lorna Spencer, Director of Harbours at CMAL said:

"We're visiting Tarbert to discuss the work requirements and the need for the harbour revision order with the community.

"At the public exhibitions in February, communities saw how the plans were developing, asked questions and had their say on the preferred options. Once again we encourage those with an interest in the harbour improvement work to come along to find out more and ask questions."

Individuals, groups and businesses are invited to attend the meeting where representatives from CMAL will provide information on the HRO.

Harris Hotel, Tarbert
Wednesday 27th June 2018

16.00hrs – 17.00hrs

19.00hrs – 20.00hrs

These are open sessions and people are welcome to drop in any time between 16.00 and 17.00 hrs and 19.00 and 20.00hrs.

To find out more visit: <http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

Ends

Notes to editors:

1. Issued by Clark Communications on behalf of Caledonian Maritime Assets Limited (CMAL). For media enquiries contact **Redacted**
2. CMAL is working in partnership with Comhairle nan Eilean Siar and The Highland Council, as owners of the ports at Lochmaddy and Uig, in connection with the proposed upgrades.
3. CMAL own property at piers and harbours at more than 26 locations throughout Scotland and is embarking on a programme of investment and improvements, which will create better facilities.
4. In addition to its pier and harbour facilities, CMAL owns 35 ferries, 32 of which are operated by CalMac Ferries Ltd for use on ferry services on the Clyde and Hebrides Ferry Service and 3 are operated by SERCO NorthLink.

5. CMAL is a publicly owned company with Scottish Ministers as the sole shareholder.
6. For more information about CMAL visit: www.cmassets.co.uk

Appendix 3: Example Consultee Letter

19th July 2017

Redacted

Marine Scotland
Licensing Operations Team
PO Box 101
375 Victoria Road
Aberdeen
AB11 9DB

Dear Redacted

Skye Triangle Ferry Terminal Upgrades – Pre-application Consultation

Further to discussions at our meeting in Glasgow on the 5th of July regarding the above projects, I wanted to provide you with an update with regard to how we (CMAL, The Highland Council and Comhairle nan Eilean Siar) are planning on meeting the requirements of the Marine Licensing (Pre-Application Consultation(PAC)) (Scotland) Regulations 2013.

As discussed there are events planned for the beginning of September, and these will take the form of public exhibitions covering all three harbour upgrades, the details of which are as follows:

- Monday 4th September 2017, 16.00-19.00hrs, Uig Community Centre, Uig, Skye
- Tuesday 5th September 2017, 16.00-19.00hrs, Harris Hotel, Tarbert, Harris
- Wednesday 6th September 2017, 16.00-19.00hrs, Lochmaddy Village Hall, North Uist

The events will be advertised in both the Stornoway Gazette and the West Highland Free Press on the 20th of July 2017, utilising the attached text, which aims to meet the requirements of Section 7(b) of the PAC Regulations.

Further advertisements will be made in the two-week period running up to the event in:

- The Stornoway Gazette;
- West Highland Free Press;
- Am-Paiper; and
- Hebrides-News.com.

To meet the requirements of Section 6(2) of the PAC regulations CMAL, on behalf of the applicants, has written to:

- The Commissioners of Northern Lighthouses;

- The Maritime and Coastguard Agency;
- The Scottish Environmental Protection Agency (SEPA) in Stornoway, Dingwall & Fort William offices; and
- Scottish Natural Heritage in Stornoway, South Uist and Portree offices

to inform them of the intent to submit marine license applications and to provided details of the consultation plans 6 weeks prior to this event. We understand there is no marine region delegate for the area at the moment.

Our intention at this time is for further events to be carried out prior to the submission of the marine license applications for each of the Skye Triangle sites, these will include more site-specific information. Similar advertisements and notifications will be made prior to these events in line with the PAC Regulations.

I trust this meets with your requirements at this stage.

Yours sincerely

Redacted

Caledonian Maritime Assets Ltd.

Enc: copy of Public Notice text.

CC (by email only)

1. For The Highland Council – Redacted
2. For CMAL – Redacted
3. For Comhairle nan Eilean Siar – Redacted

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, as follows:

- Tarbert upgrades proposed by CMAL: a pier extension and upgrades, seabed dredging to improve vessel access, land reclamation to increase the marshalling and parking areas and alterations to the terminal building facilities.
- Lochmaddy upgrades proposed by Comhairle nan Eilean Siar: a pier extension and upgrades, seabed dredging to improve vessel access and land reclamation to increase the 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.

The projects will require construction and dredging licences from Marine Scotland Licensing Operations Team to allow the works below the Mean High Water Spring to be carried out.

Public exhibitions of the proposals will be held as follows:

- Monday 4th September 2017, 16.00-19.00hrs, Uig Community Centre, Uig, Skye
- Tuesday 5th September 2017, 16.00-19.00hrs, Harris Hotel, Tarbert, Harris
- Wednesday 6th September 2017, 16.00-19.00hrs, Lochmaddy Village Hall, North Uist

Comments can be provided at the exhibitions, or afterwards in writing to CMAL or by email to **operations@cmassets.co.uk** by 29th September 2017. Additional exhibitions 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.

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
01475 749920 | operations@cmassets.co.uk

18th January 2018

Ref: HP/900/9001

Maritime & Coastguard Agency
Marine House,
Blaikie's Quay
Aberdeen
AB11 5EZ

Dear Sirs,

Skye Triangle Ferry Terminal Upgrades

Caledonian Maritime Assets Ltd (CMAL) have procured a new larger ferry, and to optimise the additional capacity, CMAL, Comhairle nan Eilean Siar (CnES) and The Highland Council (THC) plan to upgrade the Ferry Terminals at Tarbert, Lochmaddy and Uig respectively. This is known as the Skye Triangle Infrastructure Project. The proposals are as follows:

- Tarbert (CMAL): a pier extension and upgrades, seabed dredging to improve vessel access, land reclamation to increase the marshalling and parking areas and alterations to the terminal building facilities.
- Lochmaddy (CnES): a pier extension and upgrades, seabed dredging to improve vessel access and land reclamation to increase the marshalling area.
- Uig (THC): 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.

The upgrade works will require construction and dredging licences under the Marine (Scotland) Act 2010 from Marine Scotland – Licensing Operations Team to allow the works to be carried out. More information on the project can be found on our website:

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

Due to the scale of the proposed developments they are subject to Pre-Application Consultation (PAC) as defined by the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013.

The Skye Triangle Infrastructure developers are committed to ensuring a high quality of stakeholder engagement is carried out, not only to meet the legislative requirements but to ensure that the communities we work in have the opportunity to input to the proposals. To this end engagement activities were carried out in April and September 2017 to gather opinions on the options being considered to accommodate the new ferry.

Our next stage of consultation will take the form of public exhibitions covering all three harbour upgrades, the dates and locations are as follows:

- Monday 26th February 2018, 16.00-19.30hrs, Uig Community Centre, Uig, Skye
- Tuesday 27th February 2018, 16.00-19.30hrs, Harris Hotel, Tarbert, Harris
- Wednesday 28th February 2018, 16.00-19.30hrs, Lochmaddy Village Hall, North Uist

You are welcome to attend any of these PAC events. Comments can be provided at the events or afterwards in writing to CMAL or by email to operations@cmassets.co.uk by 30th March 2018.

Please note, comments made to the Skye Triangle Infrastructure Team are not representations to the Scottish Ministers. As you will be aware, once the Marine Licence applications have been submitted to Marine Scotland, they will consult MCA directly regarding the applications.

Our intention at this time is for further events to be carried out prior to the submission of the marine license applications for each of the Skye Triangle sites, and these will include more site-specific information. I shall contact you again 6 weeks prior to the future events with the details.

If you have any questions in the meantime, please do not hesitate to contact myself.

Yours sincerely

Redacted

Principal Planning Engineer
Caledonian Maritime Assets Limited

CC (by email only)

1. For The Highland Council – Redacted
2. For CMAL – Redacted
3. For Comhairle nan Eilean Siar – Redacted

Appendix 4: Newsletter

Skye Triangle Infrastructure Works

Newsletter - Feb 2018

Thank you for attending the consultation meeting at either Uig, Lochmaddy or Tarbert.
We appreciate your feedback and have been working through the comments.

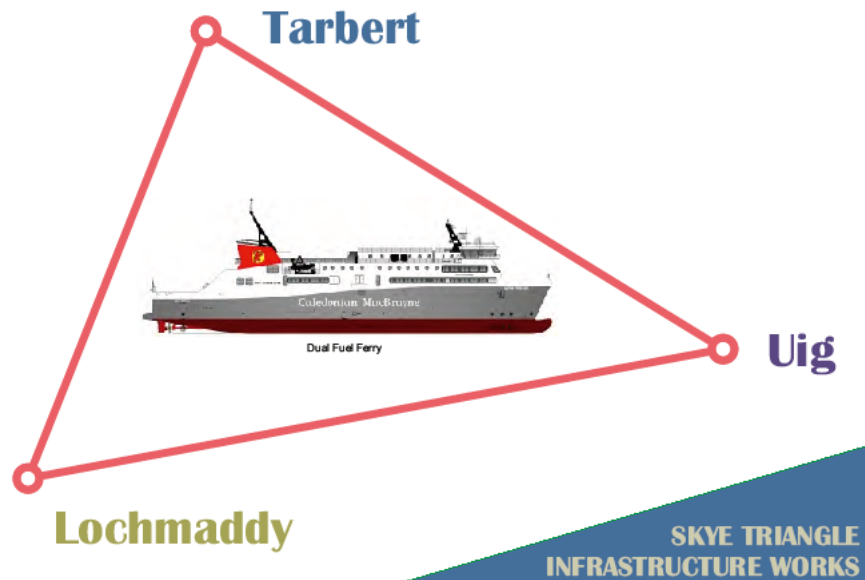
Responses to specific comments can be found at

<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>
or by internet searching 'skye triangle infrastructure works'.

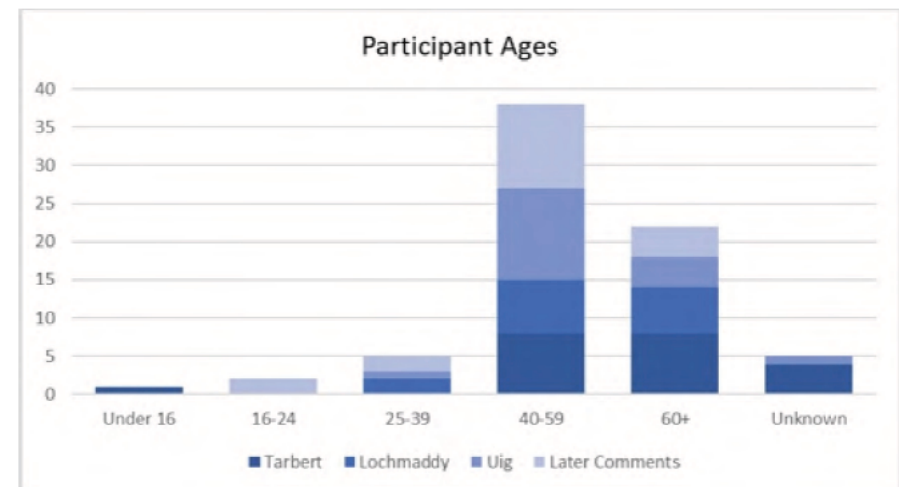
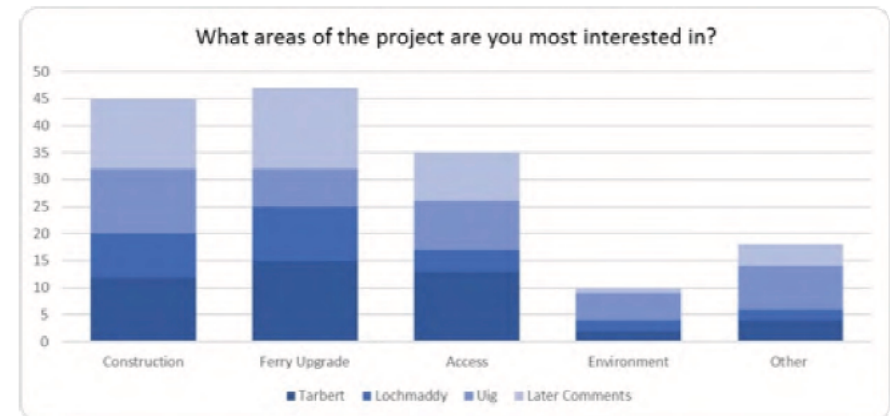
The next consultation meetings will be held between 16.00 and 19.30 at:

Uig Community Centre on the 26th February,
Harris Hotel Tarbert on the 27th of February,
and Lochmaddy Village Hall on the 28th of February.

We look forward to seeing you all again
and providing you with more detailed information as the project progresses.



Below is some of the information collected in the last three consultations and during the online feedback.



We are keen to get feedback from groups not represented during the previous meeting
so please let others know about the next event.

During December you may have seen a vessel in Tarbert Harbour undertaking seabed surveys and sampling. This information is being used to:

- ▲ Understand the nature of the material to be dredged and the potential re-use of the material in the works.
- ▲ Understand the benthic ecology within the area to assess any potential environmental impacts.
- ▲ Determine if any historic contamination is present within the soil profile.

Background noise monitoring was undertaken in December. This data will be used to understand the current noise levels and review the potential of noise impacts during construction and operation.

Taking account of consultation feedback the Tarbert design has been updated to allow for the construction of a roundabout at the entrance of the marshalling area to improve traffic flow. A traffic impact assessment, which will include surveys around Tarbert, will be carried out between January and March.

Design of the pier, dredging and marshalling areas is progressing.



Seabed Survey and Sampling Vessel at Tarbert

Tarbert



Proposed Tarbert Terminal Building



Lochmaddy Ground Investigation Survey

Lochmaddy

Seabed surveys and sampling will be undertaken shortly. As with Tarbert, this will be used to gather information to inform the design of the works and understand potential environmental impacts.

Background noise monitoring will be undertaken in January to provide information on current noise levels and consider the impact of the works during construction and operation.

Design of the pier, dredging and marshalling areas is progressing. Ground investigations to inform the design was completed last year.



Consultation Posters in Lochmaddy Ferry Terminal

Uig



Ground Investigation at Uig



Uig – concrete survey of existing structures

Various investigations and surveys have been progressed, including:

- ▲ Ground investigation to inform the design of the preferred options.
- ▲ Dredge sampling for the proposed dredging areas and disposal site.
- ▲ Recording of current, wave and suspended sediment data using equipment located on the seabed to inform the design and Environmental Impact Assessment.
- ▲ Concrete survey of the old pier head and approachway structures to identify the condition and determine the extent of remedial works that may be required.
- ▲ Laser scan survey of the existing berthing structures to inform the design process.
- ▲ Bathymetric survey to determine the seabed depth and characteristics.



Skye Triangle Infrastructure Works

Way Forward

Over the next few weeks, we will be finalising designs and preparing tender documents for the construction works.

In parallel with this, we will be finalising the Environmental Impact Assessments and progressing work for the necessary consents (e.g. Marine Construction and Dredge Licences, Planning Consents and Harbour Revision Orders)

The specific programme dates for each site will be different, but are expected to be broadly similar.
A high level summary is given below

Completion of Detailed Design	Q4 2018
Completion of Environmental Impact Assessments	Q4 2018
Marine Construction and Dredge Licence Applications	Q4 2018
Planning Application Submissions & HRO formal consultations	Q4 2018
Start of Construction Procurement Process	Q4 2018
Award of Construction Contracts	Q2 2019
Commencement of Works on Site	Q3 2019



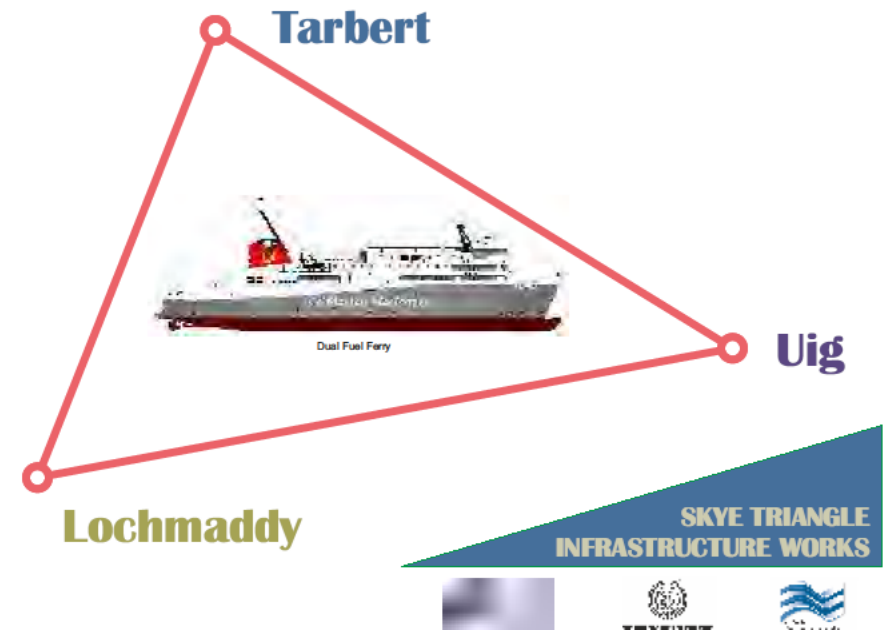
Newsletter - Sep 2018

If you attended one of the last consultation events at Uig, Tarbert or Lochmaddy in February of this year or provided feedback to us directly outwith these events, thank you very much for your contribution. We appreciate the feedback and have been working through your comments. All comments and questions, together with responses can be found on the latest 'Q&A' document which can be found at:

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

The next consultation meetings will be held at:
Uig Community Hall on the 10th September, 15.00 to 19.00
Tarbert Community Centre on 11th September, 16.00 to 19.00
Lochmaddy Village Hall on the 12th September, 16.00 to 19.00

We look forward to seeing you again and providing you with more detailed information as the project progresses.



During Spring this year, we had a jack up barge in the loch, carrying out ground investigation works in order to understand the nature of the ground conditions under the proposed marshalling area extension. In particular, we wanted to understand the extent of the very poor silty material in this area. Following review of the investigation results, we now know what is required to reclaim the land necessary for the marshalling area. A significant quantity of silt will be dredged and replaced with imported infill, the marshalling area and proposed roundabout will then be built on top of this infill.

The design of the new pier and terminal building is progressing well. The terminal building will be built following construction of the new pier due to space limitations on site. As the current terminal building sits on the existing pier, this building will have to be demolished to enable the pier to be built. A temporary terminal building will therefore be provided in the period between demolition and construction of the new facility.

The Environmental Impact Assessment (EIA) is also progressing well. The EIA considers a number of environmental effects during construction and operation of the development. The picture shown is a representation of what the marshalling area, pier and terminal building will look like from Seilebost footpath across the bay. Consultation on the proposed Harbour Revision Order will start in October following completion of the EIA.

Tarbert



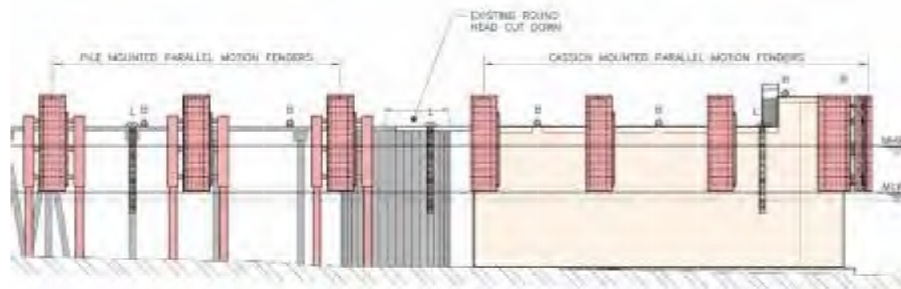
Lochmaddy

In recent months, a number of surveys and investigations have been completed, enabling the detailed design of the works and the Environmental Impact Assessment (EIA) to be progressed. A laser scan of the existing pier structure was carried out which, together with concrete investigation works, has enabled strengthening works to this structure to be designed. The concrete caisson extension and pier fendering system design has also progressed. The picture on the left shows a view of the end of the existing pier, the pier extension and proposed fendering system.

Design of landside works includes extended marshalling area and additional car parking along with associated roadworks. The marina shoreside facilities will be relocated closer to the pontoons.

As part of the EIA, seabed surveys and sampling were undertaken to help us understand any potential impact of the works on the marine ecology.

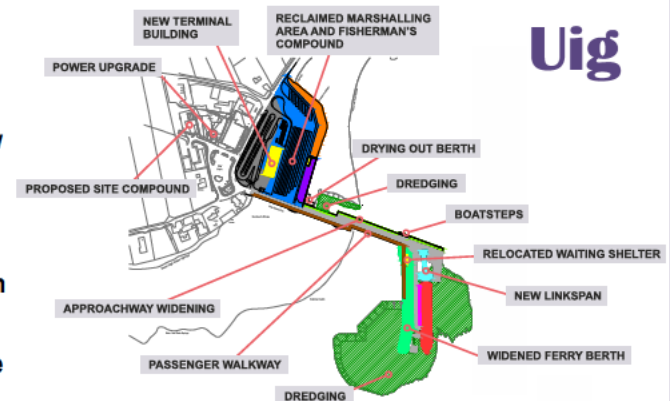
Planning applications for the extended marshalling area and additional car parking will be submitted on completion of the EIA.



Over the last 6 months all site investigations and surveys have been completed and we are concentrating on progressing the detailed design and Environmental Impact Assessment (EIA) with a view to Harbour Revision Order (HRO), Marine Licence and planning application submissions in September/October 2018.

The detailed design includes the Berthing Structure Widening comprising a solid wall widening to the pier and extending the full length to the outer berthing dolphin. The roundhead detail for vessel landing is currently being reviewed to suit berthing of the new vessel. The Linkspan design is progressing with consideration of construction efficiencies and the Approachway Widening proposals to widen the pierhead with an open piled structure are progressing including reinstatement of the boat steps with increased access points to suit tide conditions. Draft plans are being developed for the New Terminal Building to conclude on the optimal solution for progression to planning stage.

The EIA and Dredge Site Characterisation are progressing with a proposed new dredge disposal site identified. Sediment dispersion modelling has been carried out in relation to disposal operations at the proposed new site. The EIA chapters are being drafted with revisions to these following the change from open piled deck to a solid wall widening to improve the environment at the pier and hydrodynamic and underwater noise models have also been re-run. The draft plans for the HRO are being developed to incorporate the new proposals and legal advice is being provided with submission and consultation programmed from October 2018.



Uig

Appendix 5: Questionnaires

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?

3 days a week or more ☐ 1-2 days a week ☐ twice a month ☐
monthly ☐ 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

During construction, the normal working week will not include Sundays. The contractor may under certain circumstances make application to the local authority environmental health department to allow Sunday working.

In your view, should Sunday working be undertaken?

Never ☐

On occasion ☐

Always ☐

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

Where do you live?

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 how would you like us to keep you updated on the progress of the projects?

Newsletter ☐

Website ☐

Email ☐

Name:

Address:

Postcode:

Email:

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.

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

If you wish us to include your comments and details in the marine licence submission, please tick here ☐

Thank you for completing this questionnaire. Please hand it in to a member of our team or email it to operations@cmassets.co.uk.

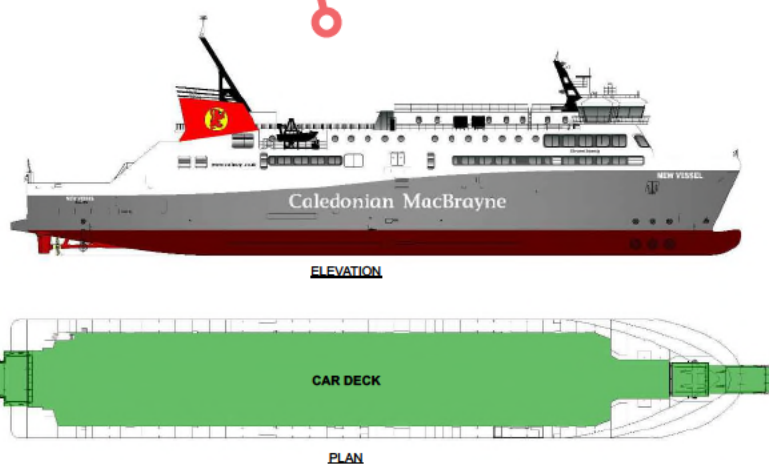
Additionally, this form may be completed online at www.cmassets.co.uk/project/skye-triangle-infrastructure-works

Appendix 6: Exhibition 1 – Display Boards

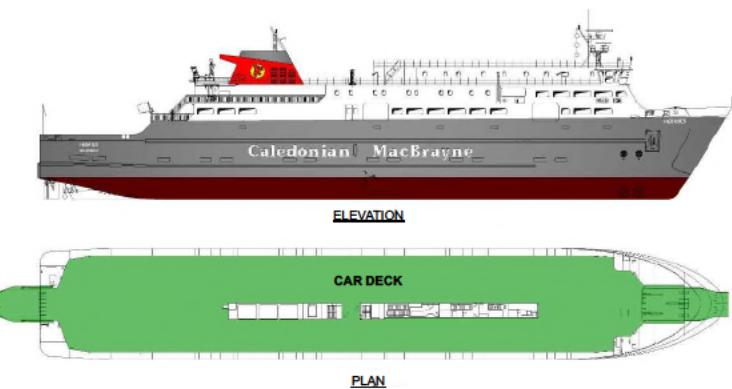
New Vessel & Need for Harbour Improvements

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).



PROPOSED NEW VESSEL



MV HEBRIDES

DUAL FUEL

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

CLIMATE CHANGE

The new vessel gives rise lower greenhouse gas emissions.

IMPROVED INFRASTRUCTURE

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

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

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



ORNITHOLOGY
Mointeach Scadabhaigh Special Protected Area is 1.2km away. It has a breeding population of red-throated divers and black throated divers. No divers were recorded onsite during our 2017 survey.
During the survey Blackbird (*Turdus merula*) and Meadow pipit (*Anthus pratensis*) were recorded outwith the site. Birds are unlikely to be impacted by the proposed development.



CULTURAL HERITAGE
There are five listed buildings north of the Lochmaddy development. These include; a mansion, a house, a courthouse and exercise yards, and the sheriff court. None of these will be impacted by the project.
Lochmaddy Terminal area has 14 recorded Canmore Maritime sites, potential effects on which will be considered.

LANDSCAPE & VISUAL
The Lochmaddy Ferry Terminal is located within the South Lewis, Harris and North Uist National Scenic Area. The area is defined as Crofting 2 Landscape Characteristic Type, characterised by sweeping slightly concave slopes with rocky knolls, rising to rocky or boggy moor inland and sloping down to rocky shores and broad shallow glens.



ACID GRASSLAND
Acid grassland with a high proportion of *Juncus squarrosus*, *Rumex*, *Ranunculus acris* and occasional stands of *Iris pseudocorus*.



INTERTIDAL
Intertidal habitat classed as brown algal containing *Ascophylum nodosum*, *Fucus vesiculosus*, *Pelvetia canaliculata*, *Fucus spiralis*.

TRAFFIC
The new larger ferry will bring more vehicles to the area and the increase in the marshalling area will allow for more vehicles to park up. A traffic assessment will be completed to understand the impacts of these changes.

LOCH NAM MADADH DESIGNATED SITE
The Lochmaddy development is within a Sites of Special Scientific Interest and Special Areas of Conservation called Loch nam Madadh. This is designated for its Coastal Geomorphology, Fox tail stonewort (*Lamprothamnium papulosum*), mudflats, rocky shore, saline lagoon and tidal rapids.
Additionally for its support of otters, intertidal mudflats and sandflats, lagoons, reefs, shallow inlets and bays, subtidal sandbanks.

OTTERS
Otters are using the shore immediately to the east and north of the ferry terminal. There are signs of regular use to the east and an otter was seen fishing to the north.



MARINE MAMMALS
Eight species of cetacean are regularly encountered in the region ranging from dolphins to killer whales. In addition, breeding populations of both grey and common seals.
Lochmaddy Harbour is 5km from the Inner Hebrides and the Minches potential Special Area for Conservation designated for Harbour Porpoise.
The potential for construction noise effects on marine mammals is being assessed.



Lochmaddy

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



COMHAIRLE NAN EILEAN SIAR

Construction Methods



RECLAMATION
Dredged material will be used as infill for the marshalling area expansion. Minimising waste and raw material usage.



CRANES
Cranes will be used throughout construction.

DELIVERIES
Some deliveries will originate on the mainland UK, such as precast concrete elements and the caisson. Deliveries for insitu concrete, rock armour, rock infill and bituminous materials will likely originate from Outer Hebrides.



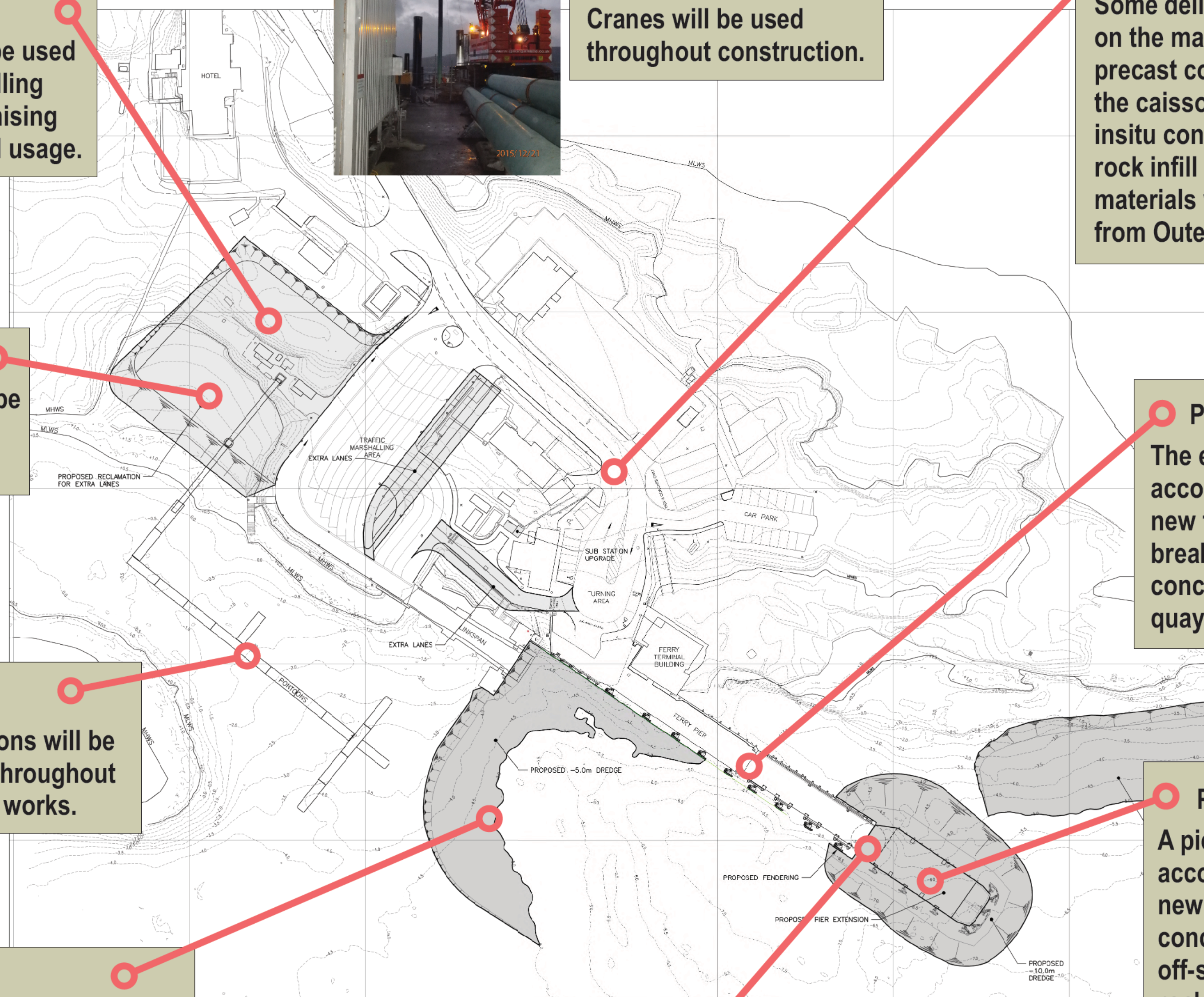
EARTHWORKS
The reclaimed area will be reprofiled and tied into existing adjacent areas.



PONTOONS
Access to pontoons will be accommodated throughout the construction works.



DREDGING
Dredging will be undertaken to allow for vessel manoeuvres at the harbour.



TEMPORARY FENDERING
A temporary fendering system will be installed to allow berthing of the ferry throughout the construction period. This will be removed following the completion of the works.



PIER RECONSTRUCTION
The existing pier will be altered to accommodate the installations of the new fenders. Work will include breaking out sections of the existing concrete deck, before forming a new quay edge using reinforced concrete.



PIER EXTENSION
A pier extension will be built to accommodate berthing of the new larger vessel. A precast concrete caisson, constructed off-site, will be installed on a rock foundation mattress.



Lochmaddy

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



COMHAILLE NAN EILEAN SIAR

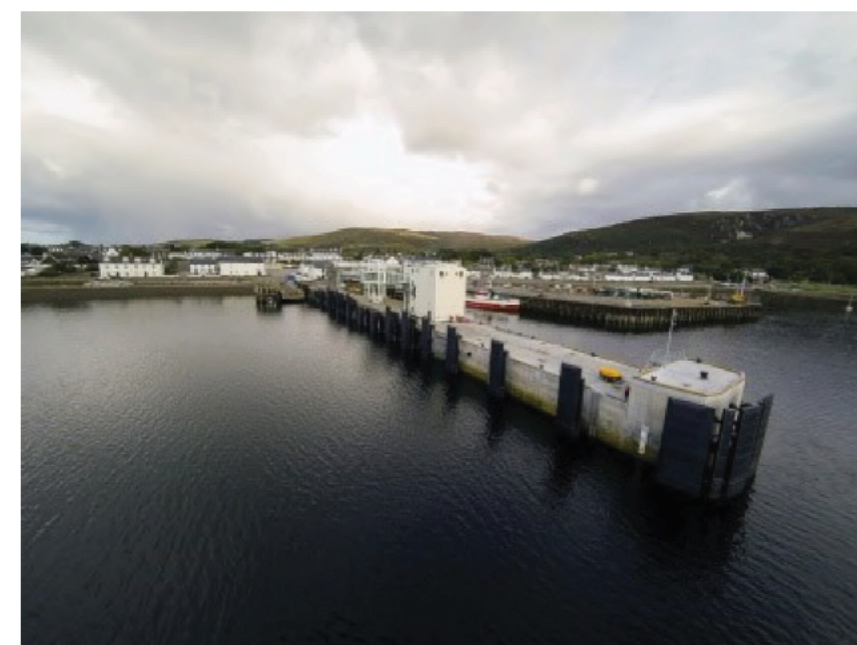
Proposed Infrastructure



MARSHALLING AREA
An expansion of the marshalling area is expected to increase the vehicle capacity by 90%.



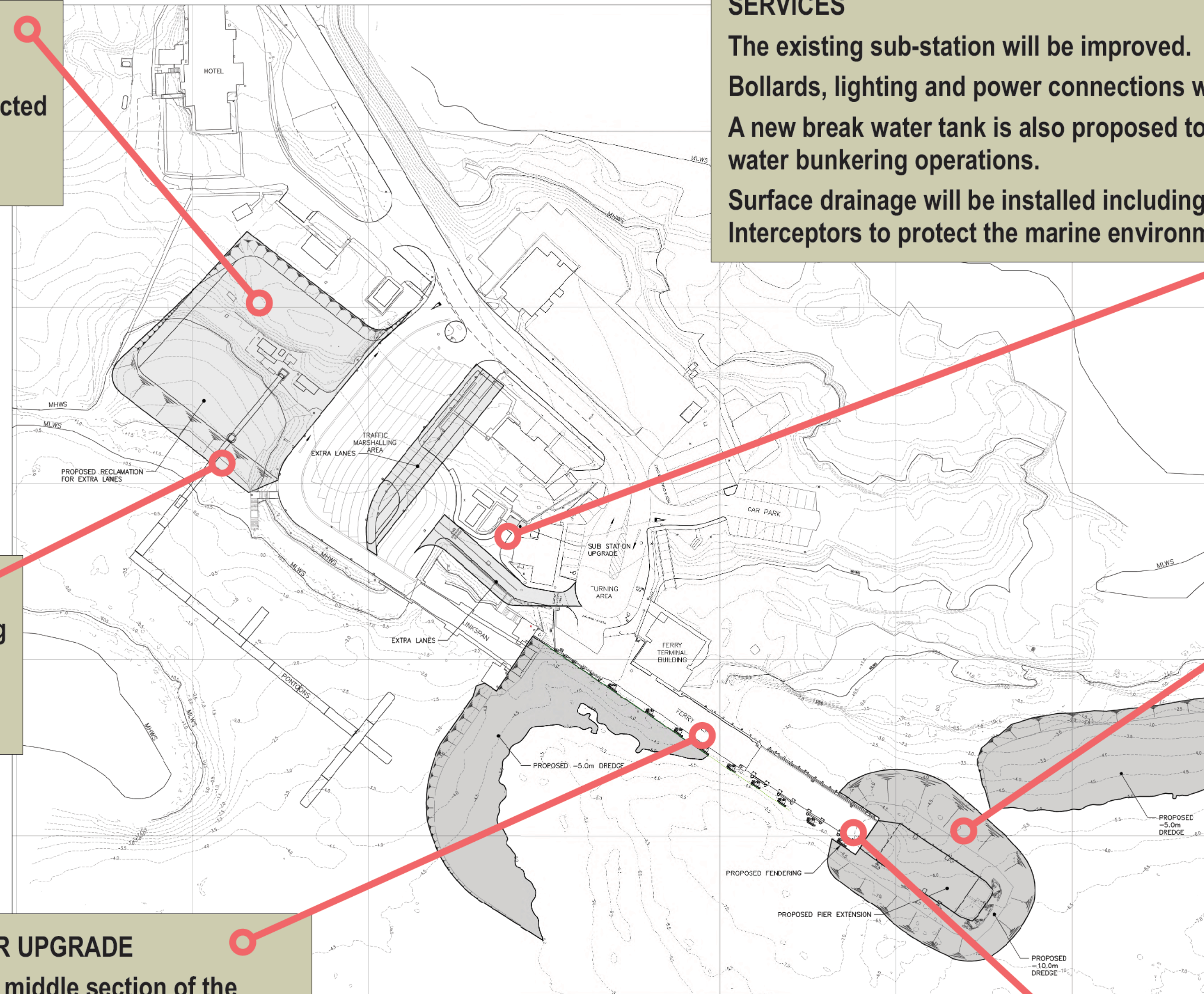
ROCK ARMOURING
The reclaimed marshalling area will include rock armouring to protect the seaward edges.



PIER UPGRADE
The middle section of the concrete pier will be repaired in-situ. The pier edge will be cut back and repaired in-situ to accommodate new fenders.



FENDERING
Piled fendering will be connected into the pier structure to allow the new larger ferry to berth.



SERVICES
The existing sub-station will be improved.
Bollards, lighting and power connections will be installed.
A new break water tank is also proposed to provide a buffer for vessel water bunkering operations.
Surface drainage will be installed including appropriate oil and silt interceptors to protect the marine environment.



PIER EXTENSION
The existing pier will be extended 30m to the south east by installing a precast concrete caisson.



Lochmaddy

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