

<b>10. HOW OFTEN DO YOU UTILISE THE CURRENT FERRIES?</b>		
<input type="checkbox"/> 3 days a week or more	<input type="checkbox"/> 1-2 days a week	<input type="checkbox"/> twice a month
<input type="checkbox"/> Monthly	<input type="checkbox"/> quarterly	<input type="checkbox"/> less that quarterly
<b>11. 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)?</b>		
<b>12. If YOU DO NOT BELIEVE WE HAVE PROVIDED SUFFICIENT INFORMATION, PLEASE LET US KNOW BELOW WHAT FURTHER INFORMATION WE COULD PROVIDE GOING FORWARD</b>		
<b>13. 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?</b>		
<input type="checkbox"/> Never	<input type="checkbox"/> On Occasion	<input type="checkbox"/> always
<b>14. IN THE FUTURE HOW WOULD YOU LIKE US TO KEEP YOU UPDATED ON THE PROGRESS OF THE PROJECTS?</b>		
<input type="checkbox"/> Newsletter	<input type="checkbox"/> Website	<input type="checkbox"/> Email
<b>15. PLEASE TELL US WHAT INFORMATION YOU WOULD LIKE TO RECEIVE FROM CMAL:</b>		
<input type="checkbox"/>	Further information about this project, including invitations to future meetings	
<input type="checkbox"/>	Information relating to any CMAL projects	
<p><b>I give my consent for CMAL to send me the information I have selected above by e-mail (or using my home address where an e-mail address has not been provided). I understand that I can withdraw my consent at any time.</b></p> <p><b>Signature</b> _____ <b>Date</b> _____</p>		

Further information about how CMAL will process the information provided above is available on our privacy notice for stakeholder engagement which is available by request. Please ask a member of our team if you would like to see a copy before completing the form.

Thank you very much  
CMAL Harbours Team

## Appendix 11: Exhibition 3 – Display Boards



# Environmental Considerations

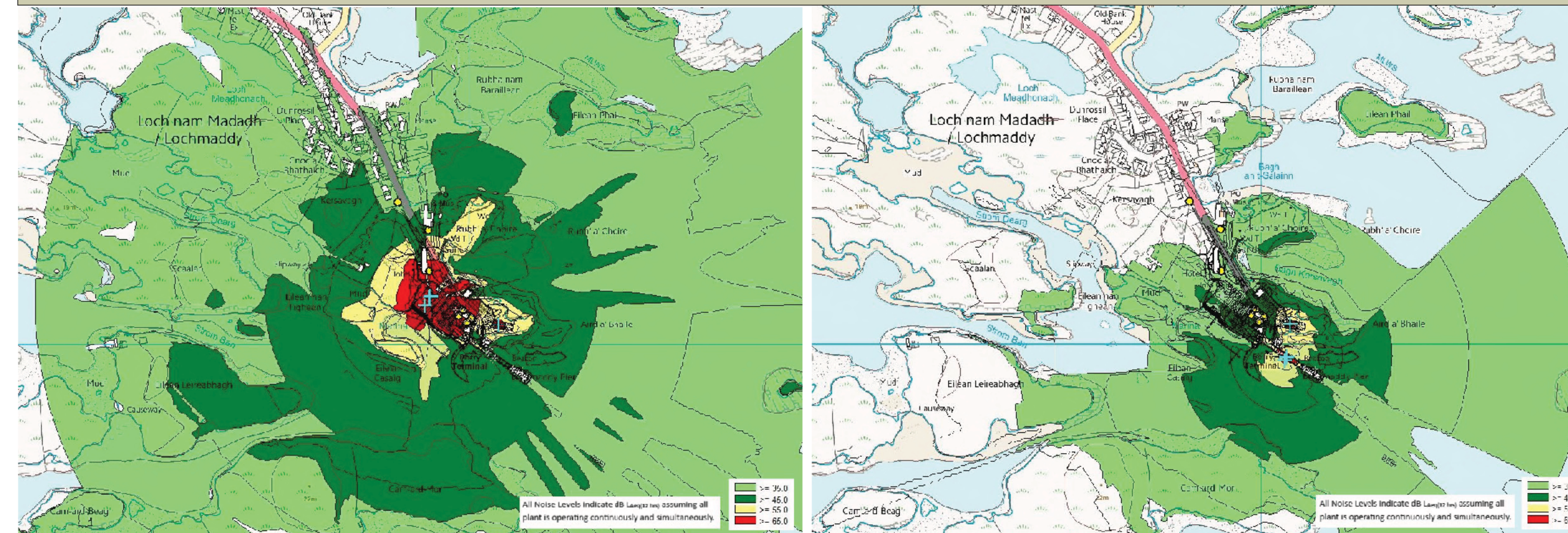
## ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR)

An EIAR is being produced for submission with the planning consent, marine construction and dredging licence applications. It assesses the impacts on the environment, to identify if any are significant. Mitigation is also identified to minimise any negative environmental effects.

## IN-AIR CONSTRUCTION NOISE

In-air noise modelling is underway to understand noise levels associated with the construction works. Noise levels vary depending on the equipment being utilised and the locations of the equipment.

The model outputs will be utilised to optimise the construction techniques and the programming of works. It is likely however that there will be temporary significant noise effects on the 2 houses immediately adjacent to the works, and potentially the hotel due to their close proximity. Consideration of noise effects on wildlife, primarily otters, will also be considered within the EIAR.



## IN-AIR OPERATIONAL NOISE

Once constructed the substation works will allow the vessel to 'plug in' when berthed overnight. Switching off the engines at night will reduce noise levels during operations. Noise associated with increased vehicle movements are being modelled but are unlikely to be significant.

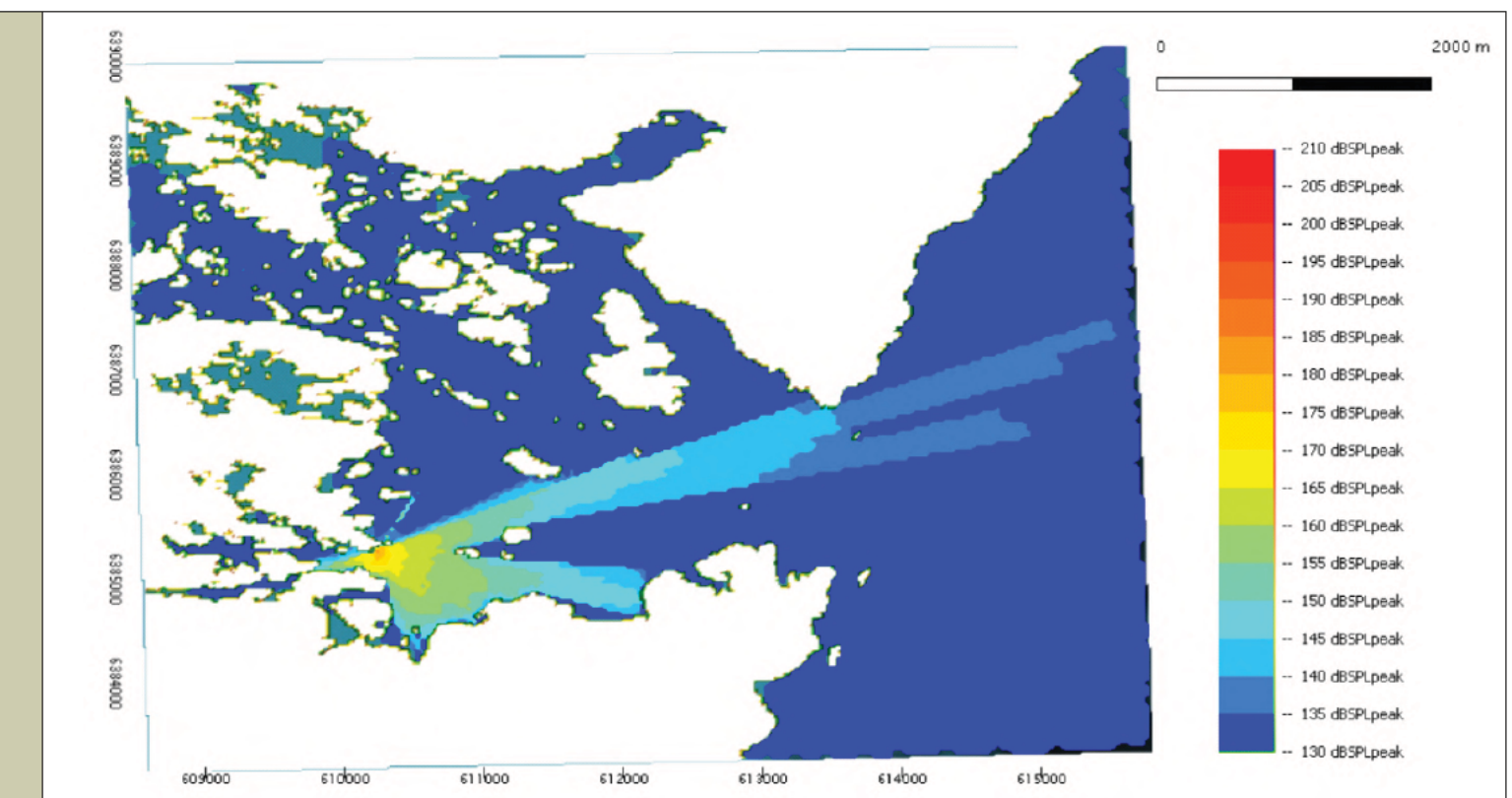
## GROUND INVESTIGATION AND BENTHIC SURVEYS

In April 2018 survey work was completed. Core samples identified that the seabed material to be dredge is mainly silt and isn't suitable for reuse. The benthic ecology survey identified SS.SMp.KSwSS.LsacR.Mu - Laminaria saccharina with red and brown seaweeds on lower muddy mixed sediments, which is a Scottish Priority Marine Feature. A number of potential non-native species were found.



## UNDERWATER NOISE

Marine Mammals are very sensitive to underwater noise. Previously it was thought that noisy blasting would be required to remove rock which was in the vessel turning area. The ground investigation works and 3 dimensional scans have identified the location of the rock in the vicinity of the pier. There is less rock to be removed to facilitate the new vessel than previously thought and blasting will not be required. Localised rock removal shall utilise much quieter drilling and splitting techniques. Percussion piling is still likely to be required, marine mammal protocols will be in place to minimise the associated effects.



# Lochmaddy

SKYE TRIANGLE  
INFRASTRUCTURE WORKS





# Construction Methods



## RECLAMATION

Excavated material from site will be used as infill for the marshalling area extension, minimising waste and raw material usage.



## 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.

## CRANES

Cranes will be used throughout construction.



## DELIVERIES

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



## PIER STRENGTHENING

The existing pier will be strengthened to enable berthing of the new vessel. Alterations will also be carried out to accommodate the new fendering system.



## 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.



## 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.



# Lochmaddy

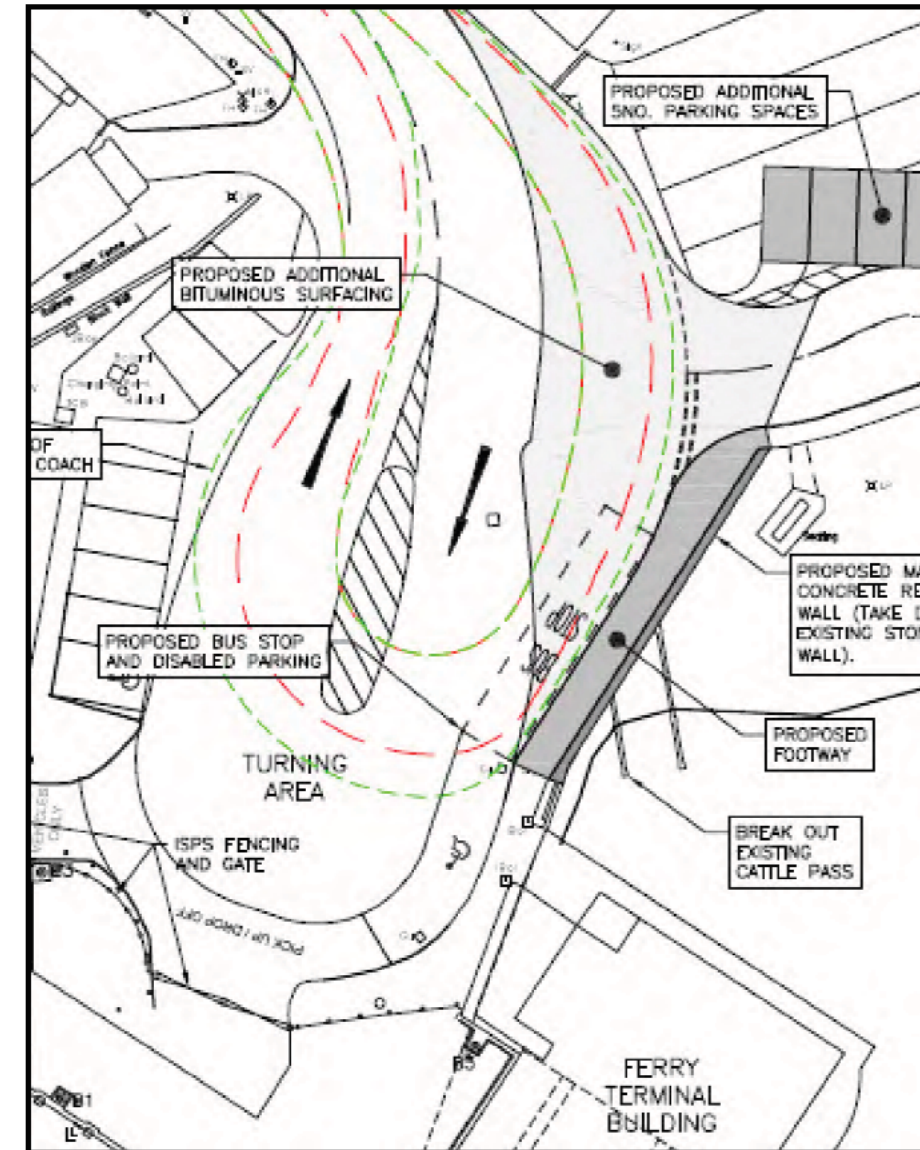
SKYE TRIANGLE  
INFRASTRUCTURE WORKS



COMHARLE NAH EILEAN SIAR



# Proposed Infrastructure



**TERMINAL DROP OFF / PICK UP**  
Widening turning area will improve bus and coach manoeuvring.

**CAR PARKING**  
Proposed additional 21 car parking spaces

**DREDGING**  
Area of dredge to the North of the pier extension to facilitate vehicle manoeuvres.

**ELECTRICAL SUBSTATION**  
A new (additional) substation to provide power to vessel connection point. This will allow vessels to berth overnight without needing engines to generate power.

**DREDGING**  
Dredging in this area will be carried out to suit the draught of the new vessel.

**PIER STRENGTHENING**  
Strengthening to the middle section of the pier will be carried out to support berthing of the new vessel.

**FENDERING**  
Parallel Motion Fenders will be installed along the length of the pier berthing face.

**PIER EXTENSION**  
Pier extension formed of caisson structure. Fabricated off site, towed to site and placed on prepared foundation.



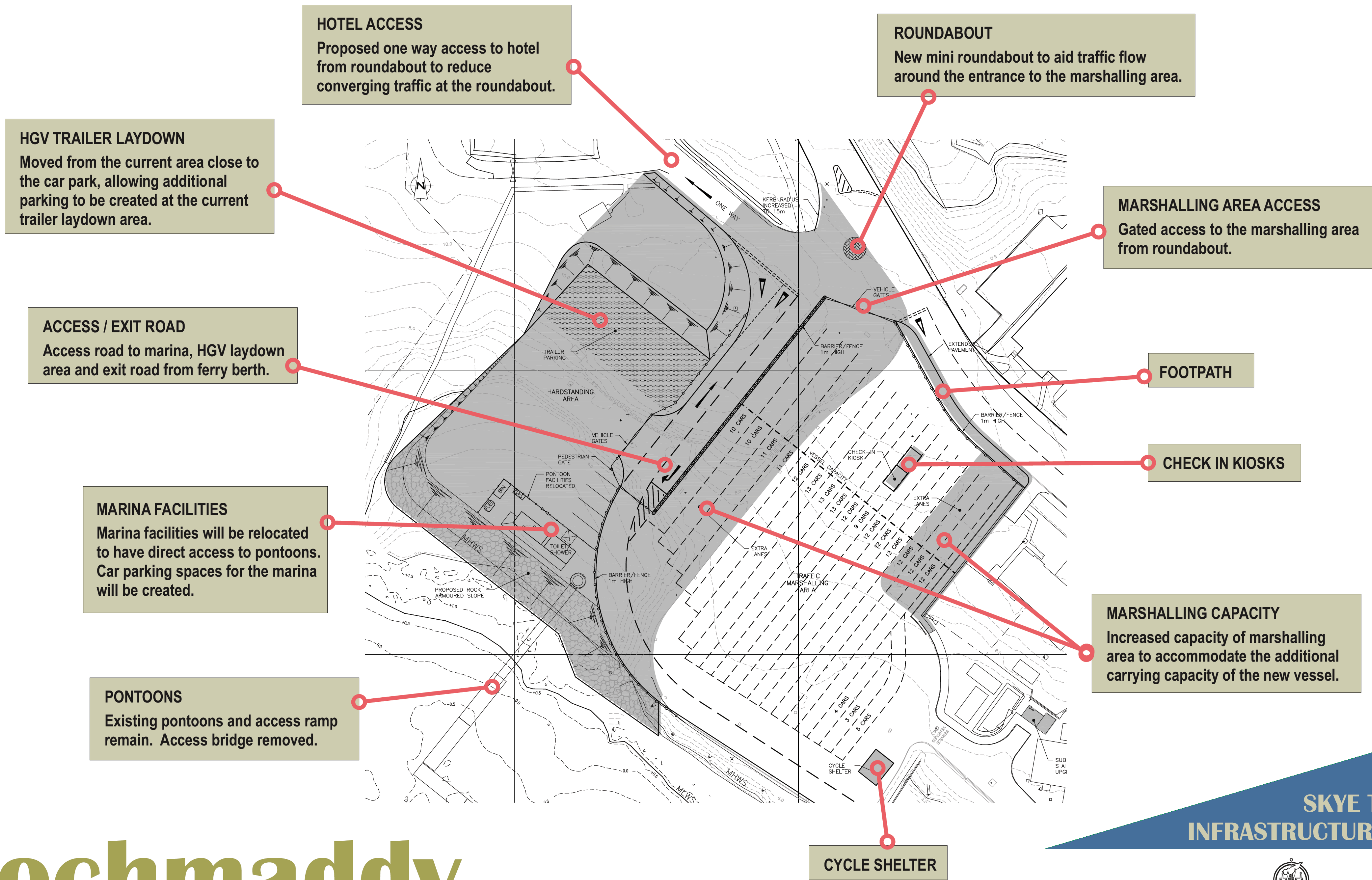
# Lochmaddy

**SKYE TRIANGLE  
INFRASTRUCTURE WORKS**





# Proposed Infrastructure



Lochmaddy

SKYE TRIANGLE  
INFRASTRUCTURE WORKS



COMHAILLE NAH EILEAN SIAR



# Way Forward

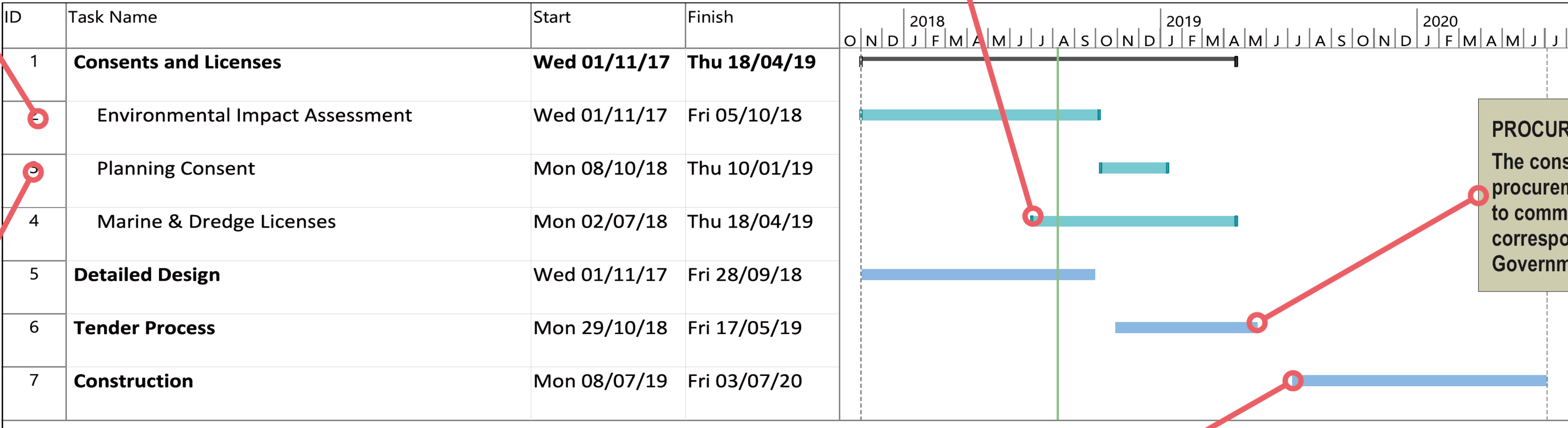
## ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The EIA is well progressed. This has considered a number of factors including terrestrial and underwater noise, traffic impact, biodiversity and nature conservation.

The EIA report will be required for the Planning Consent and Marine Construction and Dredge Licence application submissions.

## MARINE CONSTRUCTION AND DREDGE LICENCES

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



## PLANNING CONSENT

Planning consent will be required for the reclaimed area at the west of the site (for additional marshalling, HGV trailer area and relocated marina facilities) and additional car parking to the East of the site.

## PROCUREMENT

The construction works procurement process is expected to commence in Oct 2018 to correspond with the Scottish Government budget timescales.

## CONSTRUCTION

Construction is now expected to commence around mid 2019 and is expected to last approximately 12 months.

# Lochmaddy

SKYE TRIANGLE  
INFRASTRUCTURE WORKS





# Have Your Say !

## INPUT

We would like to hear your thoughts on:

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

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

## PROVIDING FEEDBACK

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

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

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

## WHAT NEXT

An advert will be placed in the local papers, and on the project website when the Marine Licence, Planning Consent and Harbour Revision Orders have been submitted. This will provide the details on where you can view the Environmental Impact Assessment Reports and how to provide consultation responses to the relevant authorities.



## AFTER SUBMISSION

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

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

## THANK YOU

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

## STAY IN TOUCH

For the latest project information see:

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



## Appendix 12: Questions and Answers



## Questions and Answers

No.	Stakeholder Comment/ Questions	Response Provided
1	The location of the marshalling at Lochmaddy is shown over the access the pontoons, why is that?	A number of options for increasing the marshalling capacity were considered. Operationally, the most desirable solution is to have the additional marshalling area adjacent to the existing marshalling yard. It would not be feasible to add capacity to the south of the existing area due to the location of the pontoons. Provision of an additional area to the West, in the area of the current pontoon access and facilities was therefore identified as the preferred solution. Access to the pontoons will be ensured throughout construction, with a new access being provided and existing marina facilities being relocated onto the land reclamation area adjacent to the pontoons. The design has been discussed with the relevant stakeholders.
2	It has been suggested that the pier extension proposed at Lochmaddy should be longer at 45m, where has the current proposal come from.	Discussions with CalMac marine team have informed the proposed pier extension dimensions. An extension of 30m has been requested but also a clearance of 30m from the North side of the pier to the -3.5m seabed contour in order to provide sufficient space for the vessel to berth safely regardless of wind direction. A bathymetric survey has been carried out and reviewed to confirm that the requested clearance to the -3.5m contour can be achieved in conjunction with a 30m extension. This is considered feasible and will be achieved by dredging of an area to the North of the pier. Following detailed design of the caisson structure and the connection with the existing pier, the actual length of the extension provided will be 35m.
3	Who will own the infrastructure at Lochmaddy once works are complete?	The infrastructure will continue to be owned and operated by CnES.
4	Could a slipway at Lochmaddy be included in the plans?	Given the driver for this project (i.e. Introduction of a new ferry) and the funding model being adopted (i.e. ultimately funded via ferry berthing dues), it would not be possible to fund the provision of a slipway as part of the project. Any potential future provision of a slipway would need to be via an alternative means of funding.
5	What is the programme for works and what if there are not complete before the ferry is in service	The new ferry will be able to berth and operate from the existing facility, but this is not an optimal situation as operating limitations may be applied. Now that we have identified preferred solutions, we understand the approximate programme for carrying out the detailed design, securing the necessary consents and undertaking the construction works. We would anticipate that the work on site will start in Autumn 2019 and in circa 12 months.



No.	Stakeholder Comment/ Questions	Response Provided
6	A new pier construction at Lochmaddy was asked to be included as an option given the condition and age of the existing pier structure and the costs of constructing an offline option would save on the disruption and maintain the ferry service. The whole life cost of this option against the other options should be considered.	Investigation into the condition and capacity of the current pier has been carried out as part of the design development work. The inner pier section (oldest part) and outer pier section (newest part) are both in good condition and require minimal remedial work. The middle section (constructed in the 1960s) needs some concrete repair and strengthening works but this is feasible. The existing pier therefore will be serviceable for many years to come. In addition, it is considered that the project can be delivered without disrupting the ferry service. There is therefore no business case at this time for provision of a new pier.
7	Would want further information on the internal layout of the new ferry. The extension of Lochmaddy pier (30m as opposed to the 35 proposed)	Additional information on the internal layout of the ferry was provided at public consultation. See answer to question 2 with regard need for a 35m extension. The caisson extension when fabricated will be 33m. It will be placed just off the existing pier end with an 'infill' section joining the caisson to the existing pier. This will add perhaps 2m to the overall length. Therefore, the total additional length will be around 35m.
8	Will there be enclosed gangway for new ferry? Plus as it is a new generation of ferry. Hope everything is done too for the heavier boat.	No enclosed gangway proposed at this stage. Design will enable addition of enclosed gangway at a later stage.  The works are being designed for the new heavier vessel. In addition to this, consideration has been given to other vessels in the fleet such as Isle of Lewis (Lochmaddy and Tarbert) and Loch Seaforth (Tarbert) to ensure there is flexibility for other types of vessels.
10	Car parking for public and CalMac staff. More information on work for CalMac	The proposed reclaim area to the West of the site at Lochmaddy 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.
11	They seem to be starting much too late i.e. vessel half built but port works still at outline design stage! Apparent lack of communication between CalMac and port owners	There is a risk that the new vessel will enter service before all of the infrastructure works are completed, although we are endeavouring to complete the berth works as expediently as we can and are aiming for, at the least, having the dredging and pier works completed so that the new vessel can berth unrestricted. However, the ferry will be able to operate from the existing facilities, albeit some restrictions may apply with regard to speed of berthing and potentially at very low tides.
12	No problems. Good presentation. I believe that one big ferry is going to create problems. Why not have two ferries running in tandem i.e. Uig/Tarbert and Uig/Lochmaddy	Point regarding two vessels noted and shared with Transport Scotland. However, the vessel have already been commissioned hence the strategy is unlikely to change.



No.	Stakeholder Comment/ Questions	Response Provided
	giving 3 to 4 per day instead of two. This reduces the congestion at ferry terminals	
13	The Timescale? Will the new ferry be in service before the upgrades are completed?	There is a risk that the new vessel will enter service before all of the infrastructure works are completed, although we are endeavouring to complete the berth works as expediently as we can and are aiming for, at the least, having the dredging and pier works completed so that the new vessel can berth unrestricted. However, the ferry will be able to operate from the existing facilities, albeit some restrictions may apply with regard to speed of berthing and potentially at very low tides.
14	I'm not sure how much provision will be made for long stay parking at each terminal. At times during the summer season, I suspect it is heavily utilised. Long stay provides flexibility when vehicle spaces aboard are in short supply.	See response to Question 10, the 21 additional parking spaces provided will include long-stay spaces.
15	The change in a timetable for ferry route would make a big change with early sailings or a freight service.	CFL have no plans at the moment to change any timetables.
16	I would like to see a lift at the terminal to enable people with access issues to board the ferry the same was as able-bodied people. They shouldn't have to battle the elements whilst taking the long route aboard via the car deck. Also would like to see a 'changing places' facility. There are no Changing Places facilities in the Western Isles, so this would be good PR for CMAL.	<p>Access to the vessel will continue to be provided by a gangway. New gangways will however be provided which will reduce the maximum slope up to the vessel from the pier (to a maximum of 20 degrees at high tide compared with a maximum angle of approaching 30 degrees if the current gangways were used).</p> <p>The provision of facilities similar to those at Ullapool and Stornoway has been considered. However, the foot passenger numbers on the 'Skye Triangle' routes are very low compared to the Ullapool/ Stornoway route and the cost of provision of similar passenger access arrangements on the Skye Triangle is therefore prohibitively high.</p> <p>Passengers that cannot use the gangways will continue to be given assistance via the car deck.</p> <p>A changing places facility has been incorporated into the design of the new terminal building at Tarbert. No changes to the existing terminal building at Lochmaddy are planned as part of this project.</p>



No.	Stakeholder Comment/ Questions	Response Provided
17	It is important that I am informed when the interior of the terminals are being designed. I want to feed ideas for the interior design for disabled people, through the Harris Disability Access Panel.	There will be no works carried out to the building at Lochmaddy, only Tarbert. We have had discussions with Harris Disability Access Panel at consultation events and the Panel were also sent details of the proposed building layout for Tarbert which includes a 'Changing Places' Facility and were given the opportunity to provide feedback.
18	There should be a FREIGHT sailing twice a week in the summer months. With the increase in tourism to islands the freight sailing would ease the pressure all round.	CFL have no plans at the moment to change any timetables.
19	The sooner the better, Firm start and finish dates and how the upgrades will affect the service	Current plan is to start construction Autumn 2019, construction will last approximately 1 year. The programme will be updated and communicated appropriately once the consents are in place.
20	At the ferry terminal in Lochmaddy there is an art Installation of lyrics from the World-famous band RUNRIG (two of the band are from Lochmaddy) there is also a tune Welcome to Uist by Blair Douglas on the doors of the terminal. Will these artworks be relocated to the new ferry terminal? Taigh Chearsabhagh Museum and Arts Centre who led on the project are willing to help.	There are no works planned to the existing ferry terminal building at Lochmaddy so the current artworks will be unaffected.
21	How will you maintain the pontoon access at Lochmaddy?	Alternative pontoon access will be provided from the proposed reclaim area. During construction, the contractor will have to maintain access to the pontoons. It will be a requirement of the construction contract that the contractor agrees the means of temporary access with the pontoon operators before work in this location of the site commences.
22	May I suggest that on the round heads at the seaward end of each of the three piers, that some form of small circular rail is fitted possible in the centre of each roundhead. This would allow the person mooring a vessel to wear a safety harness which he or she could clip a cord from the harness onto this rail. The length of the	CalMac, who operate the harbour at Lochmaddy, have considered this suggestion. They have reviewed their Mooring Operations Risk Assessment to include an additional control measure for "Mooring whilst using harness/lifelines". The outcome of this assessment is that wearing a harness would increase the likelihood of an incident occurring rather than decrease it and for that reason they have recommended that this suggestion is not progressed.



No.	Stakeholder Comment/ Questions	Response Provided
	<p>cord to allow the person to move around the entire deck area of the roundhead unrestricted but to be of such a length to only allow the person to reach the roundhead coping. This safety harness would then prevent the wearer from being blown off the roundhead by a strong gust of wind ending up in the sea, which could result in serious injury, or loss of life. This may be the right time to design and install such an important safety feature on exposed pier roundheads.</p>	
23	<p>There is a serious shortage at present at this port for Long and Short Term car and lorry parking, along with Artic Trailer changeover parking and Passenger drop off/pick up parking. At present some Artic Units arriving off the ferry have to drop their trailers on the two way road in front of Lochmaddy Hotel as there is seldom any available parking for this purpose, in order to return to the Assembly Area to hitch on to their outward bound trailer to return on the same sailing to Uig. This leaves other vehicles coming off the ferry with no alternative but to overtake these dropped trailers on the road in the wrong lane in the face of oncoming traffic, an accident waiting to happen? The answer to this serious lack of parking is, to infill the foreshore between the Terminal Building and the pier entrance, over what remains of the disused cattle ramp to</p>	<p>See response to Question10.</p> <p>The parking problem has been taken account of in the design process and there will be additional lorry and car parking.</p>



No.	Stakeholder Comment/ Questions	Response Provided
	provide the required number of parking bays for the port.	
24	It is my view that the caisson extension to the pier should be 35m in length to allow for an improved line of approach to the berth for vessels approaching through the North Channel.	See response to Question 2, the extension will be 35m.
25	The fender piles on the North Face berth at the pier will require to be adjusted to maintain the same line as the fender piles on the inside berth (North Face) of the caisson pier extension, I do not see this fendering arrangement shown on the drawings?	<p>The caisson extension is wider than the existing pier deck. There are three main reasons for this:</p> <ul style="list-style-type: none"> <li>I. To provide the mass necessary to withstand the berthing forces of the new vessel;</li> <li>II. To ensure stability of the caisson in transit; and</li> <li>III. To provide a suitable minimum width of pier to site a 100t crane in future for maintenance purposes (a sizeable crane would be required to maintain or replace the parallel motion fender panels)</li> </ul> <p>There are no plans to move the existing fender line on the North side of the pier out. However, the arrangement doesn't preclude berthing of the range of vessels that use Lochmaddy currently. Anything less than around 50m with suitable draught could still use the existing berth while anything longer than this can berth against the caisson, albeit there will be an 'overhang' (or of course they can use the ferry berth which is free for much of the time). Longer vessels using the North of the pier currently overhang the roundhead anyway (due to water depth to the North of the pier, they do not use the area closer to the shore). The angled transition between the existing pier and caisson will be fendered in order to protect the vessel and the pier and to deflect the vessel so that it can't 'side swipe' the fenders on the North side of the caisson.</p>
26	<p>Why has the approach been taken to try and make the old infrastructure good rather than construct new berths in deeper water that will have a much longer lifespan?</p> <p>All of these berths are old steamer piers that should have been replaced long ago. New berths should be built to accommodate vessels of a standard draft and around the length of the</p>	<p>Re-building existing Infrastructure is the most efficient and cost-effective methodology to ensure resilience of facilities, see response to Question 6.</p> <p>In scope vessels identified as suitable by CalMac have been included within the design works to provide as much flexibility across the fleet of vessels as possible.</p> <p>Your comments regarding improving ferry network will be fed into the Network Strategy Group that is led by TS and considers future vessels and infrastructure needs.</p>



No.	Stakeholder Comment/ Questions	Response Provided
	<p>Loch Seaforth to make them future proof. Building new berths would also mean that there would be NO disruption to services on the Uig triangle which will no doubt be affected throughout 2018 and 2019.</p> <p>Lochmaddy - The caisson extension is a good idea but given the poor material condition of the rest of the berth a new pier should be considered in a location that would give the ferry more sea room</p> <p>It's time CMAL used some common sense when attempting to improve the ferry network. The design of the new ships was bent to fit the current berths however now all 3 berths need huge sums of money spent to accommodate the vessel designed for them. These ships are to stated to fit X amount of berths in the CMAL presentations so how many more berths will now need strengthening work to accommodate them? If new berths had been part of the initial plan CMAL could have built much better ships than what are currently under construction.</p>	
27	<p>When it comes to our ferry service, are you building one large ferry which requires all the link-spans in the 3 ports to be updated? Why can't there be two ferries, one for each leg, which would mean less expenditure beyond maintenance of the existing port infrastructure and provide additional capacity for when the inevitable arises: breakdown, annual service etc., which would mean that at least we would have</p>	<p>We acknowledge that there are a number of different iterations that could address the services to the Outer Hebrides. This is also the case for other island groups that rely on the lifeline services.</p> <p>Transport Scotland chairs a monthly tri-partite meeting with CMAL and CalMac concerning the Network and there are very detailed discussions and considerations that need to be taken into account. Some of these are listed below:</p> <ul style="list-style-type: none"> <li>• Current Age of Port Infrastructure</li> <li>• Future spend on renewal of existing infrastructure</li> </ul>



No.	Stakeholder Comment/ Questions	Response Provided
	<p>one ferry to fall back on when one was out of action.</p> <p>I appreciate you have perhaps accessed particular funding against the environmental element of a dual fuel ferry but at what other costs?</p>	<ul style="list-style-type: none"> <li>• Additional costs of infrastructure required for new vessels</li> <li>• Capital Cost of vessel/s</li> <li>• Cost of fuel</li> <li>• Emissions of CO<sub>2</sub>, NO<sub>x</sub>, SO<sub>x</sub>, Particulates</li> <li>• Lifetime running costs</li> <li>• Level of service and comfort provided</li> <li>• Profiling the customer (passenger, car, coach, freight) demand into the future with economic modelling</li> </ul> <p>When all of these aspects and others were taken into consideration it was decided that there would be an order for 2 new Dual Fuel Ferries. The existing Port Infrastructure will allow these vessels to operate however it is recognised that for operations to be optimised there was a requirement to enhance current facilities.</p> <p>Naturally with the quantum of expenditure these decisions are not taken lightly and are considered in detail prior to sign off by Scottish Government.</p> <p>It should also be noted that the vessels under construction can also operate on a number of other routes and therefore there is future flexibility built into the plans in terms of future redeployment.</p>
28	Concerned about passenger access at all 3 facilities, especially for elderly, disabled passengers, how will they be accommodated?	See response to Question 16.
29	Please can we have the shore side works complete BEFORE the ship arrives.	<p>We are endeavouring to complete the berth works as expediently as we can and are aiming for, at the least, having the dredging and pier works completed so that the new vessel can berth unrestricted. There are, however, a number of critical consents needed in order to be able to construct the works and while we can work towards obtaining these consents as quickly as we can, there are elements outwith our control which make it difficult to state with absolute certainty when the work will start.</p> <p>Subject to necessary consents being obtained, construction works are programmed to start in Autumn 2019. Programme updates will be provided.</p>



No.	Stakeholder Comment/ Questions	Response Provided
30	Can we please give consideration at future consultation/ communication events to accessibility of the display material for those who have a physical disability (e.g. position and height of display boards).	This is noted and we acknowledge that there was a problem at the 2 <sup>nd</sup> exhibition. At the 3 <sup>rd</sup> Exhibition display material was available to be viewed on a laptop, which could be positioned to suit anyone.
31	Will the caisson extension be wider than the current pier, if this is the case will the current fender line be changed to ensure access is maintained for all vessels that use the pier?	See response to Question 25.
32	The site at present shown on the drawings for the 16 car parking bays is unsuitable as it is too far out on the headland and therefore too exposed, with the severe gusts of wind that hit this spot when the wind is blowing from a South/South Easterly direction, a pedestrian could be blown onto the shore. It is also a costly site to develop with peat having to be removed and a disposal site found for it.	The proposed carpark extension takes the carpark to around 20 metres beyond the existing parking area so this is not a large extension and will not therefore take the carpark substantially beyond where it currently ends. We did consider the option of infilling the area to the left of the pier entrance in the area behind the terminal building. This would however require more infill material and rock armouring and would be more expensive to provide the equivalent number of additional spaces (16) particularly as space needs to be retained to facilitate turning of buses at the terminal building. The material to be removed is minimal and will be reused where possible.
33	Once the Uig triangle harbours (Uig, Lochmaddy and Tarbert) have been dredged, will the MV Isle of Lewis be able to berth at every one of those ports at all states of tide, as at the moment she has to wait until high tide?	MV Isle of Lewis is one of the 'reference vessels' in the project, which means that designs have been developed to ensure the vessel would be able to access these harbours without tidal restrictions once the works are complete.