

The following considerations have been made in relation to referenced policies from 'Scotland National Marine Plan':

GEN2 – As described in the attached document '17-003-BOD-001-C1', the reason for the mooring license request is to tether a houseboat to the West shore side of Loch Kishorn. The economic benefits of this project to the community are firstly the intention to fabricate the houseboat at Kishorn Port along with the associated supply chain of labour and skills from the local area. This will then be continued through the life of the project by utilisation of the local services in the area for subsistence.

GEN3 – The social benefits which the project will bring to my family are immense. I was fortunate to enjoy a health relationship with the outdoors as a child, something I feel is invaluable for a child's development. This project will allow me to bestow these same virtues on my children as they will be surrounded by a lifestyle, landscape and wildlife, which cannot help but improve their quality of life. As a Structural Engineer, involved in the Maritime Industry, and a wife who is a Paramedic for the NHS; we believe the skill set we would bring with this Project would also offer considerable social benefit to the local community.

GEN4 – There is a fish farm near the proposed mooring location, which I believe would have no detrimental impact on the project, nor vice-versa. The accessibility to the site and potential revenue to the fish farm, which have vessels traveling too and from daily, may prove mutually beneficial. The environmental intentions of the project are to have a minimal, if not zero impact on the proposed site. The interaction and coexistence with other users of the area should therefore be positive. During the public consultation period, it is my intention to meet with the fish farm owners to discuss the project and allay any concerns they may have. As the closest permanent neighbours to the proposed site, Kishorn Port will also be approached for consultation, both with respect to co-existence and also for support during the build stage.

GEN5 – One of the key considerations in selection of the mooring site was the environmental impact on the houseboat, i.e. vulnerability to wind and wave storm conditions. The geographical nature of the rock formations along this stretch of coast offer good shelter from the prevailing seas and access to suitable mooring points without the need for obtrusive methods i.e. piles, drag anchors or clump-weights. The foundation and mooring design for both anchor points at the low tide mark and on the houseboat will take account of extreme weather conditions, with suitable factors of safety employed.

GEN6 – From a review on-site, using available maps, and via numerous online searches, there do not appear to be any historical implications to the selected site.

GEN7 – The landscape / seascape is one of the principal reasons for initiating the project, hence the houseboat build will work in harmony with the environment. The selection of build materials is such that the weathered larch cladding and zinc roofing will allow the houseboat to blend with the shoreside background. The proposed houseboat design is also considered a design of architectural merit; hence it is the intention of the build to be one of aesthetic beauty which can be enjoyed by the community and visitors.

GEN8 – The houseboat foundation is to be constructed with an expanded polystyrene core encapsulated in steel reinforced concrete, which creates a positively buoyant structure with no void spaces for water ingress to occur. Flooding or water level fluctuations are therefore not a concern to the houseboat design. Also, the mooring lines will be designed with overage to accommodate the highest and lowest anticipated tides based on available statistical data available.

GEN9 – The selected location is purposefully out with the Lochcarron Marine Protection Area for simplicity of licensing. However, it is the intention of the design to have minimal impact on the surrounding marine area. The preferred mooring anchor design uses anchor bolts drilled into the low tide rock formations to avoid any piling activities. Although it is understood grey water can be pumped overboard from seagoing vessels given the proven negligible impact to the environment, it is the intention of the design to pump both grey and black water to an onshore treatment plant. This is pending both approvals from the land owner, Highland council and SEPA. In the event permission is not granted, tanks will be installed on the houseboat, which can be removed and towed to a local authorised shoreside facility for removal.

GEN11 – Refuse created through subsistence, along with associated recyclable items, will be managed appropriately. No waste will be expelled from site directly into the marine environment. Although not confirmed as yet, permissions will be requested from the Highland Council for disposal of waste, either in Plockton, Kishorn, or Lochcarron.

GEN12 – As mentioned previously, no waste water will be pumped from the houseboat directly into the marine environment. This will either be done via a treatment plant licensed by SEPA or removed from site for disposal at a council agree onshore location. The clearance between seabed and underside of the houseboat foundation will exceed 600mm at all times to ensure good flow of water to maintain water quality.

GEN 13 – All fabrication work scopes, apart from installation of the 4-off mooring bolts, will be performed off-site, ideally at Kishorn Port facility. Noise impact is therefor considered to be minimal and of short duration only.

GEN 14 – All fabrication work scopes, apart from installation of the 4-off mooring bolts, will be performed off-site, ideally at Kishorn Port facility under the guidance of the harbour authority. Foreseeable fabrication activities are not considered to have any detrimental impact on the air quality of either the port or site locations.

GEN 15 & 16 – As described in the project ‘Basis of Design’, there are currently no legislative requirements for the houseboat design, either structurally, fire protection, heating / ventilation, or environmental. However, to protect the financial investment in the project, satisfy the requirements of insurers and to ensure confidence of both The Crown Estate and Marine Scotland; the design and build approach will follow Building Standards set forth by the Scottish Government. Where those standards do not cover aspects of the build such as buoyancy, freeboard, mooring design, stability or certain load conditions, guidance from industry leading Canadian and Dutch standards will be applied.

GEN 17 & 18 – It is understood part of the licensing process required by Marine Scotland includes public consultation. As a precursor to this and to allay any concerns from local businesses or the community, I have compiled a ‘Basis of Design’ document along with concept drawings (attached). These detail the look and quality of the proposed build, as well as the planned environmental approach to be taken and corresponding sympathies with the marine and shoreside environment. Following submission of the application it is proposed to meet with local businesses that may be affected by the project i.e. Scottish Sea Farms Ltd, Kishorn Port Ltd and The Applecross Trust.

GEN 21 – It is recognised the potential detrimental cumulative impact of several applications of this nature could have, specifically to a single location. This is also a consideration for investment in the proposed houseboat build. A single or low-density number of houseboats in a given area, specifically those of architectural merit, would likely have an overall positive impact on the locality. However high density, uncontrolled distribution of houseboats would potentially be aesthetically displeasing and would have an impact on their invested worth.