REGIONAL MARINE LICENCEAPPLICATION

RNLI Scottish Division- Regional Licence for Low Impact Maintenance to Construction Projects

[Redacted]

RNLI Scotland Division

APPLICATION DOCUMENT- Regional Marine Licence for Low Impact Maintenance to Construction Projects

CONTENTS

RNLI Scotland Division Regional Construction Licence- ApplicationDocument

EXECUTIVESUMMARY

This Application Document contains the relevant information required to support the RNLI's regional construction projects marine licence application for the RNLI's Scotland Division. Marine Scotland has advised the RNLI to use the 'Marine Licence Application for Construction Projects' form (see copy attached at Appendix2).

The RNLI is the charity that saves lives at sea. It has saved more than 140,000 lives since its foundation in 1824. The RNLI currently has 237 operational lifeboat stations and lifeguard facilities on over 200 beaches around the UK and the Republic of Ireland. Maintenance works (whether planned or emergency) to these lifeboat stations, beach lifeguard units and their supporting infrastructure is vital if the RNLI's lifeboats and lifeguards are to remain fully operational and able to maintain emergency launch response times. In addition the safety of the RNLI's local crew members and volunteers is paramount.

Many of the RNLI's lifeboat stations, beach lifeguard units and/or their supporting infrastructure are situated at least partly below Mean High Water Springs (MHWS) and therefore, unless an exemption applies, a marine licence is required for many maintenance activities. The RNLI's maintenance activities are low impact and can broadly be split into six categories:

1. Maintenance to Moorings (including replacement of fittings)
2. Maintenance to Pontoon Berths (and associated pilings, link-spans, quay walls and approachstructures)
3. Minor beach re-profiling works (and launch route clearance works or minor re-charge works)
4. Maintenance to Lifeboat Station Boathouses (and associated slipways, quay walls, pilings, etc.) of the followingform:
    a. Boathouses seaward of MHWS
    b. Boathouses where only a slipway or launch ramp is seawardof MHWS
5. Miscellaneous infrastructure and maintenance activities associated with safety of lifeboat launch and recovery
6. Installation, removal and maintenance of beach lifeguard units

(Note: Maintenance might include minor replacement or renewal of elements of structure or fittings, generally on a 'like for like' basis, and minor improvements or upgrading works.)

Regional marine licenceapplication

Following correspondence with Marine Scotland on 20 July 2017, it is proposed that the RNLI applies for four regional licences of six years' duration, to cover maintenance to moorings, pontoons, construction projects and dredging and sea disposal in Scotland, excluding navigational dredging and pile replacement activities (unless an additional method statement is submitted a minimum of 2 months prior to anywork).

Whilst formal pre-application consultation is not required in relation to this application, the RNLI approached Scottish Natural Heritage (SNH) for their views on the proposed regional licence. Their response is attached at Appendix 1. After taking into account SNH's views, the RNLI is not seeking to include any replacement piling works in this regional licence

application (unless an additional method statement is submitted a minimum of 2 months prior to any work).

This application document for a regional marine licence relates to the RNLI's Scotland Division, which covers the entirety of the Scotland coastline from Kippford on the West Coast to Eyemouth on the East Coast. The actual sites included within this licence application are shown highlighted on the plan on page 6, (see below at pages 7-42 for a full list of stations where non-exempt licensable activities are carried out and their location co-ordinates).

Please note that redevelopments at two existing RNLI stations: Aith, and Arbroath, will lead to changes to the infrastructure (including berthing and launching arrangements). Only the on-going maintenance needs for these redevelopments, once they have been completed, are included within the scope of the Scotland RegionalLicence.

This application relates to maintenance to lifeboat station boathouses; miscellaneous infrastructure and maintenance activities associated with safety of lifeboat launch and recovery; and installation, removal and maintenance of beach lifeguard units (categories 4, 5 and 6).

MAINTENANCE WORKS ACTIVITIES FOR INCLUSION IN REGIONAL LICENCE FOR CONSTRUCTION PROJECTS

Overview

a) Maintenance to Lifeboat Station Boathouses (and AssociatedStructures)

Category 4a activities generallycomprise:

- Maintenance, refurbishment or replacement of slipway fittings or minor alterations (deck panels, rollers, keelway linings, power & water supplies, railings, signs, lighting, safety equipment, etc.)
- Repair, replacement and maintenance works to concrete elements of structure (pre-cast of in situ concrete)
- Repair, replacement and maintenance works to steel elements ofstructure
- Repair, replacement and maintenance of timber elements of structure (including rubbing strakes, fenders, etc.)
- Repair works to masonry elements ofstructure
- Recoating works to steel elements ofstructure
- Re-coating works to piles (steel andtimber)
- Works to anodes
- Works to slipway toe (below water marine grade concrete repairs) including minor extensions
- Provision or scour protection
- Inspections of infrastructure generally (including diving and rope access) and other inspections of the underside of the structure (including cleaning for the purposes of the inspection and moving material toinspect)
- Maintenance, repair and renewal works to the external envelope of the boathouse (including works to light fittings, signage, cladding, windows, doors and roofs, fittings and fixture) and including re-paintingworks
- Maintenance and repair of balcony structures and walkways (including railings, deck replacement, decking etc.) and including re-painting works

- Maintenance and repair of steel or timber approach structures (including railings, deck replacement, etc.)
- Maintenance and repair of bank-seat structures (steel, concrete, masonry or sheet piled walling)
- Scaffolding and access towers (including rope access technology) associated with any of the above works (which may include scaffolding on the foreshore of seabed)
- Slipway cleaning (and other access structures) for safetypurposes

Category 4b activities generallycomprise:

- Maintenance, refurbishment or replacement of slipway fittings or minor alterations (deck panels, rollers, keelway linings, power & water supplies, railings, signs, lighting, safety equipment, etc.)
- Repair, replacement and maintenance works to concrete elements of slipway or launch ramp structure (precast or in situ concrete) including joint repairs, line marking, slip resistance surfacing, etc.
- Repair, replacement and maintenance works to steel elements of thestructure
- Repair, replacement and maintenance works of timber elements of structure (including rubbing strakes, fenders, etc.)
- Repair works to masonry elements ofstructure
- Re-coating works to steel elements ofstructure
- Re-coating works topiles
- Works to anodes
- Works to slipway toe (below water marine grade concrete repairs), including minor extensions
- Provision of scour protection
- Inspections of infrastructure generally (including diving and rope access) and other inspections of the underside of the structure (including cleaning for the purposes of the inspection)
- Maintenance and repair of bank-seat structures (concrete or masonrywalling)
- Maintenance and repair of steel or timber approach structures (including railings, deck replacement, etc.)
- Scaffolding and access towers (including rope access technology) associated with any of the above works
- Slipway cleaning (and other access structures) for safetypurposes

b) <u>Miscellaneous activities associated with the miscellaneous infrastructure, safety of lifeboat launching, and non-standard launchinfrastructure</u>

Category 5 activities generallycomprise:

- Works to miscellaneous infrastructure, fittings, fixtures, etc. generally including wave screens (or similar structures), davits, miscellaneous steel or concrete structures, etc. (Note these works generally involve works of a similar nature to those categorised in Method Statement 4(a), and this Method Statement should be read in conjunction with that Method Statement i.e. the nature of works being similar in nature, scope and requirement)
- Installation of Health & Safetyequipment
- Replacement of safety anchor chains, tackle and blocks (including inspections)

- Placement and removal or beach strengthening mats
- Non-standard Infrastructure associated withlifeboatlaunching

c) Installation, removal and maintenance of beach lifeguardunits

Category 6 generallycomprises:

- Levelling of beach as required prior to installation of standard Lifeguard Tower unit
- Excavation of beach material for installation/removal for installation ofLifeguard Tower Unit
- Excavation of beach material for installation/removal of steel stanchion base plates (including timber bearers asneeded)
- Installation/removal of steel stanchion base plates (and timberbearers)
- Installation/removal of Lifeguard Tower Unit (steel tower frame & lifeguardhut)
- Minor maintenance works to unit comprising repair and/or replacement of internal fittings/fixtures and externalfittings/fixtures
- Repairs to lifeguard units (towers, etc.) structure as might be needed for health and safety purposes or to ensure continued operation of units (Note: this item covers unplanned works arising from damage inuse).

LOCATION OF RNLI SCOTLAND LIFEBOATSTATIONS

RNLI Scotland Division - Regional Licence Application

List of Stations, and Beach Lifeguard Sites

The table below lists the RNLI sites in geographical sequence starting at Kippford on the west coast to Elie on the east coast. The Activity reference relates to the category of Works and the associated Method Statements. The lifeboat stations are identified as having an inshore lifeboat (ILB) and/or an All Weather Lifeboat(ALB).

Site Ref	Name of Lifeboat Station or Beach Lifeguard Area	Post Code	Type of Lifeboat	Summary Description of Infrastructure below MHWS, or Activity	Category of Maintenance Activities (Activity Reference)	Detailed Description of Infrastructure below MHWS, or Activity	Identified Statutory Harbour Authority (SHA) or Competent Harbour Authority (CHA)
1	Kippford	DG5 4LN	ILB	Slipway structure	4(b)	Mass concrete slipway structure	None
2	Kirkcudbright	DG6 4XQ	ILB	Boathouse & Slipway structure	4(a)	Traditional stone boathouse building on quayside with slipway comprising steel deck supported on stone and concrete piers (includes SEPA staff gauges on each pier)	Dumfries & Galloway Council (SHA)
6	Stranrear	DG9 7JZ	ILB	Slipway structure	4(b)	Mass concrete slipway structure at top of foreshore	Dumfries & Galloway Council (SHA)
9	Largs	KA30 8PQ	ILB	Slipway structure & Recovery anchors	4(b) & 5	Mass concrete slipway structure with steel piled edges and recovery eye bolts on slipway	None
10	Helensburgh	G84 8LH	ILB	Slipway structure	4(b)	Mass concrete slipway structure	None
11	Tighnabruaich	PA21 2DR	ILB	Slipway structure & Recovery anchors	4(b) & 5	Mass concrete slipway structure and recovery eye bolts on slipway	None
13	Islay	PA46 7RB	ALB	Access structure	5	Metal access platform, fixed one end to a timber piled structure that supports the shore power	None
15	Oban	PA34 4LS	ALB	Access structure & wave protection	5	steel access ladder from quay, fenders and gabion baskets (wave protection)	None
16	Tobermory	PA75 6NU	ALB	Access/Berthing Structure	5	Access steps with steel walkway to shore, including bank stabilisation works (concrete	None

						and concrete mattressembankment)	
18	Arran	KA27 8JN	ILB	Slipway structure	4(b)	Mass concrete slipwaystructure	None
22	Kyle ofLochalsh	IV40 8AG	ILB	Slipway structure	4(b)	Traditional mass concrete slipwaystructure on foreshore	None
25	Barra Island	HS9 5XD	ALB	Access structure	5	Other Infrastructure (large berthing structure)	None
34	Aith	ZE2 9NB	ALB	Boathouse, Access structure and tower (wind turbine)	4(b) & 5	ALB berth alongside sheet piled quay with vertical access ladder and mooring to bollards and fenders. Separate boathouse on foreshore, and separate wind turbine (mast) adjacent toquay.	None
35	Lerwick	ZE1 0AB	ALB	Access structure	5	ALB berth alongside sheet piled quay with vertical access ladder and mooring to bollards andfenders	Lerwick Harbour Trust (CHA)
36	Invergordon	IV18 0HD	ALB	Boathouse	4(a)	Separate crew building on beach (new steel and masonry structure on concrete base supported on concretepiles	The Cromarty Firth Port Authority (SHA)
38	Buckie	AB56 1TX	ALB	Boathouse structure	4(a)	Separate crew building supported onpiles with short concrete bridge link toshore	Moray Council (CHA)
39	Fraserburgh	AB43 9BR	ALB	Crew Building &Access Structure	4(a) & 5	Boarding structure from quay and traditional crew building on shore but requiring maintenance access on foreshore (rock armourrevetment)	Fraserburgh Harbour Commissioners (CHA)
42	Stonehaven	AB39 2JU	ILB	Slipway structure	4(b)	Mass concrete slipwaystructure	None
43	Montrose	DD10 8BD	ILB & ALB	Access Structure	5	Separate approach jetty (steel with steel supporting piles)	None
44	Arbroath	DD11 1PD	ILB & ALB	Slipway structure	4(b)	Mass concrete slipway with steel keel slot, side steel walkway platform and handrailing	None
45	Broughty Ferry	DD5 1EF	ILB & ALB	Boathouse & Slipway structure, access structures & wavescreen	4(a) & 5	Traditional boathouse on foreshore with suspended deck slipway (on stone piers) for ILB launching, and separate approach jetty (piled structure) to main ALB berth, and berthing access from jetty, and associated steel/timber wavescreen	None

46	Anstruther	KY10 3AB	ILB & ALB	Slipway structure & recovery anchors	4(b) & 5	Mass concrete slipway structure with steel keel slot and rollers for recovery of lifeboat, Armco type barriers and recovery eye bolts on slipway	None
47	Kinghorn	KY3 9RJ	ILB	Slipway structure & recovery anchors	4(b) & 5	Mass concrete slipway structure and recovery eye bolts on slipway	None
48	North Berwick	EH39 4LB	ILB	Slipway structure	4(b)	Mass concrete slipway structure (incorporating stone facings) and hand-railing	None
49	Dunbar	EH42 1HS	ILB	Slipway structure	4(b)	Slipway for launching of ILB and davit for shore power supply	The Dunbar Harbour Trust (SHA)
50	Dunbar	EH42 1HS	ALB	Access structure	5	Secondary ALB berth alongside traditional stone quay with vertical access ladder and mooring to bollards and fenders	The Dunbar Harbour Trust (SHA)
53	St. Andrews (East) Lifeguard Unit	-	Beach Lifeguard Area	Standard Lifeguard Unit	6	Standard beach lifeguard unit and board bin situated above MHWS but with moveable access steps onto beach	None
54	St. Andrews (West) Lifeguard Unit	-	Beach Lifeguard Area	Standard Lifeguard Unit	6	Standard beach lifeguard unit and board bin situated just above MHWS but requiring access onto beach below MHWS for annual installation and removal	None
55	Elie Beach Lifeguard Unit	-	Beach Lifeguard Area	Standard Lifeguard Unit	6	Standard beach lifeguard unit and board bin situated just above MHWS but requiring access onto beach below MHWS for annual installation and removal	None

SCOTLAND - LIFEBOAT STATIONS, MOORINGS & BEACHLIFEGUARD SITES - SITE COORDINATES (WGS84DATA)

The following coordinates for the sites describe the area of activity at eachstation, which generally is the boundary of infrastructure, but can also include access andlaunchroutes

Further mapping information can be found at page14-42.

RNLI Sites	COORDINATES - LAT	COORDINATES - LON	SITE NO.
Kippford	54.876272	-3.8136165	1
	54.875953	-3.813676	
	54.875947	-3.8143345	
	54.876288	-3.8143343	
	54.876272	-3.8136165	
Kirkcudbright (Lifeboatstation)	54.794844	-4.0621208	2
	54.794535	-4.0627	
	54.79539	-4.0638689	
	54.795633	-4.0632901	
	54.794844	-4.0621208	
Stranrear	54.90821	-5.03495	6
	54.90845	-5.03441	
	54.90862	-5.03507	
	54.9083	-5.03517	
	54.90821	-5.03495	
Largs	55.800326	-4.8711544	9
	55.799931	-4.8707582	
	55.799697	-4.871523	
	55.800146	-4.871939	
	55.800326	-4.8711544	
Helensburgh	56.012814	-4.7736224	10
	56.012385	-4.7738344	
	56.01235	-4.7734307	
	56.012809	-4.7733158	
	56.012814	-4.7736224	
Tighnabruaich	55.906859	-5.2327193	11
	55.907122	-5.2322532	
	55.907032	-5.2319495	
	55.906716	-5.2323553	
	55.906859	-5.2327193	
Islay (Lifeboat Station)	55.847419	-6.1045598	13

	55.84728	-6.1041455	
	55.847627	-6.1037344	
	55.847774	-6.1041816	
	55.847419	-6.1045598	
Oban	56.411077	-5.4802245	15
	56.41137	-5.4800248	
	56.411241	-5.4795102	
	56.411041	-5.4800275	
	56.411077	-5.4802245	
Tobermory (LifeboatStation)	56.6232	-6.0637186	16
	56.622933	-6.0633488	
	56.623262	-6.0623565	
	56.623538	-6.0627287	
	56.6232	-6.0637186	
Arran	55.53506	-5.12485	18
	55.53447	-5.12416	
	55.5348	-5.12343	
	55.53532	-5.12423	
	55.53506	-5.12485	
Kyle of Lochalsh	57.2803	-5.7165	22
	57.27989	-5.71643	
	57.27988	-5.71676	
	57.28027	-5.71675	
	57.2803	-5.7165	
Barra Island (LifeboatStation)	56.95324	-7.48788	25
	56.95339	-7.48745	
	56.95369	-7.48781	
	56.95357	-7.48828	
	56.95324	-7.48788	
Aith Lifeboat Station	60.2864	-1.37564	34
	60.28715	-1.37384	
	60.28691	-1.37351	
	60.28611	-1.37526	
	60.2864	-1.37564	
Lerwick LifeboatStation	60.15377	-1.14007	35
	60.15398	-1.14043	
	60.15407	-1.14025	
	60.15386	-1.13999	
	60.15377	-1.14007	
Invergordon LifeboatStation	57.68557	-4.16723	36

	57.68667	-4.167212	
	57.68655	-4.167563	
	57.68625	-4.167444	
	57.68591	-4.167446	
	57.6859	-4.16767	
	57.68556	-4.167627	
	57.68557	-4.16723	
Buckie Lifeboat Station	57.68063	-2.9534	38
	57.6808	-2.95352	
	57.68096	-2.95258	
	57.68081	-2.95249	
	57.68063	-2.9534	
Fraserburgh LifeboatStation	57.69339	-2.00239	39
	57.6935	-2.00239	
	57.69349	-2.00182	
	57.69339	-2.00181	
	57.69339	-2.00239	
Stonehaven	56.96067	-2.20325	42
	56.96055	-2.2029	
	56.96031	-2.20279	
	56.96074	-2.2032	
	56.96067	-2.20325	
Montrose LifeboatStation	56.70322	-2.46372	43
	56.7034	-2.46345	
	56.70354	-2.4638	
	56.70338	-2.46404	
	56.70322	-2.46372	
Arbroath Lifeboat Station	56.55482	-2.58435	44
	56.55489	-2.58415	
	56.55521	-2.58468	
	56.55518	-2.58487	
	56.55482	-2.58435	
Broughty Ferry Lifeboat Station	56.46386	-2.87714	45
	56.46406	-2.877	
	56.46414	-2.8775	
	56.46502	-2.87712	
	56.46507	-2.87748	
	56.46399	-2.87798	
	56.46386	-2.87714	

Anstruther	56.221275	-2.6974722	46
	56.220954	-2.697817	
	56.220911	-2.6974615	
	56.22134	-2.697165	
	566.221275	-2.6974722	
Kinghorn	56.06845	-3.1738219	47
	5 6.068399	-3.173467	
	5 6.068553	-3.1733913	
	5 6.068621	-3.1737307	
	56.06845	-3.1738219	
North Berwick	56.0602	-2.71798	48
	56.06015	-2.71872	
	56.06031	-2.71855	
	56.06028	-2.71793	
	56.0602	-2.71798	
Dunbar (ILB LifeboatStation)	56.00513	-2.5132	49
	56.00534	-2.51339	
	56.00517	-2.51415	
	56.00502	-2.51403	
	56.00513	-2.5132	
Dunbar (ALB Secondaryberth)	56.0058	-2.51698	50
	56.00561	-2.51715	
	56.00556	-2.51696	
	56.00577	-2.51683	
	56.0058	-2.51698	
St. Andrews (East) (Beach LifeguardUnit)	56.33674	-2.78217	53
	56.33679	-2.7819	
	56.33641	-2.78165	
	56.33638	-2.78195	
	56.33674	-2.78217	
St. Andrews (West) (Beach Lifeguard Unit)	56.34446	-2.80611	54
	56.34502	-2.80554	
	56.34564	-2.80545	
	56.34582	-2.80637	
	56.3451	-2.80587	
	56.34466	-2.8064	
	56.34446	-2.80611	
Elie (Beach Lifeguard Unit)	56.18691	-2.81748	55
	56.18702	-2.81765	
	56.18738	-2.81687	
	56.18749	-2.81705	
	56.18702	-2.81794	

56.18681	-2.81756
56.18691	-2.81748

Site Location Plans

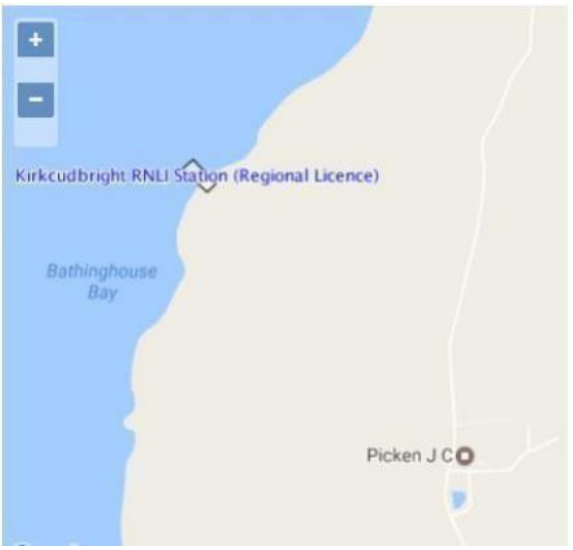
1. Kippford RNLI Lifeboat Station

Location Plan

Site Plan

2. Kirkcudbright RNLIStation

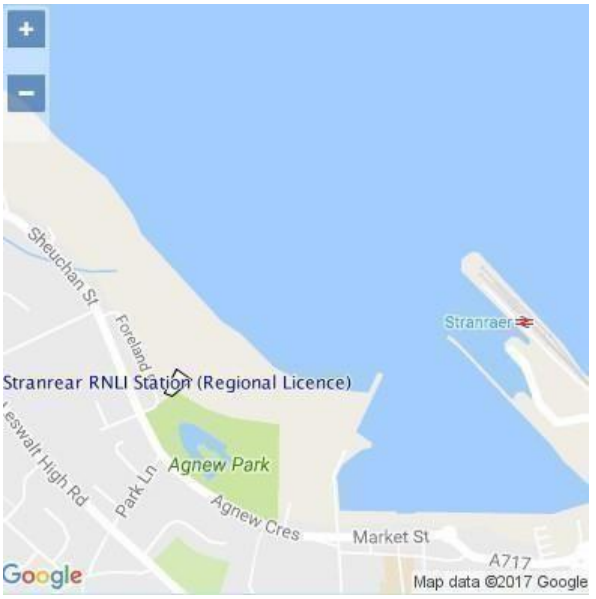
Location Plan



Site Plan

6. Stranrear RNLI Station

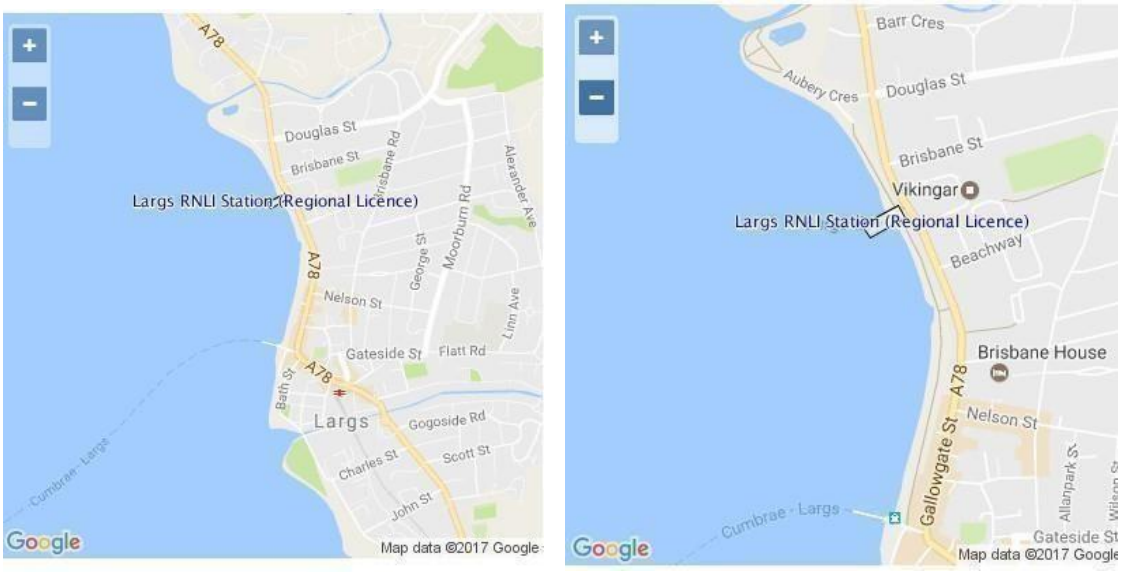
Location Plan



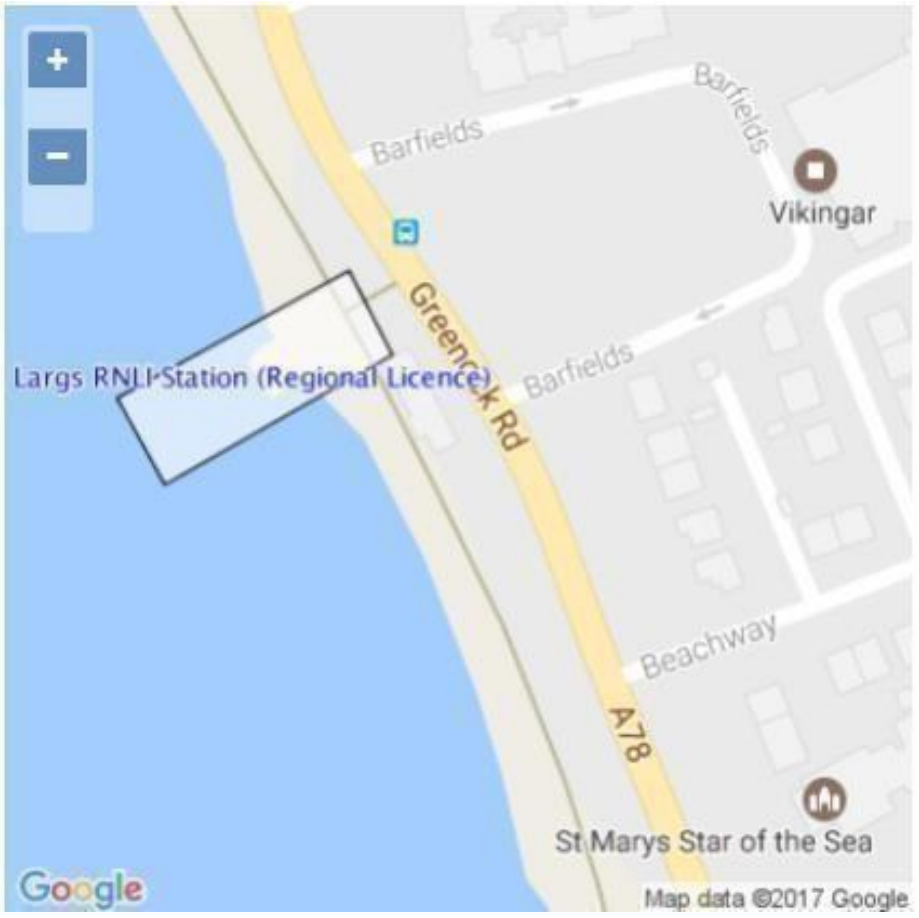
Site Plan

9. Largs RNLI Lifeboat Station

Location Plan



Site Plan



10. Helensburgh RNLI Lifeboat Station

Location Plan

Site Plan

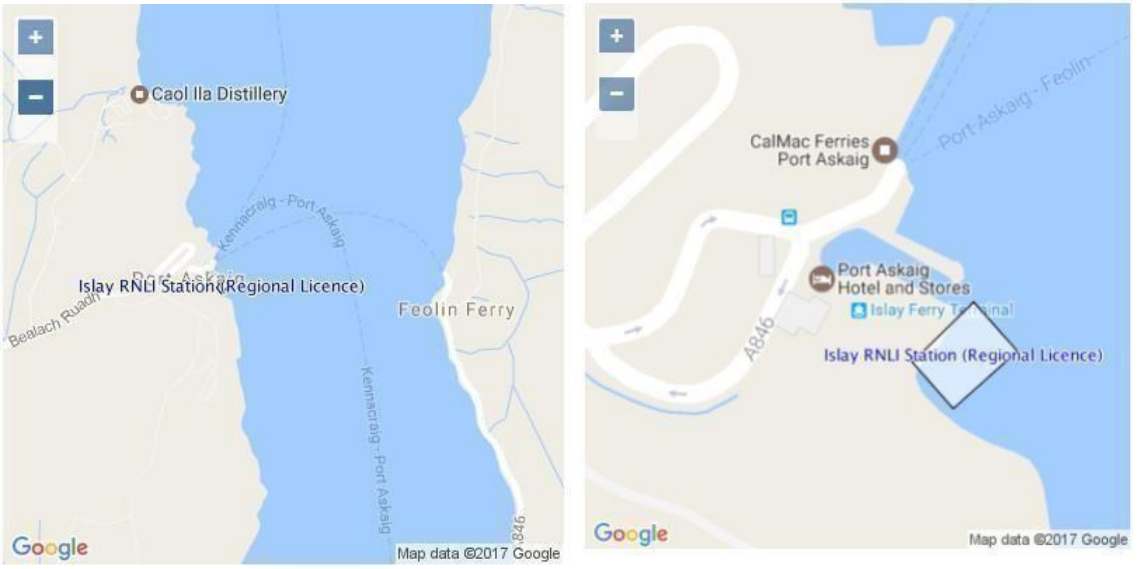
11. Tighnabruaich RNLI Lifeboat Station

Location Plan

Site Plan

13. Islay RNLI Lifeboat Station

Location Plan



Site Plan

15. Oban RNLI Lifeboat Station

Location Plan

Site Plan

16. Tobermory RNLI Lifeboat Station

Location Plan

Site Plan

18. Arran RNLI Lifeboat Station

Location Plan

Site Plan

22. Kyle of Lochalsh RNLI LifeboatStation

Location Plan

Site Plan

25. Barra Island RNLI Mooring

Location Plan

Site Plan

34. Aith RNLI Lifeboat Station

Location Plan

Site Plan

35. Lerwick RNLI Lifeboat Station

Location Plan

Site Plan

36. Invergordon RNLI Lifeboat Station (PontoonBerth)

Location Plan

Site Plan

38. Buckie RNLI Lifeboat Station

Location Plan

Site Plan

39. Fraserburgh RNLI Lifeboat Station

Location Plan

Site Plan

42. Stonehaven RNLI Lifeboat Station

Location Plan

Site Plan

43. Montrose RNLI Lifeboat Station

Location Plan

Site Plan

44. Artbroath RNLI Lifeboat Station

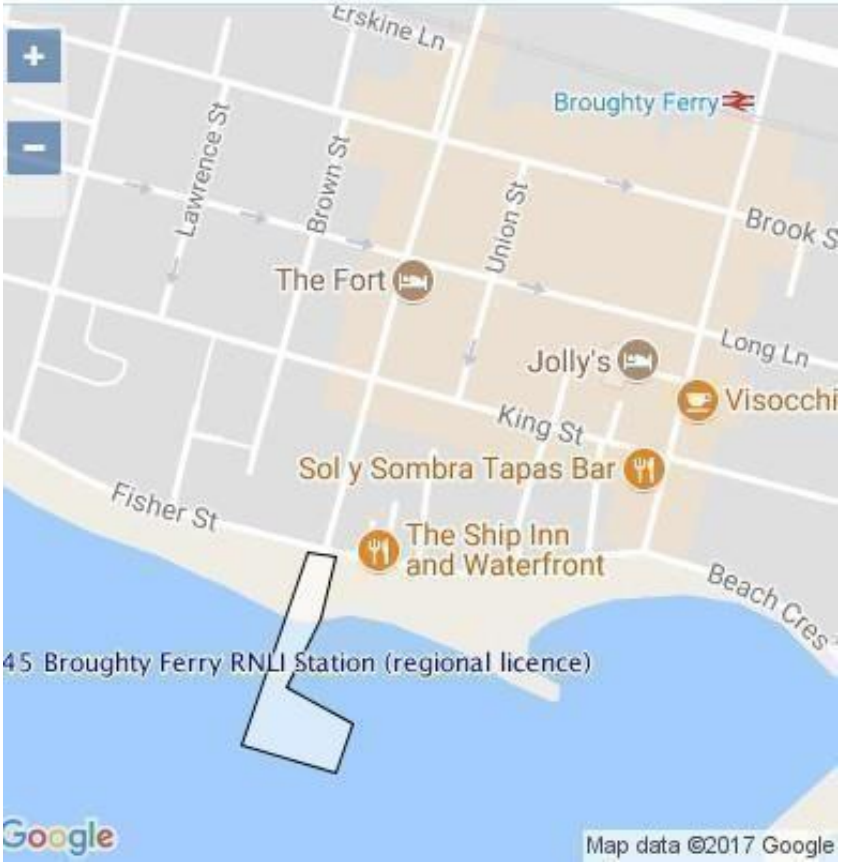
Location Plan

Site Plan

45. Broughty Ferry RNLI Lifeboat Station

Location Plan

Site Plan



46. Anstruther RNLI Lifeboat Station

Location Plan

Site Plan

47. Kinghorn RNLI Lifeboat Station

Location Plan

Site Plan

48. North Berwick RNLI Lifeboat Station

Location Plan

Site Plan

49. Dunbar RNLI Lifeboat Station (ILB Slipway)

Location Plan

Site Plan

50. Dunbar RNLI Lifeboat Station (ALBBerth)

Location Plan

Site Plan

53. St. Andrews (East) LifeguardUnit

Location Plan

Site Plan

54. St. Andrews (West) Beach Lifeguard Unit

Location Plan

Site Plan

55. Elie Beach Lifeguard Unit

Location Plan

Site Plan

RNLI Scotland Division - Regional Licence Application for Construction Projects

General Method Statement for Category 4 (a) Works

Regional Method Statement - Scope of Activities

This Method Statement covers Category 4 (a) Works and supports the Divisional Licence application:

Category 4 (a) Works – Maintenance to Lifeboat Station Boathouses (Boathouse and Slipway Seaward of MHWS)

The RNLI has a range of different infrastructure, and boathouses and slipways may include adjacent associated structures i.e. quay walls, sheet pile works, approach platforms, etc. Category 4 (a) activities generally comprise:

- Maintenance, refurbishment, or replacement of slipway fittings or minor alterations (deck panels, rollers, keelway linings, power & water supplies, railings, signs, lighting, safety equipment, etc.)
- Repair, replacement and maintenance works to concrete elements of structure (pre-cast or in situ concrete)
- Repair, replacement and maintenance works to steel elements of structure
- Repair, replacement and maintenance works of timber elements of structure (including rubbing strakes, fenders, etc.)
- Repair works to masonry elements of structure
- Re-coating works to steel elements of structure
- Re-coating works to piles (steel and timber)
- Works to anodes
- Works to slipway toe (below water marine grade concrete repairs) including minor extensions
- Provision of scour protection
- Inspections of infrastructure generally (including diving and rope access) and other inspections of the underside of the structure (including cleaning for the purposes of the inspection)
- Maintenance, repair and renewal works to the external envelope of the boathouse (including works to light fittings, signage, cladding, windows, doors and roofs, fittings and fixtures) and including re-painting works
- Maintenance and repair of balcony structures and walkways (including railings, deck replacement, decking, etc.) and including re-painting works
- Maintenance and repair of steel or timber approach structures (including railings, deck replacement, etc.)
- Maintenance and repair of bank-seat structures (steel, concrete, masonry or sheet piled walling)
- Scaffolding and access towers (including rope access technology) associated with any of the above works (which may include scaffolding on the foreshore of seabed)
- Slipway cleaning (and other access structures) for safety purposes

The lifeboat launching and retrieval generates wear on the slipway requiring maintenance to ensure operational effectiveness and the safety of crew members operating on the slipway. In addition, the boathouse forward of MHWS will from time to time require building maintenance works to the external envelope.

Some maintenance actions are required on predictable cycles, whereas others arereactive.

The frequency of these maintenance works is influenced by environmental andoperational degradation but anticipated / predicted cycles of works are summarised in Table 1below:

Table 1 – Predicted ActivitySchedule

Activity	**Predicted Scale of Activity and Frequency**	**Comment**
General maintenance of slipway – fittings and fixtures	Every 3 years and reactive	Minor fixtures and fittings require regular maintenance, repair or renewal due to generaldegradation
Slipway - Paintingof bilge beams	Every 3 years and reactive	The bilge keel of the lifeboat travels over and abrades the slipway bilge beams and these require regular re-coating to prevent corrosion
Slipway - Grid replacement / repair (steel deckpanels)	6 -12 years and reactive replacement	The deck panels have a life of around 10 -15 years to full renewal but they are subject to impact damage from the lifeboat and therefore require reactive replacement when severely damaged for safetyreasons.
Slipway - Roller replacement /repair	Replacement every 4 – 8 years but removal and servicing more frequently (2 – 4 years) andreactive	The rollers need to be removed andserviced, and replaced whenworn
Slipway - Feroform Keelway replacement ofpanels	Replacement every 18 months to 3 years and reactive	The Feroform panels protect the lower keelway beams as the lifeboat is launched and are low friction materials that absorb the high heat generated. The panel wear on a predictablebasis.
Slipway- Pile Replacement	Reactive (very infrequently)	**No piling will take place unless a method statement submitted a minimum of 2 months prior to the intended works has been approved by Marine Scotland following consultation with Scottish Natural Heritage**
Slipway & Boathouse - Pile Cleaning and Re-coating	Every 5 – 15 yearsand reactive	This is targeted at combatting the onset of corrosion to ensure the long-term integrity of the structure and consequently is a critical maintenanceactivity. Generally the re-coating works comprises marine paint, but can include scour protection at the base (sheathing in HDPE membranes or similar, or concreteencasement)
Works toanodes	Reactive but likely every 3 – 5years	Required to prevent corrosion of main elements of structure (may include diving operations)
Slipway & Boathouse - Maintenance, repair or renewal of handrailing or otherfittings	Reactive but likely every 5 – 8years	To respond to damage or corrosion or improvements to health & safety

Boathouse - Maintenance, repair or renewal of external building envelope	Every 3 – 5 years and reactive	Required due to general wear and tear and degradation due to the aggressive environment
Slipway & Boathouse - Concrete repair to elements of structure (above and below MLWS)	Every 5 years or reactive	To respond to damage or age related deterioration and including minor extensions where scour or undermining has taken place, including bag work and other remedial activities
Slipway & Boathouse - steel repair to elements of structure (above and below MLWS)	Every 5 years or reactive	To respond to damage or age related deterioration (including re-coating works as needed)
Slipway - Works to slipway toe (due to scour or other degradation)	Every 5 years or reactive	To respond to wave action and bed movement
Slipway & Boathouse – inspections (including diving and rope access)	Every 3 years or reactive	Required for asset management. The boathouse piling (where below MLWS) may also be included in this inspection work
Works to bank-seat structures	Every 3 – 5 years or reactive	The shoreside bank-seat is usually formed by concrete or masonry walling, which is effectively is a form of sea wall and which may support the landward end of the boathouse. Concrete repairs or masonry repairs (local re-building or re-pointing of joints) may be required from time to time due to the aggressive environment (wave action or storm damage)
Scaffolding (access towers)	As required	

The timing of the maintenance activities varies. The works are all limited in scope and generally carried out within a short programme of 1 - 2 weeks, but sometimes completed within a single day'svisit.

The slipway and boathouse remains fully operational during these maintenance activities and therefore all works are generally carried out with small hand tools, with 2-4 person teams, and with limitedmaterials.

Generally access from the beach or foreshore is not required (and is generally avoided where possible) and materials are brought by hand directly to the boathouse and then to the slipway ifrequired.

Scaffolding erection may require direct access to the beach and foreshore, but this is limited to the installation of the scaffolding falsework only, and is kept in place for the minimum amount of time. Scaffolding may also be required for access for pile works, bank-seat works, etc. (or alternatively by cherry picker or similar, where pile base is above MLWS).

Generally, replacement is on a ‘like for like’ basis, and carried out in small batches to avoid conflict withlaunching.

Pile Cleaning/Coating works; pile cleaning is carried out with hand tools (scraping) and high-pressure water only. Specialist marine coatings are applied with brush and/or roller. Access is via small workboats ‘chasing the tide’, or by foot onto the foreshore to carry out painting at

the base of the piles that are above MLWS and when they are exposed at low water. Paint debris will be caught and removed from site. The base of the piles may require exposing (local removal of beach material to gain access to the scour zone) by hand digging or the use of excavators (to pull back beach material), where necessary. Any beach material removed from the base of the piles is replaced. The piles may also be encased at the scour zone, and this might also require repair orreplacement.

Works to the building envelope involve conventional building trades and using small hand tools for works to windows, doors, cladding, roofing, drainage and services and generally involves replacing elements where worn or damaged on a 'like for like' basis using similar materials as existing, or re-coating or re-sealing works wheredegraded.

Works to the slipway might require buttressing with marine grade concrete and/or void or joint filling where scoured, and this might include the use of concrete bagwork (marine use) and/or tremied marine grade concrete. This work will generally be carried out from the slipway but with diver support (including safety/work boats). This may also require the use of small lifting / transporting equipment such as carts, mini-diggers, tele-handlers, etc. Marine grade concrete is usually pre-mixed, but some repairs might involve larger volumes and require the use of a mixer insitu.

All works will be carried out in compliance with the pollution control information on SEPA's website (which has replaced the Scottish Environment Protection Agency document PPG5: Works and maintenance in or near water.) https://www.sepa.org.uk/regulations/water/pollution-control/

The Station Specific Information in table 2 below contains details of any particular variations from this General MethodStatement.

Table 2 - Station specific Information – Annex to General MethodStatement

Lifeboat Station & Works	**Predicted Scale of Activity and Frequency**	**AdditionalComments**
Kirkcudbright – works to tide gauges	Annual access for maintenance, and reactive	The tide gauges are fixed to the slipwaypiers and may require diving and/or boataccess
Invergordon – works to boathouse	As noted in table 1	The boathouse sits at the top of the beach/foreshore and access to the exterior of the building may require scaffolding directly from the beach/foreshore including trafficking of plant and materials across the beach/foreshore
Buckie – works to boathouse	As noted in table 1	The boathouse sits at the top of the beach/foreshore and access to the exterior of the building may require scaffolding directly from the beach/foreshore including trafficking of plant and materials across the beach/foreshore
Fraserburgh – works to revetment	As noted in table 1	The boathouse sits above MHWS but is protected by means of a rock armour revetment. Access onto the foreshore/beach may be required to carry out maintenance on the revetment and/or to gain access to the exterior of the building (including scaffolding access)

RNLI Scotland Division - Regional Licence Application for Construction Projects

General Method Statement for Category 4 (b) Works

Regional Method Statement - Scope of Activities

This Method Statement covers Category 4 (b) Works and supports the Divisional Licence application:

Category 4 (b) Works – Maintenance Works To Boathouse Slipways, Launch Ramps where only the slipway or ramp is below or seaward of MHWS

The RNLI has a range of different infrastructure and slipways which may be of varying form and construction, and include adjacent associated structures i.e. quay walls, sheet pile works, approach platforms, etc.

Category 4 (b) activities generally comprise:

- Maintenance, refurbishment or replacement of slipway fittings or minor alterations (deck panels, rollers, keelway linings, power & water supplies, railings, signs, lighting, safety equipment, etc.)
- Repair, replacement and maintenance works to concrete elements of slipway or launch ramp structure (pre-cast or in situ concrete) including joint repairs, line marking, slip resistance surfacing, etc.
- Repair, replacement and maintenance works to steel elements of structure
- Repair, replacement and maintenance works of timber elements of structure (including rubbing strakes, fenders, etc.)
- Repair works to masonry elements of structure
- Re-coating works to steel elements of structure
- Re-coating works to piles
- Works to anodes
- Works to slipway toe (below water marine grade concrete repairs), including minor extensions
- Provision of scour protection
- Inspections of infrastructure generally (including diving and rope access) and other inspections of the underside of the structure (including cleaning for the purposes of the inspection)
- Maintenance and repair of bank-seat structures (concrete or masonry walling)
- Maintenance and repair of steel or timber approach structures (including railings, deck replacement, etc.)
- Scaffolding and access towers (including rope access technology) associated with any of the above works
- Slipway cleaning (and other access structures) for safety purposes

The lifeboat launching and retrieval generates wear on the slipway requiring maintenance to ensure operational effectiveness and the safety of crew members operating on the slipway.

Some maintenance actions are required on predictable cycles, whereas others are reactive.

The frequency of these maintenance works is influenced by environmental and operational degradation but anticipated / predicted cycles of works are summarised in Table 1 below:

Table 1 – Predicted ActivitySchedule

Activity	Predicted Scale of Activity and Frequency	Comment
General maintenance of slipway – fittings and fixtures	Every 3 years and reactive andreactive	Minor fixtures and fittings require regular maintenance, repair or renewal due to general degradation
Slipway - Painting of bilge beams	Every 3 years and reactive andreactive	The bilge keel of the lifeboat travels over and abrades the slipway bilge beams and these require regular re-coating to prevent corrosion
Slipway - Grid replacement / repair (steel deck panels)	6 -12 years and reactive replacement	The deck panels have a life of around 10 -15 years to full renewal but they are subject to impact damage from the lifeboat and therefore require reactive replacement when severely damaged for safetyreasons.
Slipway - Roller replacement /repair	Replacement every 4 – 8 years but removal and servicing more frequently (2 – 4 years) and reactive	The rollers need to be removed and serviced, and replaced when worn
Slipway - Feroform Keelway replacement of panels	Replacement every 18 months to 3 years and reactive	The Feroform panels protect the lower keelway beams as the lifeboat is launched and are low friction materials that absorb the high heat generated. The panel wear on a predictable basis.
Pile Replacement	Reactive (very infrequently)	**No piling will take place unless a method statement submitted a minimum of 2 months prior to the intended works has been approved by Marine Scotland following consultation with Scottish Natural Heritage**
Slipway - Pile Cleaning and Re-coating	Every 5 – 15 years and reactive	This is targeted at combatting the onset of corrosion to ensure the long-term integrity of the structure and consequently is a critical maintenanceactivity. Generally the re-coating works comprises marine paint, but can include scour protection at the base (sheathing in HDPE membranes or similar, or concreteencasement)
Works to anodes	Reactive but likely every 3 – 5 years	Required to prevent corrosion of main elements of structure (may include diving operations)
Slipway - Concrete repair to elements of structure (above and below MLWS)	Every 5 years or reactive	To respond to damage or age related deterioration and including minor extensions where scour or undermining has taken place, including bag work and other remedial activities
Slipway - steel repair to elements of structure (above and below MLWS)	Every 5 years or reactive	To respond to damage or age related deterioration (including re-coating works as needed)
Slipway - Works to	Every 5 years or	To respond to wave action and bed

slipway toe (due to scour or other degradation)	reactive	movement
Slipway – inspections (including diving and rope access)	Every 3 years or reactive	Required for asset management. The boathouse piling (where below MLWS) may also be included in this inspection work
Works to bank-seat structures	Every 3 – 5 years or reactive	The shoreside bank-seat is usually formed by concrete or masonry walling, which is effectively is a form of sea wall and which may support the landward end of the boathouse. Concrete repairs or masonry repairs (local re-building or re-pointing of joints) may be required from time to time due to the aggressive environment (wave action or storm damage)
Scaffolding (access towers)	As required	

The timing of the maintenance activities varies. The works are all limited in scope and generally carried out within a short programme of 1 - 2 weeks, but sometimes completed within a single day'svisit.

The slipway remains fully operational during these maintenance activities and therefore all works are generally carried out with small hand tools, with 2-4 person teams, and with limited materials.

Generally access from the beach or foreshore is not required (and is generally avoided where possible) and materials are brought by hand directly to the slipway if required.

Scaffolding erection may require direct access to the beach and foreshore, but this is limited to the installation of the scaffolding falsework only, and is kept in place for the minimum amount of time. Scaffolding may also be required for access for pile works, bank-seat works, etc. (or alternatively by cherry picker or similar, where pile base is above MLWS)

Generally, replacement is on a 'like for like' basis, and carried out in small batches to avoid conflict withlaunching.

Pile Cleaning/Coating works; pile cleaning is carried out with hand tools (scraping) and high-pressure water only. Specialist marine coatings are applied with brush and/or roller. Access is via small workboats 'chasing the tide', or by foot onto the foreshore to carry out painting at the base of the piles that are above MLWS and when they are exposed at low water. Paint debris will be caught and removed from site. The base of the piles may require exposing (local removal of beach material to gain access to the scour zone) by hand digging or the use of excavators (to pull back beach material), where necessary. Any beach material removed from the base of the piles is replaced. The piles may also be encased at the scour zone, and this might also require repair orreplacement.

Works to the slipway might require buttressing with marine grade concrete and/or void or joint filling where scoured, and this might include the use of concrete bagwork (marine use) and/or tremied marine grade concrete. This work will generally be carried out from the slipway but with diver support (including safety/work boats). This may also require the use of small lifting / transporting equipment such as carts, mini-diggers, tele-handlers, etc. Marine grade concrete is usually pre-mixed, but some repairs might involve larger volumes and require the use of a mixer insitu.

All works will be carried out in compliance with the pollution control information on SEPA's website (which has replaced the Scottish Environment Protection Agency document PPG5:

Works and maintenance in or near water.) https://www.sepa.org.uk/regulations/water/pollution-control/

The Station Specific Information in table 2 below contains details of any particular variations from this General MethodStatement.

Table 2 - Station specific Information – Annex to General MethodStatement

Lifeboat Station & Works	**Predicted Scale of Activity and Frequency**	**AdditionalComments**
Largs – works to recovery eyebolts	As noted in table 1	The slipway contains recoveryeyebolts/rings and these may require repair orreplacement
Tighnabruaich – works to eye bolts	As noted in table 1	The slipway contains recoveryeyebolts/rings and these may require repair orreplacement
Arbroath – works to walkway	As noted in table 1	The slipway has a walkway to the side constructed in steel, with steel decking and handrails, which may require access to the beach/foreshore forscaffolding
Anstruther – works to barriers and eyebolts	As noted in table 1	The slipway has an Armco type barrier and recovery eyebolts/rings, which may require repair/replacement and access to the beach/foreshore forscaffolding
North Berwick – works to stone facings and hand-railing	As noted in table 1	The slipway has facing stonework which may require access to the beach/foreshore for scaffolding, and hand-railing requiringsimilar

RNLI Scotland Division - Regional Licence Application for Construction Projects

General Method Statement for Category 5 Works

Regional Method Statement - Scope of Activities

This Method Statement covers Category 5 Works and supports the Divisional Licence application:

Category 5 Works – Miscellaneous Maintenance activities Associated with the Miscellaneous Infrastructure, Safety of Lifeboat Launching, and Non-Standard Launch Infrastructure

Category 5 activities generally comprise:

- Works to miscellaneous infrastructure, fittings, fixtures, etc. generally including wave screens (or similar structures), davits, miscellaneous steel or concrete structures, etc. (Note these works generally involve works of a similar nature to those categorised in Method Statement 4(a), and this Method Statement should be read in in conjunction with that Method Statement i.e. the nature of works being similar in nature, scope and requirement)
- Installation of Health & Safety equipment
- Replacement of safety anchor chains, tackle and blocks (including inspections)
- Placement and removal of beach strengthening mats
- Non-standard Infrastructure associated with lifeboat launching

The lifeboat launching at some stations requires non-standard infrastructure and other infrastructure needed for safety purposes. This infrastructure (and fittings and fixtures) requires regular maintenance, renewal and repair due to the aggressive marine environment to ensure operational effectiveness and the safety of crew members operating the lifeboat.

The works in this category are all station specific.

Some maintenance actions are required on predictable cycles, whereas others are reactive.

The frequency of these maintenance works is influenced by environmental and operational degradation but anticipated / predicted cycles of works are summarised in Table 1 below:

Table 1 – Predicted Activity Schedule

Station and Activity	Predicted Scale of Activity and Frequency	Description / Comment
Largs - maintenance, repair and replacement of recovery eyebolts on slipway	Every 5 – 10 years and reactive	The works are covered by the provisions set out in the Method Statement for Category 4(a) works
Tighnabruaich - maintenance, repair and replacement of recovery eyebolts on slipway	Every 5 – 10 years and reactive	The works are covered by the provisions set out in the Method Statement for Category 4(a) works
Islay - maintenance, repair and replacement of access structure	Every 5 – 10 years and reactive	The access structure is independent of the mooring for the lifeboat and comprises a steel access walkway with concrete foundations supported on

		the rocky foreshore, and supported at one end on a timber 'jetty' type structure fixed to a large concrete berthing dolphin. The timber jetty structure (and dolphin) is not owned by the RNLI but they may maintain it from time to time to permit safe access for lifeboat crew. The dolphin is excluded from the licence. The works are covered by the provisions set out in the Method Statement for Category 4(a) works
Oban - maintenance, repair and replacement of access structure and wave protection	Every 5 – 10 years and reactive	The access is via vertical steel ladder from the quay (which itself comprises an open concrete structure with sloping access walkway, and an adjacent vertical sheet piled wall). The gabions provide wave protection from prop wash from the boat. Maintenance of the ladder may require works from a workboat. The gabions may require repairs or replacement, with access to theforeshore. The works are covered by the provisions set out in the Method Statement for Category 4(a) works
Tobermory - maintenance, repair and replacement of steel berthing structure and adjacent bank stabilisation (pre-cast concrete mattress and in situ concrete structure)	As noted in table 1 of the Method Statement for Category 4(a) works	This is a large steel berthing structure with internal steel access steps and walkway to board the lifeboat. The structure is similar to a jetty structure, comprising steel piles, beams and bracing members, and with a concrete deck. Maintenance, repair and replacement activities are similar to those associated with category 4(a) structures, and the works are therefore covered by the provisions set out in the Method Statement for Category 4(a) works. The adjacent bank (foreshore) has some protection against erosion in the form of a in situ concrete and a separate pre-cast concrete mattress. Again these works are covered by the provisions set out in the Method Statement for Category 4(a) works. It is additionally noted that works to replace the mattress could involve craneage fromshore.
Barra Island - maintenance, repair and replacement of steel berthing structure	As noted in table 1 of the Method Statement for Category 4(a) works	This is a large steel berthing structure with external steel access steps and walkway to board the lifeboat. The structure comprises sheet piled wall construction with a concrete deck, and large steel fenders supports. Maintenance, repair and replacement activities are similar to those associated with category 4(a) structures, and the works are therefore covered by the provisions set out in the Method Statement for Category 4(a) works.
Aith - maintenance, repair and replacement of access ladder, mooring bollards and fenders + wind turbine tower	As noted in table 1 of the Method Statement for Category 4(a) works	The lifeboat berths against a sheet piled quay wall but the RNLI only maintain a vertical access ladder and mooring to bollards and fenders. Access to carry out maintenance works is generally from the quayside, which may involve the use of craneage and or man access plant, however, access from the water (via suitable workboat) may also berequired. Adjacent to the berth on the base of the quay (rock armour end) is located a small wind turbine tower, and access to this is required for maintenance,

		which may require access onto the foreshore at low water. The works are covered by the provisions set out in the Method Statement for Category 4(a) works
Lerwick - maintenance, repair and replacement of access ladder, mooring bollards and fenders	As noted in table 1 of the Method Statement for Category 4(a) works	The lifeboat berths against a sheet piled quay wall but the RNLI only maintain a vertical access ladder and mooring to bollards and fenders. Access to carry out maintenance works is generally from the quayside, which may involve the use of craneage and or man access plant, however, access from the water (via suitable workboat) may also be required. The works are covered by the provisions set out in the Method Statement for Category 4(a) works
Fraserburgh - maintenance, repair and replacement of revetment	Every 8 – 10 years and reactive	The adjacent bank (foreshore) has some protection against erosion in the form of a rock armour revetment. This rock armour may get displaced from time to time and works to re-position the rock may be needed, or to provide additional rock armour. The works would be carried from shore with suitable craneage of mechanical handling plant.
Montrose - maintenance, repair and replacement of approach structure	As noted in table 1 of the Method Statement for Category 4(a) works	This is a large steel piled access walkway jetty type structure to gain access to the pontoon berth. Maintenance, repair and replacement activities are similar to those associated with category 4(a) structures, and the works are therefore covered by the provisions set out in the Method Statement for Category 4(a) works.
Broughty Ferry - maintenance, repair and replacement of approach structure, jetty and wavescreen	As noted in table 1 of the Method Statement for Category 4(a) works	This is a large steel piled approach walkway (100m) and jetty structure (45m) needed to gain access to the deep-water mooring for the ALB. There is also a separate steel piled wave screen structure, and the jetty has storage units, fuelling systems, etc. Maintenance, repair and replacement activities are similar to those associated with category 4(a) structures, and the works are therefore covered by the provisions set out in the Method Statement for Category 4(a) works.
Anstruther - maintenance, repair and replacement of recovery eyebolts on slipway	Every 5 – 10 years and reactive	The works are covered by the provisions set out in the Method Statement for Category 4(a) works
Kinghorn - maintenance, repair and replacement of recovery eyebolts on slipway	Every 5 – 10 years and reactive	The works are covered by the provisions set out in the Method Statement for Category 4(a) works
Dunbar - maintenance, repair and replacement of access ladder, mooring bollards, fenders and davit	As noted in table 1 of the Method Statement for Category 4(a) works	The lifeboat berths against a sheet piled quay wall but the RNLI only maintain a vertical access ladder and mooring to bollards and fenders. Access to carry out maintenance works is generally from the quayside, which may involve the use of craneage and or man access plant, however, access from the water (via suitable workboat) may also be required.

		A davit is also in place on the quayside and could require access over water for maintenance purposes. The works are covered by the provisions set out in the Method Statement for Category 4(a) works

RNLI Scotland Division - Regional Licence Application for Construction Projects

General Method Statement for Category 6 Works

Regional Method Statement - Scope of Activities

This Method Statement covers Category 6 Works and supports the Divisional Licence application:

Category 6 Works – Installation, Removal & Maintenance of Standard Beach Lifeguard Units

Category 6 activities generally comprise:

- Levelling of beach as required prior to installation of standard Lifeguard Tower unit
- Excavation of beach material for installation / removal for installation of Lifeguard Tower Unit
- Excavation of beach material for installation / removal of steel stanchion base plates (including timber bearers as needed)
- Installation / removal of steel stanchion base plates (and timber bearers).
- Installation / removal of Lifeguard Tower Unit (steel tower frame + lifeguard hut)
- Minor maintenance works to unit comprising repair and/or replacement of internal fittings/fixtures and external fittings/fixtures
- Repairs to lifeguard units (towers, etc.) structure as might be needed for health & safety purposes or to ensure continued operation of units (Note: this items covers unplanned works arising from damage in use)

The lifeguard tower units are generally installed prior to the beginning of each season and removed at the end of each season. The season being nominally 1st May to 31st September. Therefore the units are generally installed from the middle of April onwards, and removed at the beginning of October (with all removal complete by the end of that month). Importantly, some unit are left in place and not removed at the end of the season. Note that some beach unit removals and installations may take place outside of the main season and the general installation/removal times described above.

The lifeguard units are assembled on the beach from standardised steel framing, and comprise stanchions and base plates, flooring beams, decking, bracing, steps, handrailing, and the prefabricated lifeguard 'hut', all with associated signage, flags and safety equipment, etc. Each unit measures approximately 4.6m x 3.6m on plan.

The stanchion base plates sit within excavated pockets within the beach material (at a depth to suit the consistency of the material, but generally no more than 0.5m below beach level). This requires some excavation of the beach material and also some levelling (re-grading) local to the unit, with the use of a mechanical excavator (wheeled or tracked), and lifting of the components with the use of an excavator, forklift or tele-handler, depending on location and beach conditions.

The units are transported in sections to the beach on a small flatbed lorry or carried with forklift, tele-handler or similar machine. This requires accessing the beach at a location suitable for vehicular access/egress and trafficking across the beach to the lifeguard location. The timing of the activities varies, but typically the installation is completed within 1 – 3 days, and removal is carried out over a similar timeframe.

Apart from the main installation and removal works which are as described above, all in situ maintenance works are carried out with small hand tools, with 2-4 person teams, and with limited materials.

All works will be carried out in compliance with the pollution control information on SEPA's website (which has replaced the Scottish Environment Protection Agency document PPG5: Works and maintenance in or near water.) https://www.sepa.org.uk/regulations/water/pollution-control/

Table 1 - Station specific Information – Annex to General Method Statement

Lifeboat Station & Works	Predicted Scale of Activity and Frequency	Additional Comments
None identified	-	-

ILLUSTRATIVE PHOTOGRAPHS OF LIFEBOAT STATIONS FOR SCOTTISHREGIONAL LICENCE

The following photographs are intended to illustrate the type of station infrastructure and thereby the categories of maintenanceworks.

Picture 1 – View of Buckie Lifeboat Station Boathouse andPontoon

Picture 2 – View of LargsSlipway

Picture 3 - View of Islay Mooring and AccessStructure

Picture 4 – Standard LifeguardTower

MARINE POLICY STATEMENT (MPS) AND SCOTTISH MARINEPLAN

The works proposed in this application do not constitute new development but relate to the operation and maintenance of existing infrastructure and are consistent with Scotland's National Marine Plan ('SNMP'). The licensable activity which would be permitted by the proposed regional marine licence is low impact maintenance activity and is sustainable use of the marine environment which is consistent with the policies and objectives of the SNMP (GEN 1 'general planning principle').

The proposed maintenance activity provides the social benefit of a functioning life-saving service, promoting health and wellbeing that benefits not only coastal communities but also those who travel to and use the marine and coastal environment (GEN 3 'socialbenefit').

'Landscape and seascape are important elements of people's enjoyment of the coastal and marine environment. They are also important as the setting for coastal communities, contributing to sense of place, economic livelihoods and quality of life.' (GEN 7 'landscape/seascape'). It is not envisaged that the proposed maintenance activities would develop, change or adversely impact the landscape character and visual amenity of each site, as no new development is proposed as part of this marine licence application.

The RNLI has undertaken a high level review of each site included in this application for a regional marine licence to identify sites that are located within 2km of a Protected Area (see Habitats Assessment at page 62). The RNLI has consulted Scottish Natural Heritage (SNH) in relation to the potential impact that the proposed low impact maintenance activities may have on the legally protected areas and species in the marine environment (GEN 9 'Natural Heritage'); see Appendix 1 for the relevant SNH pre-consultation response.

The proposed maintenance activities should not result in a deterioration of the quality of water (GEN 12 'Water quality and resource) (see WFD assessment at page 59). The maintenance activities do not involve any new pathways that might introduce marine non-native species (MNNS) (GEN 10 'Invasive non-native species'). The proposed activities will not result in additional marine litter (GEN 11 'Marine litter') (see Method Statements at page 43).

As the proposed activities are low impact and exclude dredging and piling activities (unless an additional method statement is submitted a minimum of 2 months prior to the intended works and has been approved by Marine Scotland following consultation with SNH), there will not be any significant adverse effects of man-made noise and vibration in the marine environment (GEN 13 'Noise').

The maintenance activities proposed for the sites in this regional marine licence application would not have a significant cumulative impact that would outweigh the benefit of the activities (GEN 21 'Cumulative impacts'). These are low impact activities that are essential to keep RNLI lifeboat stations operational in order to launch and recover lifeboats in response to emergency call-outs, and the maintenance of lifeguard units to support the lifeguarding service provided at certain public beaches.

WATER FRAMEWORK DIRECTIVE (2000/60/EC) ASSESSMENT

1. WFD requirements

1.1. River basins comprise all transitional waters (estuaries) and coastal waters extending to 3nm seaward from the territorial baseline. Any proposed development within 3nm must have regard to the requirements of the Water Framework Directive (WFD) (2000/60/EC) to ensure that all transitional and coastal water bodies achieve 'Good Ecological Status' and that there is no deterioration in status.

1.2. The WFD was implemented in Scotland by The Water Environment and Water Services (Scotland) Act 2003. Further regulatory controls over activities which may affect Scotland's water environment are contained within The Water Environment (Controlled Activities) (Scotland) Regulations 2011 – more commonly known as the Controlled Activity Regulations (CAR). However, pursuant to regulation 3(1)(2), the CAR do not apply to any activity where a licence is required under Part 4 of the Marine Licensing (Scotland) Act 2010 and are therefore not applicable for the purposes of this WFD assessment.

1.3. The WFD requires all European countries to manage the water environment to consistent standards. This will be achieved through a number of objectives, which include:

(i) Preventing deterioration in the status of aquatic ecosystems, protect them, and improve the ecological condition of waters.

(ii) Aim to achieve at least good status for all water bodies by 2015. Where this is not possible and subject to the criteria set out in the Directive, aim to achieve good status by 2021 or 2027.

1.4. If a project is determined as resulting in an adverse effect to a water body causing a potential deterioration in status or if it prevents the actions which are required to raise the status of the water body, then the project must be assessed and justified with mitigation proposed as is specified in Article 4(7) of the WFD.

1.5. The aim of this screening assessment is to determine whether the works associated with the RNLI Regional Licence application are WFD compliant or will cause an adverse impact and thus whether an assessment of the project under Section 4(7) of the WFD is required.

2. Proposed works activities

2.1. The RNLI's proposed regional construction projects licence covers low impact maintenance activities to slipway structures, launch ramps, boathouses and beach lifeguard units.

3. Intention of assessment

3.1. There is no formal guidance for carrying out WFD assessments in Scotland. The Environment Agency provides guidance where marine dredging activities will take place in its publication, 'Clearing the Waters'. The Northern Ireland Environment Agency provides guidance for EIA developments on carrying out a WFD assessment. In essence, these documents highlight similar approaches and have been used throughout the course of this assessment. This assessment is not a comprehensive review based on that process, rather a high level review of the likely or potential impacts which form the basis of a screening process.

3.2. The intention of this assessment is to set out whether the RNLI low impact maintenance activities will affect status at water body level. If there are instances where the activities may have a bearing, this assessment will ensure that any potential effect on status can be successfully mitigated, and on that basis to demonstrate that the activity is WFD compliant and the consenting process can continue.

4. Consideration of exemption

4.1. One of the objectives of the WFD is to ensure the status of rivers, lakes, estuaries, coastal waters and groundwater is protected from deterioration. In specific circumstances the Directive does provide for exemptions or reasons why this objective should not be applied. Although protecting the water environment is a priority, some new modifications may provide important benefits to human health, human safety and/or sustainable development. Such benefits can include:

a) Public water supply
b) Flood defence/alleviation
c) Hydropower generation
d) Navigation

4.2. This licence application does not specifically seek exemption, as the impact of the proposed activities is not considered to have an effect that is likely to be significant at water body level. However, the activities directly impact on safety at sea through the lifesaving function of the infrastructure and consequently, this assessment recognises the social and human safety benefit of the licence i.e. that given the scale and nature of the activities that an exemption, if required, might be appropriate.

5. WFD assessment

5.1. To provide a proportionate assessment of whether any activities might have a significant adverse impact on a water body, the activities have been assessed against the following criteria:

1) No changes that will result in a deterioration of current ecological potential;
2) No changes that will cause failure to meet Good Ecological Potential (GEP); and
3) No changes that will permanently prevent or compromise the relevant Environmental Objectives being met in other water bodies.

5.2. The ecological status of the water bodies potential impacted by the activities have been reviewed, based on currently available mapping data from the Scottish Environment Protection Agency i.e. the River Basin Management Plan interactive map. Generally it is evident that both the scale and nature of the activity is insignificant compared with the extent of the water body and its potential to be deteriorated by the nature of works.

5.3. The screening assessment suggests that the potential effect on the water body is limited to chemical pollutants, but that this can be mitigated by standard precautionary measures, and appropriate licensing conditions e.g. compliance with the pollution control information on SEPA's website

(https://www.sepa.org.uk/regulations/water/pollution-control/)

6. Findings of assessment

6.1. The findings are that the proposed maintenance activities are unlikely to lead to a deterioration of the ecological potential of any water body, and that no further assessment (scoping) or mitigation beyond that already planned is required.

HABITATS REGULATIONASSESSMENT

A high level review has been carried out at each site to determine the protected sites each site is in or near (within 2 km), if any. The table below lists the RNLI sites in geographical sequence, from Kippford toElie.

The proposed activities are not considered to have a significant effect on those sites identified as being in or near a protectedSite.

Scottish Natural Heritage has provided their initial assessment following pre-application consultation (see Appendix1).

RNLI SCOTLAND DIVISION SITES – Review of ProtectedSites

RNLI Site Ref	Name of Station	Postcode	Protected sites which each site location is in or near (within 2km)
1	Kippford Lifeboat Station	DG5 4LN	None
2	Kirkcudbright Lifeboat Station	DG6 4XQ	Torrs to Mason's Walk SSSI
6	Stranrear Lifeboat Station	DG9 7JZ	None
9	Largs Lifeboat Station	KA30 8PQ	None
10	Helensburgh Lifeboat Station	G84 8LH	None
11	Tignabruaich Lifeboat Station	PA21 2DR	North End of Bute SSSI
13	Islay Lifeboat Station	PA46 7RB	Jura, Scarba and the GarvellachsSPA
15	Oban Lifeboat Station	PA34 4LS	None
16	Tobermory Lifeboat Station	PA75 6NU	None
18	Arran	KA27 8JN	South Arran Nature ConservationMPA
22	Kyle of Lochalsh	IV40 8AG	Lochs Duich, Long and Alsh Reefs SPA Inner Hebrides and the MinchesSPA Lochs Duich, Long and Alsh Nature Conservation MPA
25	Barra Island Lifeboat Station	HS9 5XD	None
34	Aith Lifeboat Station (current birth)	ZE1 0AB	None

35	Lerwick Lifeboat Station	IV18 0HD	None
36	Invergordon Lifeboat Station	IV1 3YQ	Cromarty Firth SPA Cromarty Firth Ramsar Site Cromarty Firth SSSI
38	Buckie Lifeboat Station	AB56 1TX	None
39	Fraserburgh Lifeboat Station	AB43 9BR	Rosehearty to Fraserburgh Coast SSSI
42	Stonehaven	AB39 2JU	Garron Point SSSI
43	Montrose Lifeboat Station	DD10 8BD	Montrose Basin SPA Montrose Basin Ramsar Site Montrose Basin SSSI Rickle Craig – Scurdie Ness SSSI
44	Arbroath Lifeboat Station (current location)	DD11 1PD	Whiting Ness – Ethie Haven SSSI
45	Broughty Ferry Lifeboat Station	DD5 1EF	Firth of Tay and Eden Estuary SAC Firth of Tay and Eden Estuary SPA Firth of Tay and Eden Estuary Ramsar Site Monifieth Bay SSSI
46	Anstruther Lifeboat Station	KY10 3AB	Firth of Forth SSSI
47	Kinghorn Lifeboat Station	KY3 9RJ	Firth of Forth SPA Firth of Forth Ramsar Firth of Forth SSSI
48	North Berwick	EH39 4LB	Firth of Forth SPA Firth of Tay and Eden Estuary SPA Firth of Forth Ramsar Firth of Forth SSSI
49	Dunbar Lifeboat Station (ILB slipway)	EH42 1HS	Firth of Forth SPA Firth of Forth Ramsar Site Barns Ness Coast SSSI Firth of Forth SSSI

50	Dunbar Lifeboat Station (ALB berth)	EH42 1HS	Firth of Forth SPA Firth of Forth Ramsar Site Barns Ness Coast SSSI Firth of Forth SSSI
53	St. Andrews (East) Beach Lifeguard Unit		Firth of Tay and Eden EstuarySPA
54	St Andrews (West) Beach Lifeguard Unit		Firth of Tay and Eden EstuarySPA
55	Elie Beach Lifeguard Unit		Firth of Forth SPA

APPENDIX 1- SNH Advice relevant to constructionprojects

SNH Advice in relation to proposal for maintenance marine licence for RNLI stations in Scotland

Our view is that a single licence will be able to consider the issues adequately.

We note that the licence would **exclude** navigational dredging activity. In addition all piling works would be covered by additional Method Statement submitted 2 months prior to any piling. In our view it would be useful if this type of work were considered as part individual licences as and when required. The two issues most likely to require detailed consideration of possible impacts on qualifying features of designated sites are noise and sediment management (from piling and dredging activities), particularly in relation to mobile qualifying interest species such as cetaceans, birds and migratory fish. Piling noise could have effects at a greater distance than the 2.5km buffer. If these activities are treated separately from the maintenance licence, consideration of the maintenance licence will be simplified It also makes it more likely Marine Scotland will be provided with sufficient information to allow them to conclude a Habitats regulations assessment (HRA) when one is required for piling activity.

Typically, smaller, inshore piling works generate much lower noise levels than the large offshore piling proposals we've seen elsewhere so, in general, impacts can be mitigated through standard mitigation measures which we'd expect to see in Method Statements. Any future proposals for piling operation should make a clear commitment to the principles in the JNCC Piling protocol for cetaceans - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/50006/jncc-pprotocol.pdf

The Sites

The documents provided use a standardised 2.5km distance to judge which designated sites to consider. Although this is a useful start to considering the issues, we advise that the fundamental consideration should be the possibility of connectivity for the qualifying/notified interest features to theactivitiesbeing proposed. Discussion below therefore covers some of the issues which may be excluded from the proposal (piling) and therefore wouldn't need further consideration until individual piling licenceswereconsidered.

Kirkcudbright – The Torrs to Mason's Walk SSSI uses the lifeboat station slipway as the boundary. Qualifying features include Geological (Wenlock stratigraphy) and Biological (saltmarsh, shingle, cliff and vascular plant assemblage). We have considered if activities proposed could lead to significant and unrecoverable loss of any of these features. Records don't indicate vascular plant assemblage or saltmarsh important close to the slipway. I am still looking into this to see if a limiting condition may be appropriate.

Helensburgh – Rhu Point is within the 2.5km search area but site is geological and we don't see any connectivity with thesite.

Tighnabruaich – North End of Bute SSSI is on the opposite side of the sound. Features are Breeding bird assemblage, upland oak woodland , and the upland habitats mosaic. None of these have connectivity to activity proposed by RNLI on the other side of the sound.

Islay – Sound of Islay separates the lifeboat station and the Port Askaig from the eagle SPA, and there is a regular ferry. Noconnectivity.

Oban and Tobermory are both within buffer distance of the proposed Loch of Sunart to Sound of Jura MPA – for a)skate and b) Quaternary of Scotland - glaciated channels/troughs. The harbours themselves aren't included within the proposed boundary. Unlikely to be connectivity to activity proposed by RNLI.

Barra – the proposed West Coast and Outer Hebrides SPA needs to be accounted for but the harbour isn't in the proposed boundary and there is unlikely to be connectivity to activity proposed by RNLI.

Anstruther – designated sites should reflect those noted for Kinghorn etc. All will also need to account for the proposed Firth of Forth and St Andrews Bay Complex SPA, though connectivity is unlikely for most maintenance activities. This applies for Kinghorn and Dunbar. The Firth of Forth SSSI/SPA is excluded from the Anstruther town and old harbour environs and connectivityunlikely.

Dunbar – although within search boundary, the Firth of Forth and Barns Ness SSSI and the SPA is excluded from the town and old harbour environ and connectivityunlikely.

For many of the East Coast stations it is necessary to consider activity likely to cause underwater noise against the Moray Firth SAC for bottlenose dolphin. This is because the population is wide ranging outside the site and can be disturbed or injured by piling noise. It is therefore more practical to consider piling applications at a time when methodologies and mitigation proposals are known on an individual basis.

Invergordon – boundary of Cromarty Firth SSSI very close to lifeboat station – features include habitats such as mudflats, sandflats and saltmarsh, and a number of named non-breeding bird species. Include Moray Firth SAC to consider noise issues. Cromarty Firth SPA includes breeding and non-breeding birds but boundary is further away and connectivity is unlikely.

Buckie – should consider Moray Firth SAC for activities/issues noted above in bold.

Fraserburgh - should consider Moray Firth SAC for activities/issues noted above in bold. Rosehearty to Fraserburgh Coast SSSI for non-breeding birds (purple sandpiper, turnstone, eider, curlew) and geology. Noconnectivity.

Montrose - Should consider Moray Firth SAC for activities/issues noted above in bold. Rickle Craig-Scurdie Ness SSSI has biological features (saltmarsh. Maritime cliff, molluscs) and geological. However connectivity at the distance involved is unlikely. Montrose Basin SPA is some distance and connectivityunlikely.
SSSI features are non-breeding birds, but also include breeding eider, saltmarsh, transition saltmarsh, mudflat, and geological feature. Noconnectivity.
River South Esk SAC and migrating salmonids enter the river via Montrose harbour area in the estuary and therefore there is connectivity that requires further thought, particularly for noise and sediment impacts (primarily any dredging andpiling).

Arbroath - Should consider Moray Firth SAC for activities/issues noted above in bold. Needs to include consideration of the proposed Firth of Forth and St Andrews Bay complex (but boundary doesn't include harbour and connectivity unlikely). Whiting Ness – Ethie Haven SSSI sufficiently distant from lifeboat site that no connectivity to any of thefeatures.

Broughty - Should consider Moray Firth SAC for activities/issues noted above in bold. Needs to include consideration of the proposed Firth of Forth and St Andrews Bay complex (but boundary doesn't include harbour and connectivity unlikely) and Firth of Tay and Eden

Estuary SPA/RAMSAR. Also the SAC (seals and estuarine habitats). Connectivity tothe Monifieth Bay SSSI sanderling featureunlikely.

There are no designated sites where the works will impact directly physically onqualifying habitats (subject to further check for Kirkcudbright).
As such the most likely impact pathway are those on mobile species qualifying features such as birds, fish and marinemammals.

Possible impact pathways – **pollution input** – dealt with through standardanti-pollution protocols required by statutoryregulation
noise impact - Installation and all piling works would be covered by additional Method Statement submitted 2 months prior to any piling – We advise this is best dealt with through separate individual application. In MPA terms, underwater noise may be in issue in regard to the proposed MPAs for mobile species (Sea of Hebrides, NE Lewis, Southern Trench) so would mainly be relevant for Stornoway, Buckie, Banff and Fraserburgh. All piling should have a clear commitment to the JNCC Piling protocol for cetaceans - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/50006/jncc-pprotocol.pdf
disposal of dredgings - It is proposed that the licence would **exclude** navigational dredgingactivity.

APPENDIX 2: Marine Scotland Form - Marine Licence Application for Construction Projects

Marine Licence Application for Construction Projects

Version 1.0

Marine (Scotland) Act 2010

It is the responsibility of the applicant to obtain any other consents or authorisations that may be required.

Under Section 54 of the Marine (Scotland) Act 2010, all information contained within and provided in support of this application will be placed on a Public Register. There are no national security grounds for application information not going on the Register under the 2010 Act.

Public Register

Do you consider that any of the information contained within or provided in support of this application should not be disclosed:

(a) for reasons of national security; YES ☐ NO ■

(b) for reasons of confidentiality of commercial or industrial information where such confidentiality is provided by law to protect a legitimate commercial interest? YES ☐ NO ■

If **YES**, to either (a) or (b), please provide full justification as to why all or part of the information you have provided should be withheld.

WARNING

It is an offence under the Act under which this application is made to fail to disclose information or to provide false or misleading information.

Target duration for determination is 14 weeks. Please note that missing or erroneous information in your application and complications resulting from consultation may result in the application being refused or delayed.

Marine licence applications will not be accepted unless accompanied by a cheque for the correct application fee, or if an invoice is requested, until that invoice is settled. Target timelines for determining applications do not begin until the application fee is paid.

Declaration

I declare to the best of my knowledge and belief that the information given in this form and related papers is true.

Signature [Redacted] Date 25.9.17

Name in BLOCK LETTERS [Redacted]

Application Check List

Please check that you provide all relevant information in support of your application, including but not limited to the following:

- Completed and signed application form ☑
- Project Drawings ☑
- Maps/Charts ☑
- Co-ordinates of the boundary points of the area of harbour jurisdiction (if you are a statutory harbour authority) ☑
- Method Statement ☑
- Photographs of the location of the project ☑
- Additional information e.g. consultation correspondence (if applicable) ☑
- Noise Registry – Initial Registration Form (if applicable) ☒
- Pre-application Report (if applicable) ☒
- Environmental Statement (if applicable) ☒
- Payment (if paying by cheque) ☒

1. Applicant Details

Title: Initials: Surname:

Trading Title (if appropriate): ROYAL NATIONAL LIFEBOAT INSTITUTION

Address: Unit 3, Ruthvenfield Grove, Perth, Perthshire PH1 3GL

Name of contact (if different): [Redacted]

Telephone No. (inc. dialing code):

Email: [Redacted]

Statutory Harbour Authority? YES ☐ NO ☒

If **YES**, please provide a list of the latitude and longitude co-ordinates (WGS84) of the boundary points of the area of harbour jurisdiction using Appendix 01 Additional Co-ordinates form if necessary.

2. Agent Details (if any)

Title: Mr Initials: N Surname: Harris

Trading Title (if appropriate):

Address:

Name of contact (if different):

Telephone No. (inc. dialing code):

Email: [Redacted]

3. Payment

Enclosed Cheque ☐ Invoice ☒

Contact and address to send invoice to:

Applicant ☐ Agent ☒ Other ☐

If **OTHER**, please provide contact details:

Title: Initials: Surname:

Address:

Email:

4. **Application Type**

Is this application for a new construction site or an existing construction site:

New Site ☐ Existing Site ☒

If an **EXISTING SITE**, please provide the consent/licence number and expiry date:

Consent/Licence Number	**Expiry Date**
n/a- This is an application for a Regional Marine Licence for Construction Projects for low maintenance activities [see attached Application Document].	

5. **Project Details**

(a) Brief description of the project (e.g. construction of a new sea outfall):

[See pages 2-5 of Application Document].

(b) Total area of the proposed works (in square metres):

multiple sites- see application m^2

(c) Proposed start date **(Target duration for determination of a marine licence application is 14 weeks):**

14 weeks

(d) Proposed completion date:

6 years and 14 weeks

(e) Cost of the works seawards of the tidal limit of MHWS:

£

(f) Location:

[See page 6 of the Application Document for a map indicating the location of the sites, pages 10-13 for a list of the coordinates and pages 14-42 for site location plans].

Latitude and Longitude co-ordinates (WGS84) defining the extent of the project (continue on Appendix 01 Additional Co-ordinates form if necessary):

Latitude	Longitude
° . ' N	° . ' W
° . ' N	° . ' W
° . ' N	° . ' W
° . ' N	° . ' W
° . ' N	° . ' W
° . ' N	° . ' W
° . ' N	° . ' W
° . ' N	° . ' W
° . ' N	° . ' W
° . ' N	° . ' W

(g) Is the project located within the jurisdiction of a statutory harbour authority?

YES ■ NO □

If **YES**, please specify statutory harbour authority:

[See pages 7-9 where the jurisdiction of SHAs are indicated as applicable].

(h) Method statement including schedule of work (continue on separate sheet if necessary):

[See pages 43-55 for the method statements for the proposed maintenance activities].

(i) Potential impacts the works may have (including details of areas of concern e.g designated conservation and shellfish harvesting areas) and proposed mitigation in response to potential impacts (continue on separate sheet if necessary):

The proposed works by their nature are low impact maintenance activities. It is not envisaged that the works will have adverse impacts that might be of concern [see Appendix 1 to the Application Document for the initial response from Scottish Natural Heritage].

6. Deposits and/or Removals

(a) **Permanent** substance(s) or object(s) to be deposited and/or removed from below MHWS (continue on a separate sheet if necessary):

	Deposits		Removals	
Type of Deposit/Removal	Description	Quantity & Dimensions (metric)	Description	Quantity & Dimensions (metric)
Steel/Iron		No.		No.
		Dimensions		Dimensions
		Weight (kg/tonnes)		Weight (kg/tonnes)
Timber		No.		No.
		Dimensions		Dimensions
		Weight (kg/tonnes)		Weight (kg/tonnes)
Concrete		No.		No.
		Dimensions		Dimensions
		Weight (kg/tonnes)		Weight (kg/tonnes)
Plastic/Synthetic		m^2		m^2
Clay (< 0.004 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Silt (0.004 ≤ Silt < 0.063 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Sand (0.063 ≤ Sand < 2.0 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Gravel (2.00 ≤ Gravel < 64.0 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Cobbles (64.0 ≤ Cobbles < 256.0 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Boulders (≥ 256.0 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)

Pipe		Length (m) External Diameter (cm/m)		Length (m) External Diameter (cm/m)
Other (please describe below):				

(b) Method of delivery of substance(s) or object(s):

(c) For work involving salt marsh feeding, beach replenishment or land reclamation please provide the following information relating to the substance(s) or object(s) to be deposited:

Quantity (tonnes):

tonnes

Nature of substance(s) or object(s) (e.g. sand, silt, gravel etc.):

Source (if sea dredged state location of origin)

Particle size:

Have the substance(s) or object(s) been chemically analysed? YES ☐ NO ☐
If YES, please include the analysis data with your application

(d) **Temporary** substance(s) or object(s) to be deposited below MHWS (continue on a separate sheet if necessary):

Type of Deposit	**Description**	**Quantity & Dimensions** (metric)
Steel/Iron		No.
		Dimensions
		Weight (kg/tonnes)
Timber		No.
		Dimensions
		Weight (kg/tonnes)

Concrete		No.
		Dimensions
		Weight (kg/tonnes)
Plastic/Synthetic		m^2
Clay (< 0.004 mm)		Volume (m^3)
		Weight (kg/tonnes)
Silt (0.004 ≤ Silt < 0.063 mm)		Volume (m^3)
		Weight (kg/tonnes)
Sand (0.063 ≤ Sand < 2.0 mm)		Volume (m^3)
		Weight (kg/tonnes)
Gravel (2.00 ≤ Gravel < 64.0 mm)		Volume (m^3)
		Weight (kg/tonnes)
Cobbles (64.0 ≤ Cobbles < 256.0 mm)		Volume (m^3)
		Weight (kg/tonnes)
Boulders (≥ 256.0 mm)		Volume (m^3)
		Weight (kg/tonnes)
Pipe		Length (m)
		External Diameter (cm/m)
Other (please describe below):		

7. Disposal of Dredged Substance(s) or Object(s) at Sea

(a) Do you intend to apply for a marine licence for sea disposal of dredged substance(s) or object(s) as part of the project? YES ☐ NO ■

If **YES**, please specify nature of substance(s) or object(s) (e.g sand, gravel, silt, clay, rock etc.):

N/A

(b) Quantity of substance(s) or object(s) (wet tonnes):

/ wet tonnes

A separate marine licence application will be required to be submitted for sea disposal.

8. Noise Monitoring

Will loud, low to mid frequency (10Hz to 10kHz) impulsive noise be produced by the project? YES ☐ NO ■

If **YES**, which please indicate the noise generating activities and sound frequencies:

Noise Generating Activity	Sound Frequency (Hertz)
Use of Explosives	
Use of Accoustic Deterrent Devices	
Piling	
Other (please describe below):	

If you have ticked **YES**, please complete the Noise Registry – Initial Registration form located at: http://www.scotland.gov.uk/Topics/marine/science/MSInteractive/Themes/noise-reduction

Marine licence applications will not be accepted until this form has been completed and submitted.

9. Statutory Consenting Powers

Do you, or (if appropriate) your client, have statutory powers to consent any aspect of this project?

No.

10. Scotland's National Marine Plan

Have you considered the application with reference to Scotland's National Marine Plan? YES ■ NO ☐

If **YES**, provide details of considerations made with reference to the policies, including but not limited to General Policies 7 and 13 (GEN 7 and GEN 13), that have been considered:

[See page 58 of the Application Document].

If **NO**, please provide an explanation of why you haven't considered the National Marine Plan?

11. Pre-Application Consultation

Is the application subject to pre-application consultation, under The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013? YES ☐ NO ■

If **YES,** please indicate the date of the public notice for the pre-application consultation event and the type of consultation event held (a copy of the public notice must be supplied with this application):

Event Type	Date

12. Consultation

List all bodies you have consulted and provide copies of correspondence:

Scottish Natural Heritage [see Appendix 1 to the Application Document]
Marine Scotland

13. Environmental Assessment

(a) Does the project fall under Annex I or II of the EIA Directive?

Annex I ☐ Annex II ☐ Neither ■

If **ANNEX I or ANNEX II**, please provide the screening opinion issued to you in relation to the project.

(b) Has an EIA been undertaken:

for the marine licence application to which this application relates YES ☐ NO ■
for any other EIA regulator (e.g local authority) YES ☐ NO ■

14. Associated Works

Provide details of other related marine projects, including reference/licence numbers (if applicable):

RNLI Slipway extension Rhu Marina, Helensburgh (Licence Id: 05402/15/0)

Regional Marine Licence for Moorings (Islay, Oban, Tobermory, Barra Island, Fraserburgh, and Broughty Ferry)

Regional Marine Licence for Pontoons (Tobermory, Invergordon, Buckie, Montrose, and Broughty Ferry)

Regional Marine Licence for Dredging and Sea Disposal (Stranrear, Tighnabruaich, Kinghorn, and North Berwick)