Marine Licence Method Statement

Installation of 140m Pontoon

Wester Ross Salmon – Ardessie, Dundonald, Ullapool

1. Project Overview

- **Project Title:** Installation of 140m Pontoon at Ardessie Site
- **Applicant:** Wester Ross Salmon Ltd
- **Location:** Ardessie, Dundonald, near Ullapool, Scotland
- **Grid Reference / Coordinates:** See application form for full list of coordinates

Description of Works

The proposed works involve the installation of a 140-metre floating pontoon at the Ardessie site. The pontoon will be secured via a combination of mooring chains and ropes attached to seabed anchors, with a land connection formed via a concrete plinth constructed on an existing slipway.

A small landing craft will be used for offshore installation activities, and a small excavator (digger)/forklift will be used for landside works.

2. Objectives of the Works

- To provide a safe and functional marine access structure for operational use
- To improve access for vessels servicing the site
- To ensure a durable, low-maintenance mooring and access system

3. Site Description

The Ardessie site is a previously developed marine access location featuring a slipway. The surrounding environment is coastal, with typical Highland marine conditions including tidal variation, wave exposure, and mixed seabed composition (sand, gravel and rock).

There are no anticipated major modifications to the seabed beyond anchor placement.

4. Methodology of Works

4.1 Mobilisation

- Delivery of pontoon sections, mooring equipment, anchors, and construction materials to site
- Mobilisation of:
    - Small landing craft
    - Excavator (digger) and forklift
- Establishment of a temporary working area at the slipway

4.2 Pontoon Installation

Pontoon Specification

- The pontoon is constructed of **HDPE plastic pipes and boards – modular floats filled with polystyrene**

Installation Process

1. Pontoon sections will be delivered to site and assembled either onshore
2. The assembled pontoon will be floated into position

4.3 Mooring and Anchoring

- Mooring system will consist of:
    - Chains and poly ropes
    - Seabed anchors combination of 500/750kg made from steel

Procedure:

1. Anchors will be transported to location using a **small landing craft and/or by road freight**
2. Anchors will be lowered to the seabed in pre-determined positions
3. Mooring chains/ropes will be connected between anchors and pontoon
4. Tensioning and positioning will ensure stability and correct alignment

4.4 Landside Connection (Concrete Plinth)

- A **concrete plinth** will be constructed on the **existing slipway structure**

Procedure:

1. Preparation of slipway surface

2. Placement of formwork (if required)
3. Pouring and curing of concrete
4. Installation of pontoon connection fittings

- A **small excavator (digger) and forklift** will assist with positioning and securing the landward end of the pontoon

4.5 Demobilisation

- Removal of all plant, equipment, and temporary materials
- Clearance of the site
- Final inspection to ensure the area is left in a safe and tidy condition

5. Materials

- Pontoon structure (**HDPE, polystyrene**)
- Mooring chains and ropes
- Anchors (500/750kg steel)
- Concrete for plinth construction

All materials will be sourced from reputable suppliers and handled in accordance with best practice.

6. Pollution Prevention and Environmental Protection

The following measures will be implemented:

General Measures

- All works will follow best practice guidance from **Marine Scotland**
- Minimal seabed disturbance limited to anchor placement

Spill Prevention

- Refuelling will be controlled and supervised
- Spill kits will be available on-site and on vessels
- Any spills will be immediately contained and reported

Waste Management

- Waste generated during construction of the concrete plinth will be:

    - Collected
    - Segregated
    - Removed from site
- Disposal will follow **correct licensed waste management procedures**

Marine Protection

- Works will be undertaken efficiently to minimise disturbance
- Any visible marine wildlife will be avoided during operations

7. Risk Assessment and Mitigation

Risk	Mitigation
Fuel or oil spill	Spill kits, trained personnel, controlled refuelling
Anchor misplacement	Pre-determined coordinates and careful placement
Adverse weather	Weather monitoring and suspension of works if unsafe
Navigation hazards	Marking of works and communication with local users

8. Timing of Works

- Works will be scheduled to take place during suitable weather and tidal conditions
- Duration expected to be short-term (5 working days – weather dependant)
- Timing will consider environmental sensitivities where applicable

9. Navigation and Safety

- A **Notice to Mariners** will be issued if required
- All vessels involved will comply with maritime safety regulations
- The pontoon and associated equipment will be clearly visible and marked according to marine navigational requirements

10. Stakeholder Engagement

- Relevant stakeholders (e.g., local harbour authority, marine users) will be informed prior to works

- Coordination will ensure minimal disruption to other marine activities

11. Monitoring and Reporting

- Works will be supervised by competent personnel
- Any incidents will be recorded and reported as required
- Post-installation checks will confirm stability and correct installation

12. Drawings and Supporting Information

To be included with application:

- Site location plan
- Pontoon layout drawings