

Marine Licence Application for Moorings

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

28 November 2023

Name in BLOCK LETTERS

BRUCE MARTIN

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
- Maps/Charts
- Additional information e.g. photographs, consultation correspondence (if applicable)
- Payment (if paying by cheque)

1. Applicant Details

Title: **Mr** Initials: **B** Surname: **Martin**

Trading Title (if appropriate):

Address: **38A Mellon Charles, Aultbea, Achnasheen IV22 2JL**

Name of contact (if different):

[Redacted]

Telephone No. (inc. dialing code):

Email: **activewilderness@gmail.com**

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: Initials: Surname:

Trading Title (if appropriate):

Address:

Name of contact (if different):

Telephone No. (inc. dialing code):

Email:

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 mooring(s) site or an existing mooring(s) site:

New Site Existing Site

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

Consent/Licence Number	Expiry Date

5. Mooring(s) Details

(a) Type of mooring(s) to be **deposited**:

Private Commercial

(b) Number of mooring(s) to be **deposited**:

1

(c) Type of mooring(s) to be **removed** (if applicable):

Private Commercial

(d) Number of mooring(s) to be **removed** (if applicable):

(e) Type and Size of vessel(s) to be moored (continue on a separate sheet if necessary):

Type	Size (metres)
Sailing yacht	12m

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

18/03/2024

(g) Location:

Loch Ewe, to the north east of Isle of Ewe.

Latitude and Longitude co-ordinates (WGS84) defining the location of each mooring or for the boundary points of any moorings area (continue on Appendix 01 Additional Co-ordinates form if necessary):

Latitude										Longitude										
5	7	°	5	0	.	6	1	0	'N	0	0	5	°	3	7	.	7	8	0	'W
		°			.				'N				°			.				'W
		°			.				'N				°			.				'W
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		°			.				'N				°			.				'W

(h) Is the mooring located within the jurisdiction of a statutory harbour authority? YES NO

If YES, please specify statutory harbour authority:

(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 mooring is immediately adjacent to an area where visiting yachts anchor. The mooring will not obstruct use of the anchorage.

The mooring will not obstruct navigation in Loch Ewe. Nor will the mooring obstruct defence activities in Loch Ewe.

The mooring is in the Wester Ross Marine Protected Area. It is not anticipated that installation of the mooring will have any adverse affect on the Marine Protected Area.

The mooring is in the Wester Ross National Scenic Area. t is not anticipated that installation of the mooring will have any adverse affect on the National Scenic Area.

6. 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 including reference to the policies that have been considered:

The relevant policies are contained in Sections 4 (General Principles), 12 (Recreation and Tourism), 13 (Shipping, Ports, Harbours and Ferries), and 15 (Defence). These policies have been considered. The attached sheets address each of the relevant policies, in summary:

The proposed mooring is immediately adjacent to an existing anchorage that is used by visiting yachts. The mooring is to the north of the moorings located off Isle Ewe Boats. Therefore, the mooring is placed in the context of existing usage. The proposed mooring will not interfere with navigational routes or navigational safety within Loch Ewe, nor will the proposed mooring interfere with defence activities within Loch Ewe. Therefore, the proposed mooring will have minimal impact while providing economic and health and well being benefits to members of the local community.

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

7. Consultation

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

Crown Estates Scotland - I have completed an Agreement for a private mooring at this location with Crown Estates Scotland. The Agreement runs from 1 April 2023 (Crown Estates Scotland references: RC1-33-26 and 2023 CEC3000.532

Isle Ewe Boats - Isle Ewe Boats has been consulted. Isle Ewe Boats has responded positively that it will be good to have another boat based in Loch Ewe and recommended a contractor for the works to install the mooring.

8. Associated Works

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

None

Marine Licence Application for Mooring

Item 6 Scotland's National Marine Plan

Details of considerations made with regard to policies in Scotland's National Marine Plan published by The Scottish Government in 2015.

Introduction

The relevant policies are contained in Sections 4 (General Principles), 12 (Recreation and Tourism), 13 (Shipping, Ports, Harbours and Ferries), and 15 (Defence). These policies have been considered. The notes below address each of the relevant policies, in summary:

The proposed mooring is immediately adjacent to an existing anchorage that is used by visiting yachts. The mooring is to the north of the moorings located off Isle Ewe Boats. Therefore, the mooring is placed in the context of existing usage. The proposed mooring will not interfere with navigational routes or navigational safety within Loch Ewe, nor will the proposed mooring interfere with defence activities within Loch Ewe. Therefore, the proposed mooring will have minimal impact while providing economic and health and well being benefits to members of the local community.

Section 4: General Principles:

Gen 1 General planning principle: It is noted that there is a presumption in favour of sustainable development and use of the marine environment that is consistent with the policies and objectives of the plan. The notes below demonstrate that the proposed mooring is consistent with the policies and objectives of the plan.

Gen 2 Economic benefit: The mooring is for a sailing yacht which will use local boatyard facilities.

Gen 3 Social benefit: The yacht will provide health and wellbeing benefits, principally to members of the local community.

Gen 4 Co-existence: The proposed mooring has been located to avoid obstructing the adjacent anchorage used by visiting yachts. As well as avoiding disruption to the existing anchorage, this avoids placing additional constraints on existing creel fishing arrangements. The proposed mooring has been located well to the north of, and clear of, the existing moorings off Isle Ewe Boats.

Gen 5 Climate change: The proposed mooring is for a sailing yacht. This provides health and social benefits with minimal emissions. The proposed mooring is immediately adjacent to an existing anchorage, minimising impact on the sea bed and ecosystem.

Gen 6 Historic environment: It is anticipated that the proposed mooring will have no impact on the historic environment.

Gen 7 Landscape / seascape: The proposed mooring is immediately adjacent to an existing anchorage that is used by visiting yachts, the mooring is to the north of the moorings located off Isle Ewe Boats. The mooring is placed in the context of existing usage. The mooring is approximately 1km from the mainland. The mooring is also approximately 1km from the houses on Isle of Ewe and, if visible from the houses, it will be in the periphery of view. When viewed from the mainland, the mast of the yacht will not extend higher than the bulk of the Isle of Ewe. Therefore, the proposed mooring will have minimal impact on the landscape / seascape within the Wester Ross National Scenic Area.

Gen 8 Coastal process and flooding: It is understood that the proposed mooring will have no impact on coastal processes, nor will it contribute to coastal flooding.

Gen 9 Natural heritage: The proposed mooring is immediately adjacent to an existing anchorage that is used by visiting yachts.

- There is no significant risk that the mooring will hinder the achievement of the conservation objectives of the Wester Ross Marine Protected Area.

- The proposed mooring will have no additional impact on species protection.
- The proposed mooring will have no impact on wider sea measures.
- The proposed mooring will have no additional impact on geodiversity.

Gen 10 Invasive non-native species: The proposed mooring is immediately adjacent to an existing anchorage that is used by visiting yachts. The proposed mooring will have no additional impact.

Gen 11 Marine litter: No impact, all litter will be removed and disposed of using approved on shore disposal methods.

Gen 12 Water quality and resource: The proposed mooring is immediately adjacent to an existing anchorage that is used by visiting yachts. The proposed mooring will have no additional impact.

Gen 13 Noise: The proposed mooring will be used by a sailing yacht and is immediately adjacent to an existing anchorage used by visiting yachts. The proposed mooring will have no additional impact.

Gen 14 Air quality: The proposed mooring will be used by a sailing yacht and is immediately adjacent to an existing anchorage used by visiting yachts. The proposed mooring will have no additional impact.

Gen 15 Planning alignment A: The proposed mooring will enhance recreational access to the sea.

Gen 16 Planning alignment B: The proposed mooring will have no impact.

Gen 17 Fairness: The proposed mooring is immediately adjacent to an existing anchorage used by visiting yachts. The proposed mooring will not restrict use of the existing anchorage. The proposed mooring is well clear of the moorings off Isle Ewe Boats. The proposed mooring will have no significant impact on other marine interests.

Gen 18 Engagement: The principal local stakeholder, Isle Ewe Boats, has been consulted. Isle Ewe Boats has responded positively that it will be good to have another boat based in Loch Ewe and recommended a contractor for the works to install the mooring.

Gen 19 Sound evidence: This document provides sound evidence to support approval of the application for the proposed mooring.

Gen 20: Adaptive management: No impact.

Gen 21 Cumulative impacts: The proposed mooring is on the periphery of an existing anchorage used by visiting yachts. The additional impact affecting the ecosystem of the marine plan area will be negligible.

12 Recreation and Tourism

The proposed mooring is within the west coast "key area" for sailing.

The proposed mooring will provide improved access to marine and coastal resources for recreational use.

The proposed mooring will not interfere with access to the shore or water for recreational use, nor will the proposed mooring interfere with existing navigational routes or navigational safety.

13 Shipping, Ports, Harbours and Ferries

The proposed mooring will not interfere with navigational routes or navigational safety within Loch Ewe.

15 Defence

The proposed mooring will not interfere with defence activities within Loch Ewe.